

# BUILDING

A BETTER FUTURE

## Infrastructure Delivery Plan

June 2026



Any queries about the report should be sent to:

Email [cil@havant.gov.uk](mailto:cil@havant.gov.uk)

Telephone 023 9244 6446

Address: Havant Borough Council  
Public Service Plaza  
Civic Centre Way  
Havant  
PO9 2AX

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# 1. Introduction

## Purpose

- 1.1 The Infrastructure Delivery Plan (IDP) forms a key part of the evidence base to support Havant's emerging Local Plan, titled Building a Better Future. It also influences the council's spending decisions on the Community Infrastructure Levy. In addition, other workstreams, such as the council's Regeneration Strategy rely heavily on infrastructure investment.
- 1.2 The IDP sets out the types of infrastructure - facilities, installations and services – that are needed to support new and expanding communities as more development is planned and delivered.
- 1.3 The bulk of the document (Chapter 3) is set out in a 'template' format for each of the various types of infrastructure under the following headings:
  - Lead Organisation/s
  - Main Sources of Information (and web links for updates)
  - Planning Policy
  - Roles and Responsibilities
  - Existing Provision
  - Anticipated Needs
  - Sources of Funding
  - Key Issues
  - Anticipated Solutions
- 1.4 This 2026 version of the IDP includes updates and additional information from earlier versions. This iteration has been produced to accompany the draft Local Plan and takes account of the comments received during the public consultation periods on the draft Plan, as well as general updates needed given the passing of time and the completion of further evidence work for the Local Plan.
- 1.5 The IDP is intended to be a live document that can be updated through active monitoring to inform decisions, including the spending of Community Infrastructure Levy (CIL). To assist in this, one of four categories have been applied to the infrastructure identified in the solution tables identified in Appendix 2 (additional information on the categories is provided in Appendix 3). Once the local plan has been adopted the appendices in this document will be updated periodically through the Infrastructure Business Plan, to provide more accurate costs, priorities and needs and take account of the infrastructure that has been provided as the implementation of the Local Plan takes place.

## National Policy Context

- 1.7 The National Planning Policy Framework (NPPF) sets out national planning policy, including infrastructure provision. It sets out the planning policy framework for local planning authorities to follow both when making plans and when determining planning applications.
- 1.8 Paragraph 8 of the NPPF refers to the three overarching objectives to sustainable development. The economic role for planning includes, '*...and by identifying and coordinating the provision of infrastructure.*'

- 1.9 Paragraph 16 recognises the importance of timely liaison with the infrastructure and service providers during the plan making process: *‘Plans should: c) be shaped by early, proportionate and effective engagement between plan makers and ... infrastructure providers and operators and statutory consultees;’*
- 1.10 Paragraph 20 of the NPPF states that, *‘Strategic policies should ..., and make sufficient provision for:*
- (b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);*
- (c) community facilities (such as health, education and cultural infrastructure; and*
- (d) ...green infrastructure...’.*
- 1.11 Paragraphs 25-28 refer to the importance of joint working between plan making authorities, and engagement with infrastructure providers on strategic matters to help determine where additional infrastructure is necessary.
- 1.12 Paragraph 35 deals with development contributions, that plans should set out what is expected in the way of infrastructure from development and that this should not undermine the deliverability of the plan.
- 1.13 Paragraph 86 states that, *‘Planning policies should: (c) seek to address potential barriers to investment, such as inadequate infrastructure, services ...’.* The capacity of existing infrastructure and availability of services is therefore of concern, as mentioned in paragraph 129 (c).
- 1.14 The future resilience of infrastructure to the impacts of climate change is also to be taken account of in plan making with paragraph 162 mentioning as examples, *‘providing space for physical protection measures, or making provision for the possible future relocation of vulnerable development and infrastructure.’*

## **Sub-Regional Context**

- 1.15 In December 2023, the Partnership for South Hampshire (PfSH) published the Spatial Position Statement 2023 setting out the overall need for, and distribution of, development in South Hampshire. It provides an overall vision and strategic direction for new development that can be considered up to 2050. The Spatial Position Statement 2023 replaced the PUSH Spatial Position Statement 2016.
- 1.16 Infrastructure investment remains a strategic priority for PfSH, the Spatial Position Statement recognises the requirement to balance growth with the infrastructure required to support it. This includes a wide range of infrastructure, including for transport, flood management, education, health and community facilities. Of particular importance in the Solent area is the recognition of significant environmental constraints, many of which are linked to national policy and legislation (nitrates, phosphates, Brent Geese and Waders, Solent and New Forest recreational disturbance).
- 1.17 The Position Statement envisages that infrastructure will be delivered through a package of funding which could include:

- Developer contributions, through Section 106 and CIL
- Central government funding for strategic infrastructure investment via:
  - The Solent Local Enterprise Partnership<sup>1</sup>
  - Exploration of support and funding from the government and from delivery agencies such as Homes England
- Infrastructure providers' investment plans

- 1.18 The Havant Borough Council Development Plan currently comprises the Havant Borough Local Plan (Core Strategy) (adopted March 2011), the Havant Borough Local Plan (Allocations) (adopted July 2014), the Hampshire Minerals and Waste Plan (adopted October 2013) and the Emsworth Neighbourhood Plan (adopted September 2021). The NPPF expects plans to be drawn up to cover a minimum 15-year time horizon<sup>2</sup> and their policies be kept up to date, which means being reviewed at least once every five years<sup>3</sup>.
- 1.19 The assessment of housing need indicates the number of homes that the Local Plan should make provision for over the plan period. Outstanding allocations within the current Local Plan are being reviewed and additional housing sites outside of the current development area boundaries have been added. This includes the identification of a Strategic Site within the area between Denvilles and Emsworth, now known as Southleigh. These sites, together with other potential sources of supply identified through the Strategic Housing and Economic Land Availability Assessment (SHELAA) and Windfall Housing Analysis show how the Local Plan is addressing the need for housing and commercial development<sup>4</sup>.
- 1.20 The NPPF requires that policies set out the strategy for the pattern, scale and quality of development and make sufficient provision for various types of infrastructure. As a result, this IDP is being prepared alongside the Building a Better Future Plan to set out the type, scale and delivery mechanisms for the infrastructure required to support new development in the borough for the plan period to the end of the plan period.
- 1.21 In addition, the council has launched an ambitious regeneration strategy: [www.havant.gov.uk/media/7987/download?inline](http://www.havant.gov.uk/media/7987/download?inline). Infrastructure investment is a key part of these ambitions. A number of key partners such as Homes England, the Department for Transport and the Hampshire County Council are involved in various aspects of the work and will be vital in bringing forward a step change in infrastructure investment in the borough.

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<sup>1</sup> Now integrated into Hampshire County Council

<sup>2</sup> NPPF Paragraph 22

<sup>3</sup> NPPF Paragraph 34

<sup>4</sup> For details, see [www.havant.gov.uk/planning-services/planning-policy/local-plan/local-plan-evidence-studies-and-strategies](http://www.havant.gov.uk/planning-services/planning-policy/local-plan/local-plan-evidence-studies-and-strategies)

## 2. Infrastructure Themes

- 2.1 Various agencies are responsible for building, maintaining and operating the different types of infrastructure. Havant Borough Council liaises with these agencies for their input to the Local Plan process and provides information to them to assist with their forward service plans and strategies. 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.
- 2.2 The facilities, installations and services needed to support communities and enable the local economy to thrive includes those set out in the table below. Each type is considered in detail in the following sections:

Category	Type	Provider
Education	Early years	Hampshire County Council
		Various private nursery and pre-school providers
	Schools - primary and secondary (including 16+)	Hampshire County Council
		Private schools and academies
Emergency Services	Police	Hampshire Constabulary
	Fire and rescue	Hampshire and Isle of Wight Fire and Rescue Service
	Ambulance	South Central Ambulance Service
	Coastguard	Maritime & Coastguard Agency
	Emergency planning	Hampshire County Council and Havant Borough Council (with other agencies)
Green & Blue	Open space and playing pitches	Havant Borough Council and developers /management companies
	Coast including flood and erosion risk management and defences	Coastal Partners
		Environment Agency
		Hampshire County Council
	SuDS and other drainage systems	Developers
		Hampshire County Council
Active travel routes including public rights of way	Hampshire County Council	
Ecology including Habitats Regulations mitigation	Bird Aware Solent Partnership Partnership for South Hampshire	
Health		Various GP surgeries

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

**Table 1: Types of Infrastructure and Providers**

- 2.3 During the development of the Local Plan, a proforma together with explanatory letter, housing trajectory spreadsheet 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 2043;
  - indicative cost for the improvements and how they would be funded; and
  - timescale for the improvements to be implemented.
- 2.4 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 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.
- 2.5 This was followed up by meetings with some representatives of the infrastructure and service providers, to seek clarification of the responses provided, to seek responses where none had been received and to delve in more detail into particular issues; for example, where matters of concern had been raised through the consultations on the Local Plan.
- 2.6 Infrastructure and service provider's published reports were also reviewed for additional background information and data. These included annual reports and budget statements, service plans and strategies. The Hampshire Strategic Infrastructure Statement<sup>5</sup>, is also a useful source of information for all the services and facilities that are included within the county council and its public sector provider partners' responsibilities.
- 2.7 While every effort is made to keep the IDP up to date, it can only ever be a snapshot in time. The tables therefore identify key websites where updated position statements from relevant organisations can be found.

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<sup>5</sup> [www.hants.gov.uk/landplanningandenvironment/strategic-planning/infrastructure-planning](http://www.hants.gov.uk/landplanningandenvironment/strategic-planning/infrastructure-planning)

# Education

Early Years	
Lead Organisation/s	Hampshire County Council (HCC)
Main Sources of Information and Key Weblinks for Updates	<p>Liaison with HCC's Childcare Development Officer</p> <p>HCC School Places Plan: <a href="http://www.hants.gov.uk/educationandlearning/strategic-development/schoolplacesplan">www.hants.gov.uk/educationandlearning/strategic-development/schoolplacesplan</a></p> <p>County Council's latest Planning Obligations and Development Infrastructure Guidance: <a href="#">Guidance-PlanningObligations-and-DeveloperInfrastructureContributions.pdf</a></p> <p>Hampshire County Council Services for Young Children (Childcare and early years): <a href="http://www.hants.gov.uk/socialcareandhealth/childrenandfamilies/childcare">www.hants.gov.uk/socialcareandhealth/childrenandfamilies/childcare</a></p> <p>Early Years and childcare requirements in major new developments: <a href="https://documents.hants.gov.uk/childrens-services/EYC-requirements-new-developments.pdf">https://documents.hants.gov.uk/childrens-services/EYC-requirements-new-developments.pdf</a></p>
Planning Policy	<p>Paragraph 20 of the NPPF suggests that 'strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for: '(c) community facilities (such as health, education and cultural infrastructure); Paragraph 98 adds provisions to ensure that planning policies help to provide the social, recreational and cultural facilities and services the community needs.</p> <p>Recent practice suggests to planners/developers that provision should be made for early years and childcare facilities for children 0- 5 years within their plans for the housing developments. As such HCC is keen to engage with developers to ensure that the infrastructure for provision is taken into account in the planning of new developments.</p>
Roles and Responsibilities	<p>From September 2025 working parents of 9 month to 3-year-olds can now access 30 free hours per week (38 weeks a year).</p> <p>Free Early Years Education in Hampshire is delivered through a mixed economy of Ofsted registered and inspected Early Years Foundation Stage (EYFS) providers. These include maintained nursery schools and nursery classes within primary schools; academies; private, voluntary and independent (PVI) day nurseries and preschools; and registered childminders. Hampshire County Council (HCC) operates a limited number of maintained nursery schools, none of which are located within the borough. Consequently, HCC's principal function is to commission and support early years provision rather than directly deliver it.</p> <p>Childminders form an important component of the local childcare market, providing flexible, home based provision and choice for parents. While growth in the childminder sector contributes positively to capacity, its impact is comparatively limited due to smaller individual scale and place numbers. As such, larger early years settings continue to play a key role in meeting strategic demand arising from population growth.</p>
Existing Provision	Information about current provision is summarised at Appendix 1.

## Early Years

<p>Anticipated Needs</p>	<p>HCC has identified that, on average, every 500 new dwellings are likely to generate demand for approximately 56 additional early years places for children aged 0–4. The Hampshire Infrastructure Assessment (2019) highlights the importance of assessing the cumulative impact of new housing development on early years infrastructure. In its review of the emerging Local Plan, HCC has noted that although many proposed housing allocations within Havant Borough are individually modest in scale, when considered cumulatively by area they have the potential to place strain on existing early years provision.</p> <p>This pressure is compounded by the introduction of the government’s 30 hour funded childcare entitlement, which has resulted in some existing providers operating close to full capacity. More recent announcements extending funded early years entitlements for working parents reinforce the need for ongoing monitoring of childcare supply and demand. Analysis of Small Area Population Forecast (SAPF) data, together with planned housing growth, indicates that Havant Borough may experience a shortfall in early years provision in parts of the district unless additional capacity is planned for as part of new development.</p> <p>The Local Plan therefore seeks to ensure that growth is supported by timely and sufficient early years provision, through engagement with Hampshire County Council and by securing new or expanded facilities where necessary, either on site or through appropriate financial contributions.</p> <p>Therefore, to meet needs going forward additional early years places across the borough will be required: to summarise:</p> <p><u>Waterlooville:</u> The Woodcroft Farm development application for 190 units will require additional capacity most likely at the existing provision on Woodcroft Primary School. An additional 26 places would be needed which could be provided by expansion of the existing provision (NB: Application outside Havant Borough Council boundary), access is from existing Woodcroft Farm development within the borough.</p> <p><u>Campdown development:</u> The development for 590 houses generates the need for 66 place nursery. This could be provided through an additional early years provision either at Morelands School or be accommodated within the development as a new purpose built nursery.</p> <p><u>Southleigh Strategic Site:</u> The development for 2,100 homes will require approximately 234 early years places, provided through on-site early years provisions, possibly two purpose built day nurseries and additional space for a smaller setting provided within a community building.</p> <p>Additional information can be found in Appendix 2A</p>
<p>Sources of Funding</p>	<p>As nursery and childcare provisions are run as businesses, they are largely self-funding however an amount is paid by the county council (from Department for Education Grants) to cover the ‘free’ element of provision.</p> <p>Childcare facilities of 50+ places are considered more economically viable and may attract the best investment opportunity from the sector. For a setting based within a community facility, provisions of 30+ places are considered more economically viable. New housing developments can result in local pressures within the existing childcare</p>

## Early Years

	<p>market where further capacity is required to support families moving into new homes. For new housing developments the county council has taken the position to seek to secure sites for childcare development and/or childcare provision either within community buildings or the like through the site masterplanning process, or through the expansion of an existing childcare setting where this is appropriate.</p>
Key Issues	<p>Forecasting demand from the Small Area Population Statistics cannot be precise due to parental choice which may mean that parents residing outside of ward/district but working within the borough can choose to use nursery facilities near their workplace. Early Years funding data shows that children in the borough access their places across all three neighbouring local authorities (Hampshire, West Sussex and Portsmouth). For example, Emsworth facilities are used by West Sussex residents and some Purbrook families use facilities in Portsmouth.</p> <p>The latest Hampshire Childcare Sufficiency assessment can be found using the following link: <a href="#">Hampshire childcare market and sufficiency assessment   Children and Families   Hampshire County Council</a></p> <p>Childcare Sufficiency Assessments across Hampshire conclude that while some parents 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.</p> <p>Early years and childcare facilities should be located either within or alongside community facilities, or on dedicated sites identified and available for development. Market experience demonstrates that early years provision is most effective and attractive to families when it is located close to, or on, infant or primary school sites, where sufficient land is available to accommodate such facilities. Co location supports ease of access for families, facilitates smoother transitions into statutory education, and enables operational efficiencies.</p> <p>It is therefore appropriate that the allocation of land and/or premises for early years and childcare provision is considered alongside planning for new primary schools, particularly where growth is expected to generate significant demand. This approach is especially important within developments where there is little or no accessible early years or childcare provision adjacent to, or within reasonable proximity of, new housing.</p> <p>Where early years provision is not delivered directly on a primary school site, alternative locations must be capable of supporting convenient access by a range of modes, including walking, public transport and private vehicle. In such cases, provision should normally be located within a 1–2 mile radius of the main housing development to ensure accessibility for families. While community buildings can offer lower rental costs, competing demands on shared facilities often mean they are unable to provide the consistent, all day accommodation required by working families and may therefore be unsuitable for long term early years delivery.</p> <p>Hampshire County Council (HCC) recommends a site area of approximately 0.25 hectares for standalone nursery or childcare facilities. Where early years provision is planned as part of a combined school and pre school site, the land requirement may be reduced to around 0.2 hectares due to the potential for a more efficient and flexible site layout when facilities are planned together from the outset.</p>

## Early Years

	<p>For larger housing developments, HCC will normally seek the provision of appropriate land and, where necessary, buildings to support early years and childcare delivery. The county council will work collaboratively with developers to secure a suitable, high quality provider through a structured commissioning process. Provision is typically sought early in the development programme, aligned with the build out of housing and, where applicable, delivered concurrently with any new primary school infrastructure.</p> <p>HCC encourages early engagement with developers and local planning authorities to establish the most appropriate form and timing of early years provision on a site by site basis. Developer contributions towards early years and childcare infrastructure will be calculated in accordance with the county council's <i>Developers Contributions towards Children's Services Facilities Policy</i>, which provides the basis<sup>6</sup> for securing Section 106 obligations where required.</p>
Anticipated Solutions	<p>Some places will naturally come on stream from commercial operators making provision to meet demand. In general terms, commercial providers are available to lease buildings but there are often no suitable premises. A modular building or community hall/space would be appropriate but must be able to meet the needs of working parents 8am-6pm.</p> <p>The county council will continue to monitor needs arising from planned development. Where appropriate, the borough council will seek land and buildings, or financial contributions from developers during the planning application process.</p>

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<sup>6</sup> Using a detailed analysis of actual projects designed and tendered in recent years resulting in separate costs per place for new primary and secondary schools and for extensions to existing schools.

## Primary and Secondary Schools (Including SEN and 16+)

Lead Organisation(s)	Hampshire County Council
Main Sources of Information and Key Weblinks for Updates	<p>County Council's latest Planning Obligations and Development Infrastructure Guidance: <a href="#">Guidance-PlanningObligations-and-DeveloperInfrastructureContributions.pdf</a></p> <p>HCC School Places Plan: <a href="#">SDT-HampshireSchoolPlacePlan2026-2030</a></p> <p>SEN Provision in Hampshire: <a href="#">SEN Provision in Hampshire   Hampshire CTSH</a></p> <p>School Travel: <a href="#">Travel to school   Education and learning   Hampshire County Council</a></p>
Planning Policy	<p>In promoting sustainable travel patterns, paragraph 111 of the NPPF states that Planning Policies should: <i>'support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.'</i></p> <p>The approach to meeting school provision is set out in paragraph 100: <i>'It is important that a sufficient choice of early years, school and post-16 places are available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:</i></p> <p><i>(a) give great weight to the need to create, expand or alter early years, schools and post-16 facilities through the preparation of plans and decisions on applications; and</i></p> <p><i>(b) work with early years, school and post-16 promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.</i></p> <p>Havant Borough Council will continue to engage with Hampshire County Council in its role as education authority, in particular through the pre-application process, to ensure that the need for additional school places arising from new developments can be met.</p>
Roles and Responsibilities	<p>Hampshire County Council has a statutory duty to ensure a sufficiency of school places for the county's children. Hampshire County Council 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.</p> <p>Hampshire County Council has a School Travel Planning Team who work with schools to promote sustainable travel to school. This is to increase the proportion of children and young people using sustainable modes and reduce the impact of the school journey on local traffic congestion and encourage healthy, active travel. In sustainable travel terms it is expected that children would be able to walk up to two miles to school up to the age of 8. If the nearest catchment school is more than two miles for years R to 3, or more than three miles for years 4 to 11 (reduced to more than two miles for those meeting low income criteria), a child will qualify for funded transport.</p>
Existing Provision	<p>Details of existing schools are set out at Appendix 1 and are kept updated at <a href="http://www.hants.gov.uk/educationandlearning/strategic-development/schoolplacesplan">www.hants.gov.uk/educationandlearning/strategic-development/schoolplacesplan</a></p>

## Primary and Secondary Schools (Including SEN and 16+)

	<p>Schools are grouped so that junior and primary schools lie within the catchment of secondary schools and therefore act as feeder schools to particular secondary establishments.</p> <p>Details of existing specialist provision for pupils with special educational needs can be found at: <a href="https://documents.hants.gov.uk/childrens-services/sen-provision-in-hampshire.pdf">https://documents.hants.gov.uk/childrens-services/sen-provision-in-hampshire.pdf</a></p> <p>Pupils requiring specialist places to support them with their special educational needs will be placed in either a special school or a resourced provision within a mainstream school. Wherever possible, pupils are placed in the nearest provision that can meet their needs, however this is not always possible. Specialist provision within the borough of Havant will support pupils from a wider geographic area than the borough itself, and likewise, pupils from Havant may attend specialist provision outside of the borough.</p> <p>Where possible, all new schools will include a resourced provision.</p>
Anticipated Needs	<p>Specific infrastructure needs are detailed in Appendices 2a and 2b. To summarise:</p> <p><b>Secondary Schools</b></p> <p>Across the borough some expansion to secondary schools may be required to meet the need from a particular development. With particular reference to Southleigh Strategic Site, Warblington School has some capacity but would not accommodate full yield from a large development like Southleigh. Warblington School would potentially need a 3fe expansion.</p> <p><b>Primary Schools</b></p> <p><u>Southleigh Strategic Site and Emsworth</u></p> <p>There is currently no capacity in Emsworth to serve new developments beyond small developments yielding 1 or 2 pupils per year group which would be manageable.</p> <p>The scale of the proposed development at the Southleigh Strategic Site requires a 3 Form Entry (FE) school to allow for development up to the upper end of the range at 2,100 dwellings. This is the maximum that a 3FE (630 places) primary school could cater for based on the average of 0.30 children (aged 4-11) per dwelling.</p> <p>The actual size of site required for a new primary school will depend on a number of factors including site shape and topography, access, and the relationship with the adjacent community and other land uses. However, as a guide a 3FE primary school for 630 pupil places would require a minimum 2.8 hectare site.</p> <p>Should the number of dwellings rise above the proposed upper figure of 2,100 then further discussion will be required regarding provision of a second primary school site.</p> <p>Consideration needs also to be given to 1 to 2 additional SEND classrooms to be provided through the new school.</p> <p>A minimum of 400 occupations would be needed prior to opening a new primary school.</p>

## Primary and Secondary Schools (Including SEN and 16+)

	<p><u>Havant, Leigh Park &amp; Bedhampton</u></p> <p>Planned housing development in the catchments of several primary schools in these areas will place additional pressure on demand for pupil places which they will be unable to accommodate. Expansion of primary schools is therefore required to accommodate the projected pupil population growth in the areas identified.</p> <p><u>Hayling Island</u></p> <p>Some further expansions to primary schools may be required to meet the need from a particular development. There is existing capacity at both the primary phase and secondary phase schools. Depending on the scale and timing of development, expansion may be required in the primary and secondary phases.</p> <p><u>Waterlooville (including Cowplain)</u></p> <p>A second new primary school (within Winchester City Council boundary) opened in September 2025. It is a 1.5 for entry (315 places) primary school meaning that it can take up to 45 pupils per year group. It took Year R pupils only in its first year of opening and will build up over time. It is run by the University of Chichester Academy Trust, who also run the other primary school on the development, Berewood Primary.</p>
Sources of Funding	<p>The main source of funding for expansion of existing or building new provision, comes from developer contributions collected to mitigate the education requirements created by the housing developments. The county council's published Guidance on Planning Obligations and Developer Infrastructure Contributions provides detail in Part 3: Children's Services Facilities (Education Provision) of the costs of indicative S106 contributions for new/expansion of school places provision, so that developers are aware of the level of likely contributions that will be sought from them.</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 funding can only be sought where demand for places is not as a result of development.</p>
Key Issues	<p>Predicting school place demand is a complex task. Where children go to school involves a range of different factors such as housing growth, inward and outward migration and parental preference. Hampshire County Council collects data on the historical and current uptake of places in all schools that are maintained by the Local Authority. This data along with other linked information, primarily birth and housing data, is used to forecast school places across the county.</p> <p>The main principle of current and future provision is that Hampshire County Council will seek to provide local schools for local children. The following factors are taken into account when forecasting school places:</p> <ul style="list-style-type: none"> <li>• Numbers of children living in area;</li> <li>• numbers of children attending local schools;</li> <li>• % participation rates for numbers joining each phase of schooling;</li> <li>• known housing developments and likely pupil yield;</li> </ul>

## Primary and Secondary Schools (Including SEN and 16+)

- 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.

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.

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

### Anticipated Solutions

A number of secondary and primary school expansions and new site requirements have been identified and the policies for particular specific sites include reference to the need to make contributions towards the provision of additional places at particular schools and these will be identified in the individual site profiles.

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

# Emergency Services

Police	
Lead Organisation/s	Hampshire and Isle of Wight Constabulary
Main Sources of Information and Key Weblinks for Updates	<p>Engagement with the Office of the Policy &amp; Crime Commissioner for Hampshire and the Isle of Wight</p> <p>Hampshire Infrastructure Planning and Strategic Infrastructure Statement - Hampshire County Council: <a href="http://www.hants.gov.uk/landplanningandenvironment/strategic-planning/infrastructure-planning">www.hants.gov.uk/landplanningandenvironment/strategic-planning/infrastructure-planning</a>.</p> <p>Hampshire Constabulary's website: <a href="https://www.hampshire.police.uk/">https://www.hampshire.police.uk/</a></p>
Planning Policy	<p>The NPPF (paragraphs 20 and 102) expects Local Plans to set out policies to deliver infrastructure and facilities including those for 'security'. Paragraph 102 states: <i>"Planning policies and decisions should promote public safety and take into account wider security and defence requirements by: (b) recognising and supporting development required for operational defence and security purposes, and ensuring that operational sites are not affected adversely by the impact of other development proposed in the area"</i>.</p> <p>Where new premises for a police station or neighbourhood policing facility are required, the Local Plan can identify and allocate a suitable site. The Local Plan may also set policies to facilitate crime prevention measures in new development.</p>
Roles and Responsibilities	<p>Hampshire Constabulary is one of the biggest forces in the country delivering policing services to the people of Hampshire and the Isle of Wight. Its purpose is to deliver safer communities and the scale of this challenge includes:</p> <ul style="list-style-type: none"> <li>• Policing across 1,500 square miles, land which is largely rural but with densely populated cities</li> <li>• The changing face of crime, with similar trends to those nationally in terms of increased reports of cyber-crime, child sexual exploitation and domestic abuse</li> <li>• A significant transport network including the M27 and M3 and key rail hubs; and two international airports</li> <li>• Critical national infrastructure sites to keep safe such as the ports in Southampton and Portsmouth and crucial oil refineries</li> </ul> <p>The force works in partnership with other bodies including a shared headquarters building with Hampshire and Isle of Wight Fire and Rescue Service. A number of neighbourhood policing teams are located with 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): <a href="https://www.hampshire-pcc.gov.uk/">https://www.hampshire-pcc.gov.uk/</a></p>
Existing Provision	<p>An operational review has been carried out together with a review of the police estate. Not long ago there was a police station with a custody block in every town however some premises (generally freehold) have been found to be in a poor state of repair and outdated. As a result the police station on Hayling Island has closed, been sold and converted to residential use. Police constables and police community support</p>

## Police

	<p>officers now operate from the building that is also occupied by the Library Service at Elm Grove. The Waterlooville and Havant Police Stations remain in operation.</p> <p>Hampshire and the Isle of Wight Constabulary operate four main Police Investigation Centres (PICs), including:</p> <ul style="list-style-type: none"> <li>• Eastern Police Investigation Centre (Portsmouth): Serves Portsmouth, Havant, Gosport, Fareham, and parts of East Hampshire.</li> <li>• Western Police Investigation Centre (Southampton): Covers Southampton, New Forest, and Eastleigh.</li> <li>• Northern Police Investigation Centre (Basingstoke): Covers Basingstoke &amp; Deane, Hart, Rushmoor, Test Valley, and Winchester.</li> <li>• Newport Police Station (Isle of Wight): Serves the Isle of Wight.</li> </ul> <p>These have a central investigation function, a custody suite, support rooms and investigative areas, as well as a front office with officers who will deal with enquiries including reporting crime, reporting for bail and lost and found property.</p> <p>Neighbourhood policing in Havant is run from Havant Police Station for the neighbourhoods of Barncroft and Bedhampton; Battins and West Leigh; Havant and Emsworth; and from Waterlooville Police Station for the neighbourhoods of Waterlooville North, Waterlooville South and Hayling Island.</p>
<p>Anticipated Needs</p>	<p>Generally, the estates strategy builds on successful partnerships that have been forged as part of the Police and Crime Commissioner’s commitment to neighbourhood policing and moves from an owned to a shared estate. Over recent years, the Estate Change Programme (ECP) successfully co-located a number of police officers and staff into shared service facilities with colleagues in local councils and Hampshire Fire and Rescue Buildings. Similarly, it is an aim to work with local authorities to ensure that the police can operate from fit for purpose facilities in convenient locations within the heart of local communities at no additional cost to the public. Havant Police Station may be sold if the existing teams are relocated.</p> <p>There are no specific infrastructure needs identified in Appendix 2a, there is however a specific infrastructure need in Appendix 2b.</p>
<p>Sources of Funding</p>	<p>Two thirds of the budget come from national government; the rest is raised through the Council Tax.</p> <p>In the short to medium term, rationalisation of the Hampshire Constabulary Estate will generate capital receipts which will help fund required improvements and will in turn lead to cost savings through reductions in running and maintenance costs. The need for any additional funding to be sought in the short to medium term from external sources (such as developers) is not therefore expected to be required.</p>
<p>Key Issues</p>	<p>A number of factors related to crime in a locality and population projections are used to plan police resources. To enable the ratio of police officers to population (approximately 2.1 officers per thousand population) to be maintained, additional police officers will be required to support planned growth.</p> <p>Neighbourhood Patrol Teams (NPTs) need to have a visible, accessible and familiar presence on the streets and are often based at the neighbourhood level to</p>

## Police

	<p>accommodate police officers, Police Community Support Officers (PCSOs), Special Constables and community volunteers. Longer term, traditional police stations will probably continue to be replaced with mobile working and Neighbourhood Patrol Teams operating in joint premises. The NPT Police hub model incorporates a small secure facility which contains an interview room, a small office, small kitchen and toilet/shower facilities, possibly as part of a community centre, as a base for the neighbourhood team.</p>
Anticipated Solutions	<ul style="list-style-type: none"><li>• Potential opportunity for redevelopment of the Havant Police Station within Civic Campus Regeneration area Havant Town Centre</li><li>• Continuing liaison with the Hampshire Constabulary as the Strategic Site is progressed, to review future needs and solutions (e.g. a base for a Neighbourhood Patrol Team base within the new community centre)</li></ul>

## Fire and Rescue

Lead Organisation/s	Hampshire & Isle of Wight Fire and Rescue Service (HIWFRS)
Main Sources of Information and Key Weblinks for Updates	<p>Dialogue with Hampshire &amp; Isle of Wight Fire and Rescue Service</p> <p>Hampshire and Isle of Wight Fire &amp; Rescue Service: <a href="https://www.hantsfire.gov.uk/">https://www.hantsfire.gov.uk/</a></p> <p>Identification and analysis of risk to inform the 2025-30 Safety Plan: <a href="https://www.hantsfire.gov.uk/wp-content/uploads/2023/11/HIWFRS-Outcome-of-Risk-document_Oct23.pdf">https://www.hantsfire.gov.uk/wp-content/uploads/2023/11/HIWFRS-Outcome-of-Risk-document_Oct23.pdf</a></p> <p>Fire England: <a href="https://fireengland.uk/">https://fireengland.uk/</a></p>
Role of Planning	<p>The NPPF (paragraphs 20 and 102) expects Local Plans to set out policies to deliver infrastructure and facilities including those for 'security'. Paragraph 102 states: <i>'Planning policies and decisions should promote public safety and take into account wider security and defence requirements...'</i></p> <p>The fire service is a consultee on planning applications and advises the local planning authority and developers on the requirements for roads and buildings to enable access by fire appliances and to include precautions to avoid and reduce the risk and spread of fire.</p> <p>The Local Plan may set policies to facilitate suitable access and precautions in new developments and may identify and allocate or safeguard land for Fire &amp; Rescue Facilities where they are required.</p> <p>Requirements for the construction or operation of buildings to ensure they are safe are generally addressed through the Building Regulations.</p>
Roles and Responsibilities	<p>The Hampshire and Isle of Wight Fire and Rescue Service works closely and in partnership with other blue light services in Hampshire including the police and the ambulance service, as well as Hampshire County Council and other local authorities across the county.</p> <p>A significant proportion of the work the service undertakes does not involve fighting fires but covers aspects of prevention (e.g. educating children in schools and businesses, about the risks of fire and how to avoid them), attendance at road traffic incidents, supporting the health services generally (uniformed personnel are trained as first responders to assist the ambulance service) and adverse weather events (snow and flooding incidents).</p>
Existing Provision	<p>HIWFRS serves the county from 24-hour crewed and on-call stations across Hampshire. To provide this cover, it has 51 fire stations and a headquarters complex that incorporates the fire control suite, central stores, training academy and the fleet maintenance centre. Within the borough there is a wholetime station in Havant and on call stations in Emsworth, Hayling Island and Waterlooville.</p>
Anticipated Needs	<p>HIWFRS are committed to investing in technology to assist in making communities and firefighters safer and allowing an effective response.</p>

## Fire and Rescue

	<p>They have committed to ensuring their buildings and facilities promote a healthy and inclusive place to work and visit. HIWFRS Safety Plan 2020-2025<sup>7</sup> mentions that many of their buildings are now over 50 years old and as such require some investment in order to ensure they are fit for purpose. They have established a Station Investment Programme, providing the opportunity to improve operational buildings, with the aim of better working environments for their staff, increased environmental sustainability and reduction in the costs of premises allowing the services to be more efficient.</p> <p>Due to the strict building regulations associated with new residential development to ensure fire safety, the growth of development does not place significant pressure on the existing fire and rescue infrastructure.</p> <p>Planning considerations and assumptions always factor legal and financial constraints as well as the needs of the service to deliver statutory duties and responsibilities. Maintenance and management of building stock is a key dependency for this and will be prioritised based on risk and constraints.</p> <p>HIOW Fire and Rescue published a new Safety Plan on 1 April 2025</p> <p>The strategic objectives in the Safety Plan which will be focused upon this year include:</p> <ul style="list-style-type: none"> <li>• Protecting people, especially those who need it most</li> <li>• Working with others to make buildings safer</li> <li>• Preparing for emergencies and being there if you need us</li> <li>• Empowering our teams to do their best</li> <li>• Ensuring the best use of our funding, people and assets</li> </ul> <p>The full HIWFRS Safety Plan for 2025-2030 can be found at:</p> <p><a href="https://hantsfire.gov.uk/wp-content/uploads/2025/04/Safety-Plan-2025-2030-Results-from-Survey-270125-v10.0-2.pdf">hantsfire.gov.uk/wp-content/uploads/2025/04/Safety-Plan-2025-2030-Results-from-Survey-270125-v10.0-2.pdf</a></p> <p>There are no specific infrastructure needs identified in Appendices 2a and 2b.</p>
Sources of Funding	<p>Funding comes from Council Tax via Hampshire and Isle of Wight Councils, government funds, Business Rates and other sources. A small amount of income is generated from fees, charges, interest and from government grants for specific purposes. HFRS also generates a small income through their trading arm. They also ensure they maximise the use of their assets by sharing space with partner organisations which generates annual income to protect frontline services. Their most recent investment has been in the new Cosham Fire Station, a three storey facility, shared as a new police base, this was officially opened in September 2024.</p>
Key Issues	<p>Targets for the Service within Hampshire<sup>8</sup> are as follows:</p>

<sup>7</sup> <https://www.hantsfire.gov.uk/wp-content/uploads/2023/09/HIWFRS-Safety-Plan-2023.pdf>

<sup>8</sup> Source: Safety Plan 2020-2025

## Fire and Rescue

	<ul style="list-style-type: none"> <li>▪ Critical response - where there is risk to life or property - this aims to ensure that an appliance will be in attendance within eight minutes, 80% of the time</li> <li>▪ Non-critical response - where there is no apparent threat to life or major risk to property - the aim is to reach 100% of these incidents within 15 minutes</li> <li>▪ Other response - such as those that are advice related. These are usually attended by a single officer to give expertise on a situation that may require further fire service intervention. The aim is to attend 100% of these incidents within 60 minutes</li> </ul> <p>Where fire stations are manned by retained (volunteer) firefighters, rather than full time personnel who are based at the fire station, they need to live within 4 minutes of the retained station. Those 4 minutes are included within the response target time.</p> <p>In responding to planned new developments the service needs to be satisfied that it has the ability to meet these targets. Modelling of response times is carried out to ensure that the service has the ability to adjust provision of existing services where possible.</p> <p>Prevention and measures such as the installation of sprinkler systems during the construction phase of new developments are advised, particularly in buildings that are more likely to have fires or are more difficult to escape from.</p>
Anticipated Solutions	<p>The emerging Local Plan requires development to provide adequate access and layout that safely accommodates varying sizes of vehicles, including refuse and emergency vehicles, to access all parts of the site, park, load, unload and turn safely and with ease.</p>

<b>Ambulance</b>	
Lead Organisation/s	South Central Ambulance Service
Main Sources of Information and Key Weblinks for Updates	<p>SCAS Business Plan: <a href="#">SCAS People Strategy 2023-2026</a></p> <p>SCAS Annual Report and Accounts 2024-25: <a href="#">Annual Report and Accounts 2024-25   South Central Ambulance Service</a></p> <p>Liaison with representative of SCAS</p> <p>South Central Ambulance Service (SCAS) website <a href="http://www.scas.nhs.uk">www.scas.nhs.uk</a></p>
Planning Policy	Where new premises for an ambulance station (garage, stand-by and rest room) are required the Local Plan can identify and allocate a suitable site.
Roles and Responsibilities	<p>Ambulance Services are provided by the NHS, in the Havant area this is the South Central Ambulance Service (SCAS), who also cover Berkshire, Buckinghamshire, Hampshire and Oxfordshire.</p> <p>NHS England sets the standards ambulance services are expected to meet. Since 2017, these are designed to ensure the most critically ill or injured patients receive the fastest response:</p> <ul style="list-style-type: none"> <li>• Category 1 – life-threatening injuries and illnesses these will be responded to in an average time of seven minutes</li> <li>• Category 2 – emergency calls these will be responded to in an average of 18 minutes. This includes stroke patients who will get to hospital or a specialist stroke unit, with the most appropriate vehicle sent</li> <li>• Category 3 - urgent calls these will be responded to at least 9 out of 10 times before 120 minutes. In some instances, ambulance staff may be able to treat patients in their own home</li> <li>• Category 4 – less urgent calls will be responded to at least 90% of the time within 180 minutes and may be given advice over the phone or referred to another service such as GP or pharmacist</li> </ul> <p>More information is available from <a href="http://www.england.nhs.uk/urgent-emergency-care/improving-ambulance-services/">www.england.nhs.uk/urgent-emergency-care/improving-ambulance-services/</a></p>
Existing Provision	<p>In addition to the ambulance crews and paramedic teams are Community First Responders (CFRs). These are community based volunteers who are recruited and trained by SCAS to work alongside their frontline staff within a three-mile radius of their location. Working in partnership with the Fire and Rescue Services, SCAS also trains firefighters, providing them with enhanced first aid skills and medical equipment to be called upon for specific medical emergencies where there is an immediate threat to life prior to an ambulance arriving at the scene. This Co-Responder scheme also involves local military and police services responders.</p> <p>Over 1,800 automatic external defibrillators (AEDs) and publicly accessible defibrillators (PADs) have been installed and can be found via Defib finder: <a href="https://www.defibfinder.uk/">https://www.defibfinder.uk/</a></p> <p>The North Harbour Resource Centre at Cosham coordinates services along the south coast from the River Hamble in the west to Emsworth in the east and reaches</p>

## Ambulance

	<p>northwards up to the Hindhead Tunnel including Petersfield and Bordon. Its resources include a fleet of 49 vehicles available daily including 15 ambulances and 34 paramedic cars. The greatest demand on its services comes from Portsmouth.</p> <p>For locations that would be unsafe for a standard ambulance to access the Hazardous Area Response Team has a specialised off-road 6-wheeled vehicle capable of transporting the specially trained paramedics and stretchered casualty from site to an ambulance. The Hampshire and Isle of Wight Air Ambulance helicopter can also be called in to extreme situations.</p> <p>There is no ambulance station on Hayling Island and a standing area near the beach is no longer available. A greater proportion of calls come from the Eastoke area where there is a larger elderly population and the holiday camps add to the population and demand in the summer months. Reliance is placed on the Community First Responders and Co-Responders present on the Island in getting to callers quickly and providing early intervention, in the first vital minutes before an ambulance arrives, for example to someone suffering chest pains.</p> <p>The Havant Ambulance Station has been closed (along with those at Fareham and Gosport) although the old ambulance station at Leigh Road now provides a non-emergency patient transport service. Paramedics in cars now deal with many of the urgent calls, for example to treat an elderly faller at home when hospitalisation is not required.</p> <p>There is an ambulance garage at Waterlooville, however this is in a business unit rather than a purpose-built facility.</p> <p>In 2022/23 the Patient Transport Service took delivery of 60 hybrid Wheelchair Accessible Vehicles (WAV's) as part of its fleet replacement strategy. SCAS continue to engage with NHS England to develop the ambulance sector capability for net zero and reduced emission vehicles.</p>
Anticipated needs	<p>On-duty paramedics are required and need to take comfort and rest breaks during their shift, and rest facilities are needed for this purpose.</p> <p>There may be a need for additional Community First Responder kit stations and/or community defibrillators to cover newly developed areas, in particular the strategic site. See Appendix 2b. otherwise there are no other specific infrastructure needs detailed in Appendix 2a.</p>
Sources of Funding	<p>Funding is provided by the ICB 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> <p>The Air Ambulance Service is funded through charitable donations and other support.</p>
Key Issues	<p>Demands on the service are increasing annually and resources are not keeping up. Even when funding is available it can take a few years for planned increases in</p>

## Ambulance

	<p>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.</p> <p>Response times can be affected by road traffic conditions. However, more often they are affected by a lack of an immediately available ambulance, which may be a result of the ambulance crew staying to look after patients whose admission to hospital may be delayed by the lack of beds.</p> <p>On-duty paramedics are required and need to take comfort and rest breaks during their shift. To enable crews to stay out in the communities when not on a call, stand-by points where an ambulance can be parked off road with a rest room for meal breaks (with toilet facilities) are needed.</p>
Anticipated Solutions	<p>On Hayling Island, the Hampshire &amp; Isle of Wight Fire and Rescue Service has a fire station that may also be able to provide a stand-by and rest break facility for ambulances and their crews to assist with access and improve response times.</p> <p>Potential needs for community provision within the Southleigh Strategic Site will be further explored with the SACS as the site comes forward.</p> <p>Developer contributions towards a CFR medical kit or automated external defibrillator for public access may be appropriate, either direct or through Developer Contributions.</p>

## Coastguard

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

## Coastguard

	<ul style="list-style-type: none"> <li>• coastal safety, research and education programmes; and</li> <li>• flood response.</li> </ul>
Existing Provision	<p>Through its fully integrated and flexible network of nine Operations Centres (and London Coastguard) around the UK with the National Maritime Operations Centre at its hub, HM Coastguard fulfils its responsibility for the initiation and co-ordination of civil maritime and aeronautical search and rescue. Havant is covered by the base at Lee-on-Solent. The Hayling Island Coastguard Station is a building located behind the beach at South Hayling (Eastoke).</p> <p>Situated at the extreme eastern end of Hayling Island at the entrance to Chichester Harbour, the Hayling Island Lifeboat Station provides 24-hour marine emergency cover. The volunteer crews provide cover for the 12,000 boat owners and their crews who are based in Chichester Harbour and to all mariners in the eastern approaches to the Solent. The 'Flank' RNLI Stations at Selsey to the East, Portsmouth to the West and Bembridge to the South on the Isle of Wight set the Hayling Station's operational boundaries.</p>
Anticipated Needs	<p>A new purpose-built training centre was completed for the MCA at Daedalus Airfield, Lee-on-Solent, in 2015, providing Coastguard Rescue Officers with facilities to help them deal with emergency situations along the UK coastline. No further provisions are planned or considered necessary to accommodate future population growth.</p> <p>There are no specific infrastructure needs identified in Appendices 2a and 2b.</p>
Sources of Funding	<p>The MCA is a government sponsored and funded organisation.</p> <p>The RNLI is a charity dependent on public support, funding and donations, to help meet the cost of saving lives at sea. The volunteers give their time for free.</p>
Key Issues	<p>Search and rescue is an activity, normally co-ordinated by a rescue co-ordination authority, where available personnel and facilities are used to locate persons in distress, potential distress or missing and recover them to a place of safety providing for their initial medical care or other needs as necessary.</p>
Anticipated Solutions	<p>The coastal search and rescue services are complementary to the other emergency services and require no specific known provisions within or to support the emerging Havant Borough Local Plan.</p>

# Green & Blue Infrastructure

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

Open Spaces & Green Infrastructure	
Lead Organisation/s	Havant Borough Council
Main Sources of Information and Key Weblinks for Updates	<p>Havant Borough Open Space, Sport and Recreation Strategy (consisting of the Open Indoor Built Sports Facilities Strategy and Space Strategy Playing Pitch Strategy):</p> <p>Havant Borough Open Space Strategy (November 2018)  <a href="http://www.havant.gov.uk/media/8440/download?inline">www.havant.gov.uk/media/8440/download?inline</a></p> <p>Havant Borough Indoor Built Sport Facilities 2017-2036  <a href="http://www.havant.gov.uk/media/8439/download?inline">www.havant.gov.uk/media/8439/download?inline</a></p> <p>Playing Pitch Strategy -            Review 2024 Strategy Objectives &amp; Recommendations  <a href="http://www.havant.gov.uk/media/9836/download?inline">www.havant.gov.uk/media/9836/download?inline</a></p> <p>Appendix A Review 2023 Assessment Report:  <a href="http://www.havant.gov.uk/media/9835/download?inline">www.havant.gov.uk/media/9835/download?inline</a></p> <p>Havant Active Wellbeing Strategy (in development) - <a href="http://www.havant.gov.uk/community-and-living/active-wellbeing">www.havant.gov.uk/community-and-living/active-wellbeing</a></p> <p>PUSH South Hampshire Green Infrastructure Strategy (2017-2034):  <a href="http://www.push.gov.uk/wp-content/uploads/2018/08/South-Hampshire-GI-Strategy-2017-2034-FINAL.pdf">www.push.gov.uk/wp-content/uploads/2018/08/South-Hampshire-GI-Strategy-2017-2034-FINAL.pdf</a></p> <p>South Hampshire Green Infrastructure Implementation Plan (June 2019):  <a href="http://www.push.gov.uk/wp-content/uploads/2019/08/South-Hampshire-Green-Infrastructure-Implementation-Plan-June-2019-.pdf">www.push.gov.uk/wp-content/uploads/2019/08/South-Hampshire-Green-Infrastructure-Implementation-Plan-June-2019-.pdf</a></p> <p><a href="http://www.push.gov.uk/work/planning-and-infrastructure/green-infrastructure-flooding-water-management/">www.push.gov.uk/work/planning-and-infrastructure/green-infrastructure-flooding-water-management/</a></p>
Planning Policy	<p>Green infrastructure is defined in the NPPF as <i>'A network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity.'</i></p> <p>Paragraph 103 to 105 NPPF discuss national policy on planning for sports and recreation facilities: <i>'Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision. Information gained from the assessments should be used to determine what open space, sport and recreational provision is needed, which plans should then seek to accommodate.'</i></p> <p><i>Additionally, 'Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless'... certain criteria are met.</i></p>

## Open Spaces & Green Infrastructure

Roles & Responsibilities	Open spaces and green infrastructure are owned and managed by a variety of landowners and bodies; in the case of public parks, mainly Havant Borough Council.
Existing Provision	Details of existing provision are found in the Havant Borough Open Space Strategy.
Anticipated Needs	<p>The council commissioned the Havant Borough Indoor Built Sport Facilities, Playing Pitch and Open Space Strategies to provide a robust and up-to-date assessment of the need for open space, sport and recreation facilities in the borough. All three strategies highlight the importance of protecting and enhancing existing sports and recreational facilities (both indoor and outdoor) in the borough. This coincides with Havant Borough Council's local health priorities of reducing obesity and increasing physical activity. The council is working in partnership Hampshire County Council Public Health, Horizon Leisure Trust, NHS Hampshire and IOW, Community First and Energise Me to develop an Active Wellbeing Strategy.</p> <p>The Open Space Strategy concludes that there is currently a deficit of play equipment for children and young people, as well as allotments and community gardens (or community food growing provision) in the borough. This deficit is predicted to rise alongside an increase in resident population.</p> <p>The PfSH Spatial 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.</p> <p>PfSH has also prepared a strategic scale Green Infrastructure Strategy, which covers:</p> <ul style="list-style-type: none"> <li>• The strategic Rights of Way network including long distance footpaths and national cycle routes; Country Parks;</li> <li>• Large scale Suitable Alternative Natural Green Spaces (SANGs);</li> <li>• Community Forests;</li> <li>• River and strategic wildlife corridors;</li> <li>• Internationally important habitat areas;</li> <li>• National Nature Reserves (NNR);</li> <li>• Protected landscapes (National Parks and AONBs, now renamed National Landscapes)</li> </ul> <p>The PfSH Position Statement 2023, 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 South Hampshire area on the Solent (as set out in the Bird Aware Solent Strategy).</p> <p>There are a number of specific infrastructure needs identified in Appendices 2a and 2b.</p>
Sources of Funding	Open space in new development is delivered either directly by developers, or through financial contributions. Funding needs to be secured not only for the

## Open Spaces & Green Infrastructure

	<p>initial capital investment but also ongoing management and maintenance of the space in perpetuity. Ongoing management and maintenance tend to be secured in the borough through the establishment by the developer of a Management Company and charges on the residents of the new development.</p> <p>Funding will be sought from a number of sources to deliver the PUSH GI Strategy, including the Local Enterprise Partnership’s Local Growth Deal<sup>9</sup>, developer contributions (Community Infrastructure Levy and Section 106), and National Lottery funding.</p>
Key Issues	<p>New development places additional demands on the supply and resilience of existing green spaces. It is important that new residential development provides sufficient public open space for new residents.</p> <p>Planning policy requirements for GI have traditionally been driven by needs of the arising population in terms of quantity however quality is equally important in being able to maximise the use and multifunctionality of the assets.</p>
Anticipated Solutions	<p>In the past green assets were planned for their single use functions; for example, parks as areas for recreation and play and wildlife reserves for the protection of particular species. Green assets have also arisen through planning for other types of infrastructure; for example, verges and embankments within motorway and railway corridors. Now networks of green and blue spaces (including rivers, streams, lakes and coastal waters) that intersperse our settlements provide for a great range of functions. Multifunctionality is central to the green infrastructure (GI) approach to land use planning: Promoting the widest range of functions which can be performed by the same asset and unlocking the greatest number of benefits. The multifunctional benefits of GI include flood risk management; health and wellbeing; adaption to climate change; protection and enhancement of biodiversity; and the provision of recreational opportunities.</p> <p>Havant Borough Council include policies in its emerging Local Plan to protect existing open spaces and GI assets, as well as linkages between them, and to improve access from developed areas to them.</p> <p>PUSH published a GI Implementation Plan in June 2019, including projects in Havant Borough:</p> <ul style="list-style-type: none"> <li>• P1(a) Havant Cycling, Walking and Waterways Project</li> <li>• P1(d) Enhanced Woodland Linkages (Forest of Bere Woodlands) Project</li> <li>• P1(f) Hayling Billy Trail Project</li> <li>• P3(b) Broadmarsh Coastal Park Brent Goose Refuge Project</li> <li>• P3(c) Hayling Island Brent Goose Refuge Project</li> <li>• P5. Havant Thicket Reservoir GI Project</li> </ul> <p>Specific infrastructure needs are detailed in Appendices 2a and 2b.</p>

<sup>9</sup> Now Hampshire County Council

## Flood & Coastal Erosion Risk Management

Lead Organisation/s	Havant Borough Council, through Coastal Partners Environment Agency
Main Sources of Information and Key Weblinks for Updates	Correspondence and meeting with Coastal Partners (CP) and information on the CP website: <a href="https://coastalpartners.org.uk/authority/havant/">https://coastalpartners.org.uk/authority/havant/</a> Liaison with the Environment Agency
Planning Policy	<p>The NPPF devotes an entire chapter to 'Meeting the challenge of climate change, flooding and coastal change', with detailed added through further national guidance. The overall aim is to keep development safe from flooding.</p> <p>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.</p>
Roles and Responsibilities	<p>Coastal Protection Authorities and the Environment Agency have permissive powers to carry out works to protect against coastal flooding and erosion. However, this is not a legal obligation. This means Havant Borough Council has the 'power' to carry out coastal protection works but is not duty bound to do so and will not be liable for the failure to exercise these powers.</p> <p>Local Authorities and the Environment Agency do however act to try and secure funding and deliver projects where there are sufficient benefits to the public, i.e. when there is a clear economic benefit to developing coastal defence works, when there is an appropriate engineering solution that is achievable and where environmental legislation is not contravened.</p> <p>Private landowners and homeowners have ultimate responsibility for protecting their own property and land from flooding and erosion and they must act within statutory planning regulations and other applicable legislation to do so.</p> <p>In Havant, the borough council acts as part of Coastal Partners, and undertakes most of the flood &amp; coastal erosion risk work in the borough. The overarching vision of Coastal Partners is to reduce the risk of coastal flooding and erosion to people, the developed and natural environment by encouraging the provision of technically, environmentally and economically sustainable coastal defence and protection measures.</p> <p>Coastal Partners undertake a broad range of coastal management activities including:</p> <ul style="list-style-type: none"> <li>• Working at a strategic level to deliver Shoreline Management Plans (SMP) and Coastal Flood and Erosion Risk Management (CFERM) Strategies. These plans enable CP to bid for funding to implement the recommended management approach. (Joining together these bids for aid can be more attractive to the EA and can deliver significant cost savings)</li> <li>• Designing and implementing on the ground CFERM engineering schemes that improve the standard of flood and erosion protection for the people living along our shoreline</li> </ul>

## Flood & Coastal Erosion Risk Management

	<ul style="list-style-type: none"> <li>• Undertaking regular management, inspection and maintenance of the sea defences across our region to ensure a safe standard of protection for our communities</li> <li>• Carrying out coastal monitoring and research to ensure they have the most accurate and up to date information to undertake our work</li> <li>• Engaging with local communities, organisations and business on all aspects of their work to ensure we involve local people to help shape the decisions that are made</li> </ul>
Existing Provision	<p>The Local Authorities across the Coastal Partners frontage invest resources each year into maintaining their existing coastal defence structures. This extends the life of the assets and ensures the appropriate level of protection is sustained. No coastal defence is maintenance free and costs can vary depending on the defence type and work needed.</p> <p>Examples of some of the maintenance works undertaken are:</p> <ul style="list-style-type: none"> <li>• Shingle recycling</li> <li>• Beach nourishment</li> <li>• Replacement of timber planking on groynes and revetments</li> <li>• Concrete repairs to seawalls</li> <li>• Construction/basket repairs to gabion seawalls</li> <li>• Re-pointing to masonry seawalls</li> <li>• Construction of permeable concrete revetments</li> </ul> <p>In order to determine when maintenance is required Coastal Partners implements a comprehensive asset inspection programme. Maintenance is undertaken on a priority basis.</p>
Anticipated Needs	<p>Future needs are planned through a system of plans and strategy, ranging from high level strategic Shoreline Management Plans, down to local scheme design. The most relevant levels to this document are Flood &amp; Coastal Erosion Risk Management Strategies, which consider the various options available for protecting the coastline and propose management options or flood defence schemes which are economically, socially and environmentally acceptable within the constraints which apply to that location. In terms of implementation, this is planned through detailed coastal schemes. There are a number of specific infrastructure needs identified in Appendix 2a. To summarise:</p> <p><u>Mainland</u></p> <p>Standards of protection are variable within areas at risk, but there are no areas formally benefitting from flood defences. Additional infrastructure provision would most likely be necessary to facilitate new development to remain safe from flooding, beyond improvements already planned which are for the benefit of existing development.</p> <p>The Portchester Castle to Emsworth FCERM Strategy, which covers the mainland of the borough (Bedhampton, Havant, Langstone, and Emsworth) was completed in 2013 by the Environment Agency in partnership with HBC and CP. The estimated whole life cost of implementing the schemes recommended by the strategy, at that time, for the next 100 years was £113 million.</p> <p>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</p>

## Flood & Coastal Erosion Risk Management

Conigar, Warblington and part of Southmoor. Such managed realignment schemes are essential, creating new intertidal habitat to offset the losses of habitat through coastal squeeze where 'hold the line' policies are implemented. The Environment Agency led the outline design stage of a Managed Realignment Scheme at Southmoor however the project was found to be unaffordable for the amount of habitat it potentially created.

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

In 2017 extensive repairs took place to failed sections of the revetment near the Broadmarsh Coastal Park. Coastal Partners have undertaken a feasibility study to identify an appropriate and sustainable coastal defence option and a scheme to protect the historic landfill site. £1.25m has been allocated from HBC capital funds to progress the detailed design, licences and consents. Further funding will need to be found for the delivery of the scheme. Requirements and practicalities associated with defending coastal landfill sites are largely unfunded, so through research and lobbying via SCOPAC<sup>10</sup> it is hoped the complex issues can be better understood and funded.

Existing defences in Langstone are in poor condition and some are reaching the end of their life, so there is a need to address these issues now in order to reduce flood risk to the Langstone community moving forward into the future. Over the next 100 years, over 120 homes in Langstone are at risk of tidal flooding in an extreme event. Therefore, a Flood and Coastal Erosion Risk Management (FCERM) Scheme is being developed at Langstone. This project will reduce the flood and erosion risk to the community, important heritage assets and the A3023, the only road crossing to Haying Island. Construction on the scheme is due to commence in 2025 and will be complete in 2027 costing £17.98m.

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

### Hayling Island

Hayling Island does not currently have a holistic FCERM Strategy in place and is covered by a series of smaller studies which were completed at various times over the past 10-15 years. Therefore, a draft Coastal Management Strategy is being developed for the whole of Hayling Island, which will identify management approaches for the next 100 years. The strategy will also identify key projects and studies as part of a

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<sup>10</sup>The Standing Conference on Problems Associated with the Coastline (SCOPAC) is an influential network of local authorities and other key organisations that share an interest in the sustainable management of the shoreline of central southern England from Lyme Regis to Shoreham-by-Sea including the Isle of Wight.

## Flood & Coastal Erosion Risk Management

short-term action plan to help implement the strategy recommendations. Funding for the FCERM Strategy will be split between government funding allocated by the Environment Agency (EA) and Havant Borough Council (HBC) funding from Community Infrastructure Levy. The strategy was adopted on 18 December 2024. Environment Agency technical assurance and approval of the Strategy is expected in Spring 2025.

The emerging local plan has therefore avoided making greenfield development allocations on Hayling Island, due to the current risk of tidal flooding to the single access road onto the island (A3023), which is predicted to increase with the effects of climate change on sea levels. Whilst the funding for sea defences at Langstone has been secured, the bridge remains vulnerable as it crosses into Hayling Island. The Hayling Island Coastal Management Strategy will detail the recommendations for standards of flood protection for the Hayling Island and the potential costs which are likely to be significant.

Some areas (e.g. parts of Stoke, 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 in 2013 and protects approximately 1700 homes from flooding over the next hundred years. The open coast frontage is covered by a Beach Management Plan.

The South Hayling Beach Management Activities are continuing to enable periodic nourishment and annual recycling of suitable beach material for flood and coastal erosion risk management. Funding is available for the period 2024-2029. This is currently funded by Grant in Aid, where CP secured approximately £5.1million over 5 years to undertake these works. After this time a longer-term management approach will need to be considered and the strategy is recommending a project for Eastoke.

Potential Habitat creation schemes have also been identified for Hayling Island, through the NSSMP, at Northney and Tournerbury. These are required to compensate for the loss of intertidal habitat arising from coastal squeeze across the region. All of the sites, and many others across the Solent, are undergoing a strategic level assessment to assess their viability as part of the Environment Agency's Habitat Compensation and Restoration Programme (HCRP). Any plans to implement them would require further, more detailed studies and in some places landowner consent. Funding would likely come from FCERM Grant in Aid. Any planned Habitat creation schemes would have to take account of the Solent Wide Birds Study<sup>11</sup> 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

<sup>11</sup> <https://coastalpartners.org.uk/news/solent-bird-studies-report-2025>

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managed realignment does not mean that public funding is secured or guaranteed for ensuing strategies or schemes.

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 Paper<sup>12</sup> explains that "A new partnership approach to funding could make government money available to pay a share of any worthwhile scheme. The amount in each case will depend on the level of benefits the scheme provides. For example, the number of households protected, or the amount of damage that can be prevented. The level of government funding potentially available towards each scheme can be easily calculated. Local authorities and communities can then decide on priorities and what to do if full funding isn't available. Projects can still go ahead if costs can be reduced or other funding can be found locally."*

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 no funding for the ongoing maintenance regime which is generally met by Local Authority Budgets and prioritised using a risk based approach. An annual maintenance programme of works carried out by the Environment Agency is published on its website<sup>13</sup>.

### Key Issues

The borough has a coastline with a total length of 48km, and significant areas at risk of flooding, most notably Hayling Island.

The entire borough coastline abounds with important habitats, birds and wildlife species. The coastline is therefore protected by complex environmental legislation. There are both potential conflicts and possible opportunities when protecting these internationally important designated sites and providing coastal erosion and flood defences.

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.

<sup>12</sup> [Number CBP07514 – Flood risk management and funding \(13 June 2017\)](#)

<sup>13</sup> <https://www.gov.uk/government/publications/river-and-coastal-maintenance-programme>

## Flood & Coastal Erosion Risk Management

	<p>Much of the shoreline is privately owned and maintained and private individuals and organisations have rights to continue to maintain existing coastal defences irrespective of the SMP policy.</p> <p>Funding is limited for the delivery of coastal defences, and it takes many years to develop strategies through to the implementation of schemes. The implementation of coastal defences is dependent on funding availability. Without the necessary funding, it may not be possible to construct/maintain the defences/measures recommended by the strategy or other studies. The reality is that we will need to look to adaptation as a realistic response to coastal risks on the island now and into the future.</p> <p>Coastal adaptation should be considered in all locations alongside any leading options. CP need to explore methods to adjust to the reality of present and future coastal flooding and erosion risk.</p> <p>Adaptation focuses on adjusting to, and managing, the impacts of flooding and coastal erosion, as opposed to the implementation of defences which mitigate the impacts through physical flood protection measures.</p>
Anticipated Solutions	<p>There are recommendations and policies in the North Solent Shoreline Management Plan, completed and emerging Hayling Island Coastal Management Strategy. To implement these recommendations, there are works required to maintain and improve defences to protect existing properties and also projects to create new habitats to mitigate the effects of 'holding the line' together with climate change. The Local Plan should safeguard land where necessary to enable these projects.</p> <p>Havant Borough Council's CIL spending regime acknowledges flood risk as one of its key issues and has already committed significant amounts of funding to this cause. This is likely to continue.</p> <p>In the first instance development should avoid areas of flood risk, take steps to ensure that flood risk will not be increased elsewhere and, where possible, reduce flood risk overall. If, following the application of the sequential test, development has to go in flood risk areas suitable adaptation mitigation measures will be needed.</p> <p>Contributions from new development may increase the chances of accessing grant aid funding.</p>

Harbours	
Lead Organisation/s	Langstone Harbour Board Chichester Harbour Conservancy
Main Sources of Information and Key Weblinks for Updates	<a href="http://www.langstoneharbour.org.uk/harbour-board">www.langstoneharbour.org.uk/harbour-board</a> <a href="http://www.conservancy.co.uk/">www.conservancy.co.uk/</a> Management Plan 2025-2030 <a href="#">Management Plan - Chichester Harbour Conservancy</a>
Planning Policy	<p>The NPPF at paragraph 187 states that planning policies and decisions <i>'should contribute to and enhance the natural and local environment by:</i></p> <p><i>a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);</i></p> <p><i>b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;</i></p> <p><i>c) maintaining the character of the undeveloped coast, while improving public access to it where appropriate;</i></p> <p><i>d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures and incorporating features which support priority or threatened species such as swifts, bats and hedgehogs;</i></p> <p><i>e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and</i></p> <p><i>f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.'</i></p>
Roles & Responsibilities	<p>The Langstone Harbour Board (LHB) is the statutory harbour authority, local lighthouse authority, and pilotage authority for Langstone Harbour. The board employs 18 members of staff in the management of Langstone Harbour. Primarily responsible for safety and navigation it also has responsibilities for the conservation of the natural environment. Costs incurred are shared equally between Havant Borough Council and Portsmouth City Council.</p> <p>Chichester Harbour National Landscape is designated an Area of Outstanding Natural Beauty (AONB) and is managed by Chichester Harbour Conservancy. The Conservancy are the only Statutory Harbour Authority with responsibility for managing a National Landscape. The conservancy are financed in part by contributions from Hampshire and West Sussex County Councils.</p> <p>The Conservancy is bound by the duties and powers set out in the Chichester Harbour Conservancy Act 1971, to conserve, maintain and improve the harbour, for</p>

## Harbours

nature, natural beauty and leisure and recreation both on the water and the land. How this is achieved is set out in their five year management plan.

The Chichester Harbour Conservancy (CHC) acts as the Joint Advisory Committee for the Chichester Harbour National Landscape. The National Landscape is managed on behalf of the four constituent local authorities, West Sussex County Council, Hampshire County Council, Chichester District Council and Havant Borough Council. As the Joint Advisory Committee, CHC is consulted on planning policies and planning applications affecting the area.

### Existing Provision

Infrastructure within control of LHB:

- Slipways
- Launching Ramps
- Mooring
- Facilities e.g. Shower Blocks and Black Water pumping
- Sill gate
- Signage
- Harbour Board Building

Similarly, for CHC:

- Emsworth Jetty
- Warblington Road Public Slipway
- Hardway at the end of the High Street, Langstone

### Anticipated Needs

In their 5-Year Business Plan, published in February 2023, LHB identified the following assets for replacement:

Item	Budget Year	Rationale	Estimated Cost (£000)
<b>Telehandler</b>	2023/4	Planned replacement for 50yo forklift. Potential for improved operational capability.	30
<b>Rib 2 and outboard engine</b>	2024/5	Statutory patrol function. Rib 2 now reaching end of operational life. Consideration to be given to LNG or electric.	55
<b>Rib 1 outboard engine</b>	2025/6	Statutory patrol function. Rib 1 life extension. Alternative configuration recommended.	16
<b>Mult-cat Workboat</b>	2025/6	Replacement for Delilah now well overdue. Coded vessel to continue to maintain moorings and generate commercial income.	800
<b>External slipway</b>	2025/6	Currently failing and requiring in-house repair.	100
<b>Quay walls (north and south)</b>	2026/27	North being undermined. South affected by tidal flooding.	500
<b>Boatyard slipway</b>	2027/28	Required for commercial operations from harbour yard.	100
<b>Eastney pontoon and linkspan</b>	2028-38 (5-15 yrs)	Post life extension works planned for 2022/2023	500
<b>Eastney and Hayling Dolphins</b>	2038-48 (15-25 yrs)	Estimated replacement in due course.	600

They also identified a number of Business Opportunities which include:

- Eastney Lake (development of moorings and houseboats)
- Aggregate Industries (partnership work to facilitate use of harbour by a larger vessel)

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	<ul style="list-style-type: none"> <li>• Eastney Pontoon (replacement with improved facilities for the SCV and fishing sector)</li> <li>• Quayside Extension (to improve facility for commercial operations at harbour yard)</li> <li>• Harbour Office (development of mezzanine floor for office/classroom use)</li> <li>• Broadmarsh (development of boat storage/slipway facility and visitor centre)</li> <li>• Carbon Offsetting (possibility harbour could benefit from future offsetting frameworks)</li> </ul>
Key Issues	<p>Langstone Harbour is a Site of Special Scientific Interest with international status. Together with Chichester Harbour, it is also a Ramsar Wetland of International Importance, and part of the Solent European Marine Site. Chichester Harbour along with its worldwide designation of a Ramsar Site has a number of European, nationally and local important designations<sup>14</sup>. Along with their daily activities any improvements in Infrastructure need to be mindful of these designations.</p> <p>Chichester Harbour, like other coastal environments, is under increasing pressure from a number of complex and interconnected environmental and anthropogenic sources. These are impacting on the rate and scale of biodiversity loss within coastal habitats. These pressures include climate change, 'coastal squeeze', poor water quality, human disturbance and the impact of invasive non-native species. They have recently published new Chichester Harbour National Landscape Management Plan for 2025-2030.</p>
Anticipated Solutions	The harbours, their unique habitats, their value for commercial, leisure and residential use needs to be carefully balanced.

<sup>14</sup> <https://www.conservancy.co.uk/wp-content/uploads/Local-national-international-designations-2.pdf>

<b>Drainage</b>	
<b>Lead Organisation/s</b>	Hampshire County Council (Lead Local Flood Authority) Havant Borough Council
<b>Main Sources of Information and Key Weblinks for Updates</b>	<p>Flood &amp; Water Management Team at Hampshire County Council and with the Civil Engineering Team at Havant Borough Council</p> <p>Local Lead Flood Authority: <a href="http://www.hants.gov.uk/landplanningandenvironment/environment/flooding">www.hants.gov.uk/landplanningandenvironment/environment/flooding</a></p> <p>Local Flood and Water Management Strategy (October 2020): <a href="https://documents.hants.gov.uk/flood-water-management/local-flood-water-management-strategy.pdf">https://documents.hants.gov.uk/flood-water-management/local-flood-water-management-strategy.pdf</a></p> <p>Flood Risk Management Guidance for Landowners - Hampshire County Council (June 2020): <a href="https://documents.hants.gov.uk/flood-water-management/HCCFloodRiskManagement-Landowners.pdf">https://documents.hants.gov.uk/flood-water-management/HCCFloodRiskManagement-Landowners.pdf</a></p> <p>Sustainable Drainage Systems (SuDS) Information for developers on SuDS principals and application: <a href="https://documents.hants.gov.uk/flood-water-management/SuDSLeafletJune2018v20.pdf">https://documents.hants.gov.uk/flood-water-management/SuDSLeafletJune2018v20.pdf</a></p> <p>PfSH Level 1 Strategic Flood Risk Assessment (2024) and supporting documents (including Havant Borough Report) downloadable from: <a href="#">PfSH Strategic Flood Risk Assessment (2024)   Havant Borough Council</a></p>
<b>Planning Policy</b>	<p>The NPPF devotes an entire chapter to ‘Meeting the challenge of climate change, flooding and coastal change’, with detailed added through further national guidance. The overall aim is to keep development safe from flooding. In paragraphs 164, 175, 181 and 182 the NPPF seeks to ensure that development incorporates sustainable drainage systems. Paragraph 182 amongst other requirements states:</p> <p><i>‘Applications which could affect drainage on or around the site should incorporate sustainable drainage systems to control flow rates and reduce volumes of runoff, and which are proportionate to the nature and scale of the proposal.’</i></p>
<b>Roles &amp; Responsibilities</b>	<p>Hampshire County Council are the Lead Local Flood Authority under the Flood and Water Management Act 2010 (FWMA). They are responsible for managing the risk of flooding from:</p> <ul style="list-style-type: none"> <li>• Surface water (rainfall) runoff - flows over surfaces such as roads, roofs and patios that cannot absorb water</li> <li>• Ordinary watercourses - smaller, non-main rivers and water bodies. These include rivers, streams, ditches, drains, cuts, culverts, dikes, and sluices</li> <li>• Groundwater - caused when heavy or prolonged rainfall makes the water table rise above its normal level</li> </ul> <p>They undertake their role by preparing plans and strategies to manage flood risk. The key document is the Local Flood Risk Management Strategy. They are also a statutory consultee on major planning applications</p> <p>The Environment Agency has a strategic overview of all sources of flooding and coastal erosion (as defined in the Flood and Water Management Act 2010).</p> <p>Under the FWMA, all flood risk management authorities have a ‘duty to co-operate’ with each other. As Lead Local Flood Authority (LLFA), Hampshire County Council has established a Strategic Flood &amp; Water Management Board which includes HCC,</p>

## Drainage

	<p>the Environment Agency, water companies and district councils<sup>15</sup>. The Act also provides the LLFA and the Environment Agency with a power to request information required in connection with their flood risk management functions.</p> <p>Under common law, property owners are the riparian owner of any watercourse both within and adjacent to the boundaries of their property, including culverts. These responsibilities include maintaining the bed and banks of the watercourse, keeping it free of obstructions and not causing it to become polluted.</p> <p>Works to a watercourse, and to connect drainage systems to a watercourse may require consent from the LLFA. An environmental permit is likely to be required from the Environment Agency to connect to a main river. Other permissions are also likely to be required from the owners of the systems being connected to, for example, sewer systems or ditches on adjoining land.</p>
Existing Provision	<p>Emsworth is an area with known drainage capacity issues, which has experienced flooding in particular locations when the flow into culverts exceeds their capacity. The West Brook is increasingly modified as it passes under the A27, the railway line and through the urban area. Bridge Road regularly floods as the culvert underneath has a capacity flow of 1.2 cubic metres per second whereas a relatively common storm can generate a flow in excess of this.</p> <p>Capacity restrictions along the Nore Farm Stream have caused flooding in properties due to the culvert system under Selangor Avenue (including pipes under two houses) and under Nore Farm Avenue. The Environment Agency (EA) has carried out interim work to raise the standard of defence in this area.</p> <p>The low-lying nature of Hayling Island is compounded by it being surrounded by the sea as the ditches cannot drain at high tide. There are tide flaps that allow the ditches to drain at low tide but prevent the sea coming inland at high tide. However, these need to be maintained by the relevant owner to ensure they continue to work correctly. The fields around Stoke rely on an Environment Agency maintained outfall on the western shore where the shingle is very mobile. When the shingle moves across the tide flap an alarm alerts the EA to go and remove the problem. A full programme of the maintenance, operational checks and servicing of flood gates, outfalls, sluices, screens, tidal flaps, sea walls and embankments is available on the EA's website<sup>16</sup>.</p> <p>It is also essential that adjoining landowners co-operate to ensure that the ditches are kept clear and functioning. The junction of St Peter's Road with Gutner Lane floods due to how the watercourses are managed. The open ditch runs north east to the harbour where the outfall is maintained by the EA. However, restrictions have been placed on the clearance of the ditch by Natural England due to it being part of a Site of Special Scientific Interest.</p>

<sup>15</sup> <https://www.hants.gov.uk/landplanningandenvironment/environment/flooding/strategies>

<sup>16</sup> <https://www.gov.uk/government/publications/river-and-coastal-maintenance-programme>

Drainage	
	Fields to the northern part of West Lane are drained by a pond which often overflows the Hayling Billy Trail.
Anticipated Needs	<p>Hampshire County Council currently has no flood prevention or drainage schemes planned for Havant Borough. However, Havant Borough Council recognise the need for drainage schemes at a local level and more details are provided in Appendix 2a.</p> <p>Developments will be expected to ensure that there is no net increase in surface water run-off and incorporate SuDS to manage surface water drainage unless it is proven that SuDS are not appropriate.</p> <p>Site specific solutions need to be devised to deal with issues on all sites and the local planning authority may advise at the pre-application stage.</p>
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 or Cash Deposit may be taken for the construction phase of the SuDS reflecting that during construction flood risk may be temporarily increased or changed.</p> <p>In terms of ongoing maintenance, unless the SuDS are to be adopted by Southern Water, maintenance will be expected to be managed by the developer or their legal representative for the lifetime of the development, usually through a Management Company.</p>
Key Issues	<p>In urban areas where surfaces are sealed by buildings, roads and paving, rainwater is unable to soak into the ground by infiltration. Drainage networks using pipes and culverts to divert surface water to streams and rivers can cause downstream flooding and pollution when foul sewers are overwhelmed<sup>17</sup>.</p> <p>When development occurs it is crucial to slow the rate at which water reaches receptors, to mimic a natural state (the 'time of concentration'). Sustainable drainage systems (SuDS) use a variety of features to manage the flow of water by decreasing and delaying flow rates to receptors such as watercourses. However, the best solution is to return the water to ground as close to the source as possible (straight to ground through infiltration if appropriate) as this reduces flood risk and maintains groundwater recharge.</p> <p>SuDS can maintain groundwater recharge through infiltration, maintain and increase biodiversity, provide amenity and green open spaces, and improve water quality. They therefore need to form an integral part of development and should be considered as part of the land acquisition due diligence process along with other key considerations including topography, ground conditions, and discharge destinations. It is easier and more cost effective to incorporate sustainable drainage systems along with landscape</p>

<sup>17</sup> It should be noted that surface water rarely goes to foul water sewers but may still be polluted from car parks and road runoff

## Drainage

design from the earliest stages of planning a development. Some assessment of the likely space requirements and volume of drainage infrastructure required as part of the proposed development should be undertaken by developers. The level of detail will depend on whether the planning application for development is in outline or a full application.

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

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

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

Although roads can be made with permeable surfaces, the Highway Authority will not adopt them as public highway (for future maintenance purposes). The Highway Authority will, however, adopt a soakaway if it is for the purpose of draining the carriageway only<sup>18</sup>.

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

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.

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

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<sup>18</sup> HCC as Highway Authority has produced guidance on adoption and has a commuted sums policy, where Section 38 and Section 278 are required, including an accompanying calculator:  
[www.hants.gov.uk/transport/developers/commuted-sums](http://www.hants.gov.uk/transport/developers/commuted-sums)

## Drainage

	<p>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>
Anticipated Solutions	<p>The emerging Local Plan sets out policy concerning the management of flood risk and the need for planning applications to be accompanied by a Flood Risk Assessment that also demonstrates the feasibility of SuDS. There is a plethora of guidance concerning how requirements for SuDS can be met, including advice from Southern Water<sup>19</sup>.</p> <p>All development should be required to incorporate SuDS, where feasible:</p> <ul style="list-style-type: none"><li>• In accordance with the drainage hierarchy<sup>20</sup>;</li><li>• Designed to reduce the risk of surface water flooding;</li><li>• Giving priority to naturalistic solutions incorporated into the landscaping scheme; and</li><li>• Including details for future maintenance.</li></ul>

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<sup>19</sup> [www.southernwater.co.uk/media/l4ndl3db/suds-final-080824.pdf](http://www.southernwater.co.uk/media/l4ndl3db/suds-final-080824.pdf)

<sup>20</sup> First principles for draining a new development of surface water – i.e. starting by looking at systems which infiltrate directly to ground, then systems which attenuate on site, then systems which drain to surface water sewers, then combined sewers – mimicking natural drainage as closely as possible.

## SPA Mitigation

Lead Organisation/s	Bird Aware Solent Partnership for South Hampshire
Main Sources of Information and Key Weblinks for Updates	<p>The revised Bird Aware Solent Strategy will operate from 1/4/25, continuing to provide a strategic mitigation solution to recreational disturbance caused by new development along the Solent Coast.</p> <p>Bird Aware Solent website <a href="http://www.birdaware.org/home">http://www.birdaware.org/home</a></p> <p>Solent Waders and Brent Goose Strategy - <a href="https://solentwbgs.wordpress.com">https://solentwbgs.wordpress.com</a></p> <p>Responding to the need for all development to be nutrient neutral is coordinated through the Partnership for South Hampshire</p>
Planning Policy	<p>The NPPF in paragraph 187 states that planning policies should: <i>‘contribute to and enhance the natural and local environment by: a) protecting and enhancing ... sites of biodiversity ... d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures and incorporating features which support priority or threatened species...’</i></p> <p>The framework also highlights in Paragraph 188 that <i>“Plans should: distinguish between the hierarchy of international, national and locally designated sites; allocate land with the least environmental or amenity value, where consistent with other policies in this Framework; take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure; and plan for the enhancement of natural capital at a catchment or landscape scale across local authority boundaries.”</i></p>
Roles and Responsibilities	Under the Habitats Regulations <sup>21</sup> any plan or project can only lawfully go ahead if it can be shown that the development, either on its own or in combination with other plans or projects, will have no adverse effect on the integrity of the internationally designated sites.
Existing Provision	<p>The Solent Coast stretches from Hurst Castle near Lymington to West Wittering, including Chichester and Langstone Harbours, also the northern shore of the Isle of Wight. It is internationally important for its over-wintering birds, including 90,000 waders and more than 10% of the world's Brent Geese. Many of these waders and wildfowl fly from Siberia to spend the winter here and must be able to feed undisturbed to build up enough energy reserves to survive the winter and complete their migratory journey back to their breeding grounds. In recognition of its importance the coast and adjoining estuaries have been designated Special Protection Areas (SPAS).</p> <p>The Solent is also renowned for its coastal walks and other recreational opportunities. Millions of people visit each year. People who are walking along the shore can, often unintentionally, disturb the birds - especially dog walkers. So local authorities and conservation bodies are working together through the Solent Recreation Mitigation Partnership to prevent that disturbance using the Bird Aware Solent Strategy. 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</p>

<sup>21</sup> The Conservation of Habitats and Species Regulations 2017

## SPA Mitigation

	<p>about how to enjoy a walk without disturbing the birds who are spending winter along the Solent SPA Shores.</p>
Anticipated needs	<p>Over 147,000 new dwellings are estimated to be planned for across the Solent up to 2050. Research has shown that these will lead to more people visiting the coast for recreation, causing additional disturbance to the over-wintering and breeding birds. The revised Bird Aware Solent Strategy has been designed with this increase in population in mind.</p> <p>There are a number of specific infrastructure needs identified in Appendix 2a.</p>
Sources of Funding	<p>Since 30th June 2014, HBC has been seeking avoidance and mitigation packages, generally comprising a financial contribution towards the various editions of the Bird Aware Solent Strategy. This will continue, with Local Plan development contributing to the mitigation scheme.</p> <p>The authorities pool the developer contributions received and implement the mitigation measures through the Solent Recreation Mitigation Partnership.</p>
Key Issues	<p>The protection afforded by the SPA designations has particular consequences for development. Under the Habitats Regulations any plan or project can only lawfully go ahead if it can be shown that the development, either on its own or in combination with other plans or projects, will have no adverse effect on the integrity of the SPAs.</p> <p>Some housing schemes, particularly very large ones, or those located close to the boundary of a SPA, may need to provide mitigation measures in addition to making the financial contribution in order to ensure effective avoidance/mitigation of impacts on the SPA. Similarly, mitigation in addition to the developer contribution may be needed for new dwellings which are close to the SPA because the occupants are much more likely to visit the coast with the potential for a greater impact. The local planning authority, with advice from Natural England, will consider the mitigation requirements for such housing proposals on a case-by-case basis. Developers are encouraged to hold early discussions with the local planning authority on the mitigation which will be needed for such schemes.</p>
Anticipated Solutions	<p>A strategy has therefore been prepared to fulfil the need to fund recreational disturbance mitigation measures in the area in perpetuity, through:</p> <ul style="list-style-type: none"> <li>• A team of up to 19 staff including Rangers to advise people on how to avoid bird disturbance, liaise with landowners, host school visits, etc.;</li> <li>• Communications, marketing and education initiatives;</li> <li>• Initiatives to encourage responsible dog walking and an officer to implement them;</li> <li>• Preparation of codes of conduct for a variety of coastal activities;</li> <li>• Site-specific projects to better manage visitors and provide secure habitats for the birds;</li> <li>• Providing new/enhanced greenspaces as an alternative to visiting the coast;</li> <li>• A partnership manager to coordinate and manage all the above.</li> </ul> <p>Policy 22: Recreation Disturbance on International Sites) in the emerging Havant Borough Local Plan provides the policy basis for the collection of the financial contributions towards the Bird Aware Solent Strategy and offers the alternative of a developer provided package of measures.</p>

## SPA Mitigation

	<p>In addition, Havant Borough Council has identified land for Brent Goose and Wader refuges to accommodate development in line with the Solent Waders and Brent Goose Strategy. These are identified in Appendix 2a.</p>
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## Nutrient Neutrality

Lead Organisation/s	Havant Borough Council Partnership for South Hampshire
Main Sources of Information and Key Website for Updates	<p>Position Statement and Mitigation Plan for Nutrient Neutral Development (January 2024)</p> <p>HBC's Nutrient neutrality webpage <a href="https://www.havant.gov.uk/nitrogen">https://www.havant.gov.uk/nitrogen</a></p> <p>Integrated Water Management Study (May 2018) – PFSH - <a href="#">Integrated-Water-Management-Study-2018.pdf</a></p> <p>Partnership for South Hampshire work on nutrient neutrality mitigation - <a href="https://www.push.gov.uk/work/nitrate-mitigation/">https://www.push.gov.uk/work/nitrate-mitigation/</a></p>
Planning Policy	<p>The NPPF in paragraph 187 states that planning policies should: <i>'contribute to and enhance the natural and local environment by: a) protecting and enhancing ... sites of biodiversity ... d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures...'</i></p> <p>The framework also highlights in Paragraph 188 that <i>"Plans should: distinguish between the hierarchy of international, national and locally designated sites; allocate land with the least environmental or amenity value, where consistent with other policies in this Framework; take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure; and plan for the enhancement of natural capital at a catchment or landscape scale across local authority boundaries."</i></p>
Roles & Responsibilities	<p>Under the Habitats Regulations the council is obliged to only approve plans or projects (such as planning applications or a local plan) if there is no likelihood of a significant effect on any European designated nature conservation site, which includes the designated sites in the Solent.</p> <p>In order to assess whether there is a 'likely significant effect' a Habitats Regulations Assessment (HRA) is carried out. This generally includes an Appropriate Assessment (AA), which is the second more detailed Stage1 of an HRA. Natural England must be consulted on the findings of an HRA and there is a duty to consider their response.</p> <p>Natural England is a statutory consultee on the findings of HRA, as well as on matters of the natural environment more generally when it comes to planning applications and local plans.</p>
Existing Provision	<p>The European Court of Justice in 2019 determined a case related to considering water quality in Appropriate Assessments. This generally referred to as 'The Dutch Case'. The judgement in this case refined the definition of plans and projects and effectively includes significantly more operations within the definition which have an impact on water quality, most notably runoff from agriculture. As a result, using this changed approach, it can only be concluded that new development could increase nitrogen and phosphate deposition into the protected harbours above consented levels. This results in increased nutrients in the harbour which cause a dense growth in certain plants, which in turn leads to harm to the species which use them. This is the likely significant effect.</p> <p>As a result, the only way that a new housing scheme could prevent this likely significant effect is for there to be no increase in nutrients into the harbour, i.e. for it to be 'nutrient neutral'. When the issue of nutrient neutrality first came to light in 2019,</p>

## Nutrient Neutrality

	<p>there was no provision to address the issue of nutrient neutrality for non-neutral development.</p>
Anticipated Needs	<p>New development necessitates the provision of connections to the foul water drainage network. This could increase nutrient load at the Solent European Sites. Nutrient enrichment can arise from wastewater treatment required in support of new development, even if it is a proportionately small contribution.</p> <p>Addressing the sources of eutrophication reduces the input of nutrients into the internationally designated marine environment. However, if the issue of eutrophication is not addressed, it could have a negative impact on the marine environment and the conservation objectives of the European designated nature conservation sites.</p> <p>The Integrated Water Management Study (IWMS) used Environment Agency data for Water Framework Directive catchments and waterbodies (including rivers and harbours) on water quality to assess whether future housing growth across the PFSH area would cause greater than 10% deterioration<sup>22</sup> in water quality in the receiving watercourses arising from discharges of treated sewage effluent. This included whether any potential increases of nitrate from discharge treated sewage effluent would impact on the Solent Maritime Special Area of Conservation (SAC) and the Chichester and Langstone Harbours Special Protection Area (SPA). Nitrate, which is one of the stable end products of the treatment process, is acknowledged to be a particularly problematic nutrient in saline coastal waters. The increases in potential nitrate loading from the Wastewater Treatment Works (WwTWs) have been calculated for both Budds WwTWs and Thornham WwTWs.</p> <p>It is anticipated that any site which is not nutrient neutral and cannot mitigate on-site will need some form of mitigation within the borough which can be purchased from Havant Borough Council or from an approved third party scheme.</p> <p>The council has put together a mitigation scheme involving taking land at Warblington out of agricultural use (see Appendix 2a), this is currently available for developments of 15 dwellings (net) or less.</p> <p>There are a list of potential Nutrient Mitigation Schemes in the Solent Catchment available from the PFSH website: <a href="http://www.push.gov.uk/work/mitigation-schemes-available-to-developers/">www.push.gov.uk/work/mitigation-schemes-available-to-developers/</a></p>
Sources of Funding	<p>Since 2019, HBC has also sought avoidance and mitigation packages to ensure that new development is nutrient neutral. This typically consists of on-sites avoidance measures, principally limiting water use. This is combined with off-site provision where needed of mitigation, typically the re-purposing of agricultural land.</p> <p>The scheme at Warblington Farm is fully funded by the development industry. HBC will be seeking financial contributions based on the costs and fees associated with the management of the site, the value of the asset as well as the cost, fees and taxes needed in order to bring the land fully within the council's control. The council's Position Statement sets out a financial contribution required to be paid by developers per kilo of nitrogen mitigation. A financial contribution will be sought based on the</p>

<sup>22</sup> Aspirational target set by EA

## Nutrient Neutrality

	<p>calculation of the load provided by the nutrient budget associated with the planning application in question, which will be informed by the catchment that the development will drain to.</p> <p>Larger developments which require mitigation seek this from a growing market of private, third party mitigation providers. This is coordinated by PfSH and up to date available and suitable schemes together with monitoring of ongoing capacity of those is available through PfSH.</p> <p>PfSH was awarded capital funding through the Local Nutrient Fund (LNF) by government. This is funding the purchase of land, notably in terms of development in the borough, land at Stubbington. This land, purchased through the LNF, is for the purpose of ensuring the long-term cessation of intensive agriculture activities on the land.</p>
Key Issues	<p>The protection afforded to the Solent European designated sites has particular consequences for development. Under the Habitats Regulations any plan or project can only lawfully go ahead if it can be shown that the development, either on its own or in combination with other plans or projects, will have no adverse effect on the integrity of the Solent European Sites.</p> <p>Natural England have advised that there is existing evidence of high levels of nitrogen and phosphorus in the Solent water environment with evidence of eutrophication at some designated sites. Natural England recommends that the wastewater issue is examined within the appropriate assessment and that the existing nutrient and conservation status of the receiving waters be taken into account. The achievement of nutrient neutrality, if scientifically and practically effective, is a means of ensuring that development does not add to existing nutrient burdens.</p>
Anticipated Solutions	<p>Development on non-agricultural land will not be able to provide mitigation on site and will need to contribute towards an off-site scheme.</p> <p>Policy 23: Water Quality Effects on International Sites in the emerging Havant Borough Local Plan provides the policy basis for the collection of the financial contributions towards the strategic mitigation solution for nutrient neutrality at Warblington Farm which applies to development which is unable to achieve nutrient neutrality on site.</p> <p>There is also a requirement under Policy 18: Water Efficiency of the emerging Local Plan for development to achieve 110 litres per person per day in order to address the issue of nutrient neutrality from development.</p> <p>These policies are necessary in order to avoid an adverse effect on the integrity of the Solent European sites as a result of the nitrogen load from new development.</p>

## Green Routes: Countryside Access & Right of Way

Lead Organisation/s	Hampshire County Council as Highway Authority
Main Sources of Information and Key Weblinks for Updates	<p>Hampshire Countryside Access Plan 2015-2025:  <a href="https://documents.hants.gov.uk/countryside/HampshireCountrysideAccessPlan2015-2025.pdf">https://documents.hants.gov.uk/countryside/HampshireCountrysideAccessPlan2015-2025.pdf</a></p> <p>Accompanying area plans accessible from:  <a href="https://www.hants.gov.uk/landplanningandenvironment/countryside/accessplan">https://www.hants.gov.uk/landplanningandenvironment/countryside/accessplan</a>  <a href="http://www.hants.gov.uk/landplanningandenvironment/countryside">www.hants.gov.uk/landplanningandenvironment/countryside</a></p>
Planning Policy	<p>The NPPF (paragraph 96c) states that planning policies should, <i>enable and support healthy lifestyles, ... - for example through the provision of safe and accessible green infrastructure...</i>. In addition, paragraph 105 states that, <i>'Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails.'</i></p> <p>As public rights of way are covered by other legislation local plans do not need to include policies and proposals relating to them although in practice many local plans do have policies protecting rights of way.</p> <p>Where the diversion or extinguishment of a public right of way is needed to facilitate development then this may be done through planning legislation.</p>
Existing Provision	<p>The term 'countryside access' describes the largely off-road, free-to-use network of paths and open spaces which together provide the infrastructure that connects people with the natural environment. It is used both for utility journeys (travelling from place to place) and for leisure/recreation, and comprises a mixture of statutory, permissive and informal access.</p> <p>The public rights of way network provides not only a transport network but also enriches quality of life, contributing to good physical and mental health. It includes footpaths (as distinct from footways or pavements alongside roads) where pedestrian rights only exist, bridleways where there is also a right to ride a horse or bicycle and byways where there are rights to drive a horse, motor vehicle or motorcycle.</p> <p>Some of the paths and rights of way in the area have been designated as 'Long Distance Paths' connecting the borough and its coast and countryside assets at least by foot (sections may also have rights to ride) to other parts of the country:</p> <ul style="list-style-type: none"> <li>• <a href="#">Langstone Harbour Waterside Walk</a> (14 miles)</li> <li>• <a href="#">Shipwrights Way</a> (Alice Holt Forest - Portsmouth, 50 miles)</li> <li>• <a href="#">Solent Way</a> (Emsworth - Milford on Sea, 60 miles)</li> <li>• <a href="#">Staunton Way</a> (Staunton Country Park - Queen Elizabeth Country Park, 20 miles)</li> <li>• <a href="#">Sussex Border Path</a> (Emsworth - Rye, 150 miles)</li> <li>• <a href="#">Wayfarers Walk</a> (Emsworth - Newbury, 70 miles)</li> <li>• <a href="#">King Charles III England Coast Path</a></li> </ul>
Anticipated Needs	The identification of the key routes – both existing and planned – highlights opportunities to provide missing links and where upgrading can improve accessibility

## Green Routes: Countryside Access & Right of Way

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 Borough specific projects include delivering local aspects of the Hampshire Countryside Access Plan (HCAP), improving connectivity and sustainable transport.

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

HCC has requested that all existing rights of way are retained within a suitable green corridor to conserve their amenity and biodiversity value; and that where necessary, works are carried out to the routes to Countryside Service design standards<sup>23</sup>.

Opportunities should be taken to connect development sites to the nearest public right of way, to create new recreational routes with large development sites and to upgrade existing footpaths to multi-user routes where possible.

For walkers Havant Borough Council are closely engaged with Natural England in the development and implementation of the King Charles III England Coast Path, a new National Trail that will provide a 2,800 mile long route around the coast of England; when complete.

Natural England has recommended that, due to the loss of green spaces by the significant housing pressure, a number of ecological corridors be established between sensitive wildlife areas within and across the planning areas, as mentioned below.

### Emsworth

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

### Havant & Bedhampton

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

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

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

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<sup>23</sup> Countryside Service design standards can be found at - <https://www.hants.gov.uk/landplanningandenvironment/countryside/designstandards>

## Green Routes: Countryside Access & Right of Way

### Leigh Park

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

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

The proposed restoration to a more natural environment also includes improving public access alongside the stream for both recreational and commuting purposes. A new footpath/cycleway from Middle Park Way to Park House Farm Way was implemented in 2016 and the section between Barncroft Way and Park Road North was completed in 2018 using S106 funding. A successful bid for CIL funds has been made<sup>24</sup> to create a further section of a strategic sustainable access route for use by pedestrians, cyclists and mobility vehicles, linking Park House Farm Way with Hulbert Road. This will give improved access to the countryside and to the Dunsbury Hill Business Park as part of a more direct and off-road route between the borough's two main centres. Other paths in the area would also be upgraded but to a more rural standard.

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

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

In addition, Natural England recommends the establishment of an ecological corridor across the top of the borough, aligned with the Bechstein's Bat area.

### 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.

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)

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<sup>24</sup> Bid made in 2017, agreed by the council on 21/02/18 – see [Appendix D of Report to Cabinet](#) on 07/02/18

## Green Routes: Countryside Access & Right of Way

that criss-cross the fields. Diversion or incorporation within the development area should enhance and not detract from the use of these paths.

### Waterlooville

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

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

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

### Southleigh Strategic Site

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

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

See Appendix 2b for additional detail on specific infrastructure needs within Southleigh Strategic Site, green links will be established through the S106 for Southleigh. Appendix 2a gives additional detail on specific infrastructure needs for the remainder of the borough.

### Sources of Funding

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

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

Funding may also be available through the Bird Aware Solent 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

## Green Routes: Countryside Access & Right of Way

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

# Health

Primary Care	
Lead Organisation/s	NHS Hampshire and Isle of Wight Integrated Care Board (ICB) The Hampshire and Isle of Wight Integrated Care Partnership (ICP)
Main Sources of Information and Key Weblinks for Updates	Correspondence with officers from the ICB Hampshire and Isle of Wight Integrated Care Strategy: <a href="http://www.hantsiow.icb.nhs.uk/application/files/4516/7473/3225/Hampshire_and_Isle_of_Wight_Integrated_Care_Strategy_.pdf">www.hantsiow.icb.nhs.uk/application/files/4516/7473/3225/Hampshire_and_Isle_of_Wight_Integrated_Care_Strategy_.pdf</a> Hampshire and Isle of Wight Integrated Care Strategy (Summary): <a href="https://www.hantsiow.icb.nhs.uk/application/files/3616/7473/3233/Integrated_Care_Strategy_Summary_.pdf">https://www.hantsiow.icb.nhs.uk/application/files/3616/7473/3233/Integrated_Care_Strategy_Summary_.pdf</a>
Planning Policy	The built and natural environments are major determinants of health and wellbeing. The NPPF (paragraph 96) includes planning healthy, inclusive and safe places which: <i>'c) enable and support healthy lives, through both promoting good health and preventing ill-health, especially where this would address identified local health and well-being needs and reduce health inequalities between the most and least deprived communities – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.'</i>  Paragraph 20 expects strategic policies to make sufficient provision for community facilities including health infrastructure. Paragraph 35 includes health provision in the list of contributions expected from development.
Roles & Responsibilities	The Integrated Care Partnership (ICP) develops the strategy to address root causes of health and wellness, tackle health inequalities and bring partners together to work together in new ways. The ICP sets strategic priorities based on sound evidence and that are within their gift to tackle as a partnership. Organisations come together in collaboratives and networks to address particular strategic themes.  The Integrated Care Board (ICB) is responsible for planning NHS services across Hampshire and Isle of Wight and allocating resources across all health services. The ICB will ensure that the planning, quality monitoring, improvement and transformation of health services aligns and contributes to the priorities described in this partnership's strategy.  Each ICB 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 ICB others may be owned by group practices themselves or by a property company.
Existing Provision	The catchment areas of the various medical practices that provide services for the borough's residents overlap with each other and do not align to the borough boundary. 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

## Primary Care

within the catchment, the size of the practice and the degree of specialisation and range of services provided by the team supporting the doctors.

All the current practices in the borough are reaching capacity/at capacity or oversubscribed with the exceptions of Bosmere Medical Practice and Emsworth Medical Practice. 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.

Within the borough, Oak Park Community Clinic, Lavant Drive, Havant is a satellite clinic and is part of a program by the Portsmouth Hospitals University NHS Trust. It is also part of south-east Hampshire's Community Diagnostic Centre Program. It offers patients a greater range of tests closer to home and has improved facilities for those with disabilities. In 2023 this extended to a new mammography screening service. The facility is fit for purpose and currently has capacity to deliver existing services now and into the future. Current services include:

- Diagnostics and Imaging
- Ophthalmology
- Sexual Health
- Child and Adolescent Mental Health (CAHMs)
- Mammography screening
- Diabetic Retinopathy Screening
- Physiotherapy Outpatient Services

See next section for current capacity and future capacity in current form.

### Anticipated Needs

These are addressed in detail in Appendix 2, and include:

#### Emsworth Surgery and the Southleigh Strategic Site

Practice	Current Capacity	Future capacity in current form
Emsworth Medical Practice	110.41% (1,454 patients over capacity)	Practice is already over capacity for its existing patient list size.
Emsworth Medical Practice: The George & Dragon Surgery*	97.9%	37 Additional Patients

\* Outside borough boundary

Emsworth Medical Practice was relocated into a new surgery building provided in 2021 on the site of the former Victoria Cottage Hospital.

Existing premises at Emsworth Medical Practice are constrained and unable to accommodate forecast population growth without additional infrastructure.

Developer funding will be used towards the extension of the existing surgery, including development above the existing flat roof to deliver additional clinical accommodation, increasing capacity for the delivery of primary care services and improving patient access for local residents.

## Primary Care

The extension would support the sustainable provision of healthcare in the local area, subject to funding availability, the approval of a Business Case and Integrated Care Board (ICB) approval.

### **Havant**

<b>Practice</b>	<b>Current Capacity</b>	<b>Future capacity in current form</b>
Homewell Curlew Practice	149.09% (5,039 patients over capacity)	Practice is already over capacity for its existing patient list size.
The Bosmere Medical Practice	114.36% (2,419 patients over capacity)	Practice is already over capacity for its existing patient list size.
Blossom Health: Bedhampton	198.00% (4,282 patients over capacity)	Practice is already over capacity for its existing patient list size.
Blossom Health: Havant	198.01% (4,083 patients over capacity)	Practice is already over capacity for its existing patient list size.

Homewell Curlew Practice - Developer contributions will be directed towards internal reconfiguration of Homewell Curlew Practice, including reorganisation of under-utilised waiting room space to accommodate administrative functions, thereby releasing clinical space to create two new consultation rooms. This represents the most viable and proportionate solution to mitigate increased primary care demand arising from new development. The project is currently at an early stage and progression will be subject to funding, development of a Business Case and ICB approval.

The Bosmere Medical Practice - The ICB is currently undertaking a review of how additional infrastructure capacity can be created via a reconfiguration, extension or a new build.

Blossom Health: Bedhampton - Developer contributions will support the internal reconfiguration of under-utilised accommodation at Blossom Health (Bedhampton) to create additional clinical rooms. Delivery of this scheme will require consolidation of services onto a single site to enable rationalisation of space and effective reconfiguration. This approach represents the most viable and deliverable solution to mitigate increased demand arising from population growth. The reconfiguration would allow increased delivery of Primary Care Services, subject to unlocking existing estate constraints, funding, development of a Business Case and subsequent approval by the ICB.

Blossom Health: Havant – Developer contributions will be directed towards internal reconfiguration of under-utilised accommodation at Blossom Health (Havant), enabling the creation of additional clinical rooms following consolidation of services onto a single site. The existing premises are constrained and cannot accommodate additional demand without reconfiguration works. This represents the most viable mitigating option to address development-related pressure on primary care infrastructure. Progression is subject to resolution of estate constraints, funding, Business Case development and ICB approval.

### **Hayling Island**

## Primary Care

Practice	Current Capacity	Future capacity in current form
The Elms Practice	148.87% (3,115 patients over capacity)	Practice is already over capacity for its existing patient list size.
Waterside Medical Practice	137.67% (2,342 patients over capacity)	Practice is already over capacity for its existing patient list size.

Existing premises at Hayling Island Health Centre, which accommodates both the Elms Practice and Waterside Medical Centre, are constrained and unable to accommodate forecast population growth without additional infrastructure.

Existing developer contributions have been allocated to be used towards the extension of the existing health centre, including development into the current car park, to provide additional clinical accommodation.

The extension would increase capacity for the delivery of primary care services and improve patient access for local residents, subject to funding availability, the approval of a Business Case and Integrated Care Board (ICB) approval.

### Leigh Park

Leigh Park area is served by surgeries listed within this section (Vine, Blossom, Homewell Curlew, Bosmere, Oaks).

### Waterlooville

Practice	Current Capacity	Future capacity in current form
Oaks Healthcare	122.66% (3,142 patients over capacity)	Practice is already over capacity for its existing patient list size.
Portsmouth: Crookhorn Lane Surgery	135.62% (2,745 patients over capacity)	Practice is already over capacity for its existing patient list size.
Vine Medical Group: Stakes Lodge Surgery	141.44% (2,116 patients over capacity)	Practice is already over capacity for its existing patient list size.
Vine Medical Group: Forest End	141.46% (2,766 patients over capacity)	Practice is already over capacity for its existing patient list size.
Vine Medical Group: Westbrook Surgery	141.43% (649 patients over capacity)	Practice is already over capacity for its existing patient list size.
Vine Medical Group: Waterlooville Health centre	141.45% (1,742 patients over capacity)	Practice is already over capacity for its existing patient list size.
The Village Surgery	189.28% (2,190 patients over capacity)	Practice is already over capacity for its existing patient list size.

Oaks Healthcare - Existing primary care provision serving the local area requires additional capacity to accommodate forecast population growth. Developer contributions will be used towards reconfiguration of the site, which may include

## Primary Care

expansion into non-General Medical Services. The new premises would improve patient access and support the sustainable delivery of primary healthcare services, subject to funding availability, the approval of a Business Case and Integrated Care Board (ICB) approval.

Vine Medica Group: Forest End – Existing primary care provision serving the local area requires additional capacity to accommodate forecast population growth. Developer contributions will be used towards the delivery of a new, purpose-built GP surgery for Vine Medical Group, which may include the consolidation of existing sites to provide a centralised and scalable healthcare facility. The new premises would improve patient access and support the sustainable delivery of primary healthcare services, subject to funding availability, the approval of a Business Case and Integrated Care Board (ICB) approval.

Vine Medical Group: Waterloo Health Centre - Existing primary care provision serving the local area requires additional capacity to accommodate forecast population growth. Developer contributions will be used towards the delivery of a new, purpose-built GP surgery for Vine Medical Group, which may include the consolidation of existing sites to provide a centralised and scalable healthcare facility. The new premises would improve patient access and support the sustainable delivery of primary healthcare services, subject to funding availability, the approval of a Business Case and Integrated Care Board (ICB) approval.

Vine Medical Group: Westbrook Surgery - Existing primary care provision serving the local area requires additional capacity to accommodate forecast population growth. Developer contributions will be used towards the delivery of a new, purpose-built GP surgery for Vine Medical Group, which may include the consolidation of existing sites to provide a centralised and scalable healthcare facility. The new premises would improve patient access and support the sustainable delivery of primary healthcare services, subject to funding availability, the approval of a Business Case and Integrated Care Board (ICB) approval.

Portsmouth: Crookhorn Lane Surgery - Existing primary care provision serving the local area requires additional capacity to accommodate forecast population growth. Developer contributions will be used towards internal reconfiguration and extension of the Crookhorn Lane site. This option represents the most viable mitigation measure and would support increased delivery of Primary Care Services, subject to funding, Business Case development and ICB approval.

Vine Medical Group: Stakes Lodge Surgery - Existing primary care provision serving the local area requires additional capacity to accommodate forecast population growth. Developer contributions will be used towards the delivery of a new, purpose-built GP surgery for Vine Medical Group, which may include the consolidation of existing sites to provide a centralised and scalable healthcare facility. The new premises would improve patient access and support the sustainable delivery of primary healthcare services, subject to funding availability, the approval of a Business Case and Integrated Care Board (ICB) approval.

The Village Surgery - The ICB is currently undertaking a review of how additional infrastructure capacity can be created via a reconfiguration, extension or a new build.

## Primary Care

	<p>In respect of primary care provision in the West of Waterlooville MDA (Berewood), this is not addressed in the IDP as West of Waterlooville is a scheme with planning permission and a committed scheme.</p>
Sources of Funding	<p>The vast majority of public NHS funding comes from general taxation and National Insurance contributions. A small proportion of funding (1% of the total Department of Health and Social Care budget in 2022/23) comes from patient charges for services such as prescriptions and dental treatment. The level of NHS funding in a given year is set by central government through the Spending Review process.</p> <p>ICBs receive total annual budgets that cover the majority of NHS spending. These allocations are determined by NHS England using a statistical formula that considers local healthcare needs and aims to reduce health inequalities. NHS England provides additional program funding called System Development Funding (SDF) to ICBs. This funding supports primary care service development and other initiatives beyond their baseline budgets.</p> <p>Funding available for expansion will be a mixture of NHS Project Improvement Grants, Minor Improvement Grants and other NHS capital funding. In order to accommodate all expansions required, the ICB may seek contributions S106 to also help towards the delivery of healthcare estate.</p>
Key Issues	<p>Challenges faced by the ICB include:</p> <ul style="list-style-type: none"> <li>• An ageing population which is living with increasing frailty and multiple health needs, especially in rural areas</li> <li>• Life expectancy has decreased in most areas across Hampshire and Isle of Wight, and people are living more of their lives in poor health, especially in more deprived areas. Deaths from cancer, circulatory and respiratory diseases are the greatest causes of the differences in life expectancy between the most and least deprived</li> <li>• In urban areas like Southampton, Portsmouth and north-east Hampshire, the population is more ethnically diverse compared to the rest of the area (93.8% white overall)</li> <li>• Coastal communities have lower life expectancy and higher rates of many diseases, in comparison to non-coastal areas</li> <li>• Relatively high levels of emergency care compared to other parts of the country</li> <li>• Covid-19 has created additional health and social care needs and disproportionately impacted certain groups</li> <li>• Premature mortality in people with severe mental illness is higher than the national average on the Isle of Wight, Southampton and Portsmouth</li> </ul> <p>The ICB states that a boy born in our most deprived areas will live on average between 6.1 years to 9.1 years less compared to a boy born in our least deprived area, and for a girl, between 2.3 years to 5.5 years less.</p>
Anticipated Solutions	<p>The introduction of online services allows patients to book or cancel appointments, to make repeat prescription requests and increasingly to have access to their own patient</p>

## Primary Care

records. Local GPs are also trialling 'eConsult'<sup>25</sup>, an online service to improve access to medical advice. For those without access to information technology, telephone receptionists are trained to 'triage' patients, to prioritise and allocate patients to the appropriate professionals (which may well not be a doctor) according to the urgency of their need for care.

The Pharmacy First service builds on the NHS Community Pharmacist Consultation Service which has run since October 2019. The consultation service enables patients to be referred into community pharmacy for a minor illness **or** an urgent repeat medicine supply. The new Pharmacy First service, launched 31 January 2024, adds to the existing consultation service and enables community pharmacies to complete episodes of care for 7 common conditions following defined clinical pathways. This new service is expected to free up GP appointments for patients who need them most and will give people quicker and more convenient access to safe and high quality healthcare. It includes the supply of appropriate medicines for 7 common conditions including earache, sore throat, and urinary tract infections, aiming to address health issues before they get worse.

Within Hampshire 'Better Local Care' is a 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.

ICB does not receive NHS Capital funding to support the growth in GP patient lists arising from the provision of additional homes and therefore seek appropriate S106 contributions to mitigate this issue from new developments.

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<sup>25</sup> eConsult is an online tool that offers patients immediate self-help advice or can be used to send an online consultation directly to their GP who will reply within 24 hours. It may also help patients to manage certain conditions, without the need to attend the surgery in person. The tool, mainly hosted on GP practice's websites also includes signposting to other services and a symptom checker which can help patients establish whether they need a GP appointment

Acute Care	
Lead Organisation/s	Portsmouth Hospitals University NHS Trust
Main Sources of Information and Key Weblinks for Updates	<p>Portsmouth Hospitals NHS Trust website <a href="http://www.porthosp.nhs.uk">www.porthosp.nhs.uk</a></p> <p>Working Together, Improving Together 2023-28: <a href="#">Our strategy :: Portsmouth Hospitals University NHS Trust</a></p> <p><a href="http://www.porthosp.nhs.uk/about-us/key-documents/key-documents-publications-and-reports">www.porthosp.nhs.uk/about-us/key-documents/key-documents-publications-and-reports</a></p>
Planning Policy	See this section in 'Health – Primary Care' above.
Roles & Responsibilities	Portsmouth Hospitals University NHS Trust provides hospital Services for Portsmouth and South East Hampshire. It has shared leadership with the Isle of Wight NHS Trust and is part of the Hampshire & Isle of Wight Integrated Care System.
Existing Provision	<p>The majority of borough residents access their emergency and acute care from Queen Alexandra Hospital in Cosham with a smaller number of patients accessing care (both routine and emergency) at St Richards Hospital, Chichester.</p> <p>At Queen Alexandra Hospital, the Portsmouth University Hospitals NHS Trust provides a full range of elective and emergency medical and surgical services. The trust also provides specialist cancer and renal services and is the largest of four military hospital units in the country.</p> <p>They provide secondary care and specialist services to a local population of approximately 675,000 people across Portsmouth and South East Hampshire. In addition, they offer certain tertiary services to a wider catchment area in excess of two million people.</p> <p>They also offer a range of outpatient and diagnostic facilities at community sites and local treatment centres across Portsmouth and South East Hampshire. These include:</p> <ul style="list-style-type: none"> <li>• Oak Park Community Campus, Havant</li> <li>• St Mary's Hospital – midwifery, dermatology and disablement services</li> <li>• Gosport War Memorial Hospital – a range of services including Blake Maternity Unit, Minor Injuries Unit and diagnostics</li> <li>• Petersfield Community Hospital – The Grange Maternity Unit</li> </ul>
Anticipated Needs	<p>Following its recent redevelopment to form a sub-regional health facility, Queen Alexandra Hospital is expected to have sufficient physical capacity to cope with the projected increase in population.</p> <p>Nonetheless, over the coming years the population served by the Queen Alexandra Hospital is forecast to grow in line with the England average. It is in the first cohort of hospitals facing the challenges of an ageing population:</p> <ul style="list-style-type: none"> <li>• By 2032 28% of the catchment population will be over 65 years of age, significantly higher than the England average of 22%.</li> <li>• The trend for over 75s suggests that by 2032 this group will account for 16% of the local population compared to the England average of 11%.</li> </ul>

## Acute Care

	In addition, a number of wards within the QAH catchment area face severe deprivation which places an additional demand on the acute service provision, particularly emergency care.
Sources of Funding	The NHS is funded almost entirely from general taxation and National Insurance contributions. The level of NHS funding in a given year is set by central government through the Spending Review process. This process estimates how much income the NHS will receive from each of its sources. If National Insurance or patient charges raise less funding for the NHS than originally estimated, funds from general taxation are used to ensure the NHS receives the level of funding it was originally allocated. A very small proportion is generated by user charges (charges for prescriptions, dental treatment and spectacles) also through parking charges and land sales.
Key Issues	The ability of the Queen Alexandra Hospital's services to continue to support the growing population will depend on a number of factors that are likely to include continuing to improve management and leadership, the ability to maintain and increase staffing levels, and on circumstances beyond the control of the NHS such as the availability of home-care services and care home places so that patients who are ready and waiting to be discharged are not preventing new patients from being admitted.
Anticipated Solutions	<p>It is not expected that any new hospital facilities will be required in the Local Plan area for the period to 2043.</p> <p>Portsmouth Hospitals University NHS Trust has identified that it can best serve the local population by working collaboratively with partners across the local health and social care system to respond to the growing pressures and mitigate the impact of an increasingly ageing population.</p> <p>The aim is, working together to drive a decline in emergency admissions and average length of stay through:</p> <ul style="list-style-type: none"> <li>• Developing care pathways to reduce multiple handovers and offer a streamlined and targeted service – for example the diabetes service</li> <li>• Reducing the need for hospital admissions for the frail and elderly, and those with long term conditions</li> <li>• Supporting self-management and long term prevention of ill-health working closely with Public Health</li> </ul>

# Social

Extra Care Housing	
Lead Organisation(s)	Hampshire County Council
Main Sources of Information and Key Weblinks for Updates	<p>Small Area Population Forecast for Havant Borough - Hampshire County Council: <a href="https://documents.hants.gov.uk/population/Factsheet-Havant.pdf">https://documents.hants.gov.uk/population/Factsheet-Havant.pdf</a></p> <p>Liaison with Extra Care Housing Team at Hampshire County Council <a href="#">Extra Care Housing Enquiry Form (office.com)</a>.</p> <p>Extra Care Market position statement <a href="#">Extra-Care-Older-adults-Brochure-2024.pdf (hants.gov.uk)</a></p> <p>Supported Accommodation for Young Adults: <a href="https://documents.hants.gov.uk/adultservices/market-position-statements/ec-younger-adults-brochure-2024.pdf">https://documents.hants.gov.uk/adultservices/market-position-statements/ec-younger-adults-brochure-2024.pdf</a></p> <p>Hampshire Infrastructure Planning <a href="http://www.hants.gov.uk/landplanningandenvironment/strategic-planning/infrastructure-planning">www.hants.gov.uk/landplanningandenvironment/strategic-planning/infrastructure-planning</a></p>
Planning Policy	The NPPF in Paragraph 63 states that <i>'the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (including ... older people, ... people with disabilities)'</i> .
Roles & Responsibilities	<p>Extra Care housing is defined as purpose-built accommodation in which varying amounts of care and support are provided by an on-site care team 24 hours a day, 7 days a week and where some other wellbeing services are shared. The type of care and housing offered will vary from scheme to scheme and consists of self-contained adapted (for older and disabled people) flats or bungalows which may be for rent or purchase. This type of accommodation needs to be affordable.</p> <p>The principal aim of Extra Care is to offer older people a 'home for life' avoiding the need for them to be moved from one care setting to another as their health and care needs change. Extra Care schemes enable care services to be increased in situ according to the individual's evolving requirements, allowing older people to retain a degree of independence whilst providing support as needed. Extra Care schemes may also include shared facilities such as a café, hairdressers, gardening area, gym/leisure facilities and dedicated transport. These communal facilities are dependent upon economies of scale.</p> <p>There are many different providers of Extra Care housing. Schemes may be run or owned by Councils, Registered Providers of Affordable Housing, charities or private companies. The private housing market also provides this type of accommodation. They are generally available for those aged 55 or over and privately-run schemes are likely to have fewer eligibility criteria than Council-run schemes that are provided for people on the local Council's housing register.</p> <p>In addition to meeting the housing needs of older people the county council also funds residential placements for vulnerable adults with a Learning Disability in largely third party owned facilities.</p>
Existing Provision	The Housing Care organisation <a href="http://www.housingcare.org">www.housingcare.org</a> provides information for older people including a web-based search facility to find retirement homes and sheltered housing in the area and check current availability. HCC also has a web search facility for Extra Care

## Extra Care Housing

	<p>homes: Extra Care Market position statement <a href="#">Extra-Care-Older-adults-Brochure-2024.pdf (hants.gov.uk)</a></p>
Anticipated Needs	<p>Havant Borough, as in the rest of Hampshire, faces a demographic challenge in the coming decades with a substantial rise forecast in its older population.</p> <p>A study was undertaken in 2024 by the county council looking at the context for developing affordable Extra Care housing in Hampshire. This study assessed that the projected demand for affordable Extra Care in Havant Borough as 154 units. Of this total 91 are needed in Waterlooville and 63 in the remainder of the borough. See Appendix 2a for additional detail.</p> <p>Whilst some of the housing needs of older people will in future continue to be met through the provision of general needs accommodation, for an increasing number specialist provision will be required.</p>
Sources of Funding	<p>Funding for such a level of development will need to be assembled from a range of public and private sources.</p> <p>The county council is looking to invest over the next decade to stimulate development in Extra Care housing. This investment will generate significant joint capital investment from partners such as developers, health, registered providers of affordable housing and district Councils, to stimulate the market to provide county wide coverage of Extra Care housing.</p> <p>Surplus county council properties and land may be suitable for the development of Extra Care housing. There may be opportunities for the county council to offer capital grants 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 available at <a href="https://www.hants.gov.uk/socialcareandhealth/adultsocialcare/strategy-market-position">https://www.hants.gov.uk/socialcareandhealth/adultsocialcare/strategy-market-position</a></p> <p>Other funding and delivery options include private finance (such as mortgage funding raised by a housing provider); Local Authority Grant funding; and capital raised through sale of units. Capital funding might also be secured from sources such as Department of Health, and Homes England 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 in the borough is exempt from CIL charges.</p>
Key Issues	<p>One of the major challenges facing all local authorities is how to deliver services to an ageing population. Whilst some of the housing needs of older people will in future continue to be met through the provision of general needs accommodation, for an increasing number specialist provision will be required.</p> <p>Due to the need to accommodate and support a range of appropriate facilities on site, and in order to secure a 'critical mass' to allow economically viable care provision and other services to be established, it is widely accepted that a certain scale of development is needed in order for Extra Care schemes to be viable. It is not feasible to provide older persons Extra Care units as a quota from smaller developments, while the small scale of Extra Care for younger adults may be suitable to these types of development.</p>

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	<p>Most schemes for older people are considered viable at between 60-80 apartments although large scale Extra Care may deliver 200+ units. A typical 60-80 flat Extra Care scheme with up to three floors for older people could be built on a 0.8-1.0 hectare site and is a good way of achieving housing density and aiding overall viability of sites.</p> <p>HCC are promoting land at both Oak Park and Fulflood Road for Extra Care housing more details are provided in the site allocation details in the emerging local plan.</p>
Anticipated Solutions	<p>A need has been established for Extra Care housing which may be provided through site specific allocations. Site allocations 15 (Former Oak Park School) and 25 (Dunsbury Way) in the emerging local plan show how this need may be met.</p> <p>Older persons Extra Care housing can be incorporated as part of Section 106 requirements on any large new housing development as a proportion of a site or dwellings. Agreements may either be in the form of a scheme built by the developer and then handed over to a provider to run, or preferably for HCC affordable Extra Care housing where the land is transferred at subsidised or nil cost to Hampshire County Council to then procure a specialist provider to build out and manage the scheme. If Homes England funding is not available the local housing authority will need to consider contributing financially, as well as HCC.</p>

## Community Centres and Havant Borough Council Car Parks

Lead Organisation/s	Havant Borough Council
Main Sources of Information and Key Weblinks for Updates	<p>Havant Borough Council Website:  <a href="http://www.havant.gov.uk/community-centres">www.havant.gov.uk/community-centres</a>  <a href="http://www.havant.gov.uk/parking">www.havant.gov.uk/parking</a></p> <p>Liaison with officers within HBC</p> <p>Websites of the various Community Associations</p>
Planning Policy	<p>Paragraph 20 of the NPPF states that '<i>Strategic policies should set out an overall strategy for the pattern, scale and design quality of places and make sufficient provision for...c) community facilities.</i>'</p> <p>Paragraph 98 adds: '<i>To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:</i></p> <ul style="list-style-type: none"> <li><i>a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;</i></li> <li><i>b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;</i></li> <li><i>c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;</i></li> <li><i>(d) ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and</i></li> <li><i>(e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.'</i> <p>In respect of car parking NPPF Paragraph 113 states: 'In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure...'</p> </li></ul>
Roles and Responsibilities	<p>Community Centres and similar facilities are owned run by a variety of organisations including the borough council, Places of Worship, Schools, charities and private businesses.</p> <p>Havant Borough Council have a number of car parks located around the borough some are Pay and Display others are free to use.</p>
Existing Provision	<p>There are a number of Community Centres around the borough. Most have halls and smaller rooms that can be hired for a range of activities. Details are set out at Appendix 1.</p> <p>Other community meeting places include churches, libraries. some dual use at schools, other Council owned premises, privately owned facilities such as Men's Sheds and also public houses, although the latter have been reducing in number.</p> <p>There 63 Havant Borough owned car parks in the borough. Some are free to use and others are Pay and Display. A comprehensive list is provided in Appendix 1. There is some existing provision of EV Charging Points: <a href="http://www.havant.gov.uk/climate-change-and-environment/electric-vehicle-charge-points">www.havant.gov.uk/climate-change-and-environment/electric-vehicle-charge-points</a></p>

## Community Centres and Havant Borough Council Car Parks

<p>Anticipated Needs</p>	<p>There are a number of specific infrastructure needs identified in Appendices 2a and 2b. Some key issues are further listed below:</p> <p><b>Community Centres</b></p> <p><u>Emsworth</u></p> <p>Under the S106 agreement for the Hampshire Farm development 'Redland's Grange' a portion of land has been transferred to Havant Borough Council for a community use. Finding a suitable and viable community use for this land is still outstanding.</p> <p><u>Leigh Park</u></p> <p>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 50 residential units, new health facilities and re-provision of the library and training facilities provided by the Apex Centre, combined with the opportunity to bring additional service providers into the centre of Leigh Park.</p> <p><u>Waterlooville</u></p> <p>A new community building (to replace the temporary facilities) 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.</p> <p><u>Southleigh Strategic Site</u></p> <p>A community centre will be needed to support the new population of the strategic development area. This might necessitate review/expansion of the Stride Centre or consideration given to a more central location within the development.</p> <p><b>Havant Borough Council Car Parks</b></p> <p>From 2035, the sale of new liquid petroleum gas, petrol and diesel cars, as well as hybrid vehicles, will be banned across the UK. The sale and purchase of second hand internal combustion engine and hybrid cars will still be allowed. The availability of EV Charging will become increasingly important.</p>
<p>Sources of Funding</p>	<p>The Community Associations aim to be self-financing to provide facilities and services to their local communities and keep prices affordable however the burden of maintaining the physical fabric of the buildings and keeping their facilities up to date is an increasing pressure on their budgets. While some buildings are still maintained by the Council, increasingly arrangements with the community associations will need to be on terms of a full repair lease.</p> <p>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.</p> <p>In respect of the Hayling Island Community Centre for example, the total cost of the extension was £595,515 of which £469,081 was secured from the National Lottery Reaching Community Buildings Fund and other fundraising with the shortfall of £42,638 being met from a successful bid to the HBC Neighbourhood Portion of CIL.</p>

## Community Centres and Havant Borough Council Car Parks

	<p>The Stride Community Centre, Denvilles, cost £263,628 and was funded in lieu of the Community Infrastructure Levy Contribution through the new Barratt David Wilson Homes development at Nursery Fields.</p> <p>Pay and Display Car Parks are revenue generating, however consideration needs to be given to the upkeep of all council owned car parks.</p> <p>Council owned community centre and car park infrastructure may benefit from CIL.</p>
Key Issues	<p>The borough is generally well provided with community facilities although the cost of maintaining the fabric of community buildings and ensuring that their facilities remain up to date and fit for purpose, is an ongoing financial burden to the Council or other owners and to the community associations that manage them. Consideration will be given to individual buildings to assess if they will benefit from energy improvement measures.</p> <p>In general, the enhancement and expansion of existing facilities will be the means to meet additional demands from expanding local communities. In large new developments such as the Southleigh Strategic Site the scale of the new community will require a new dedicated facility and to maximise sustainability and use it should be multi-functional, providing for a wide range of activities and social events for the benefit of the new local community.</p> <p>Both Community Centres and the borough's car parks need to meet the challenges of the 21<sup>st</sup> Centre, particularly with regards to energy efficiency.</p>
Anticipated Solutions	<p>Most of the borough's community centres have some spare capacity to accommodate further activities and events or space for expansion given the finance to implement improvements. Community Centres should increasingly offer a multi-use model, be self-sustaining and be working with HBC closely to maximise opportunities.</p> <p>A new community centre with space for related community facilities extension of the Stride Centre will be needed for the Southleigh Strategic Site.</p> <p>Both existing Community Centres and council owned car parks may benefit from expenditure of Community Infrastructure Levy to address the 'Growth' agenda outlined in the Corporate Strategy 2024-2028.</p>

## Leisure and Built Sports Facilities

Lead Organisation/s	Havant Borough Council, Leisure Facility Operators, Schools, Colleges, Private Clubs, National Governing Bodies of Sports, Sport England
Main Sources of Information and Key Weblinks for Updates	<p>Havant Borough Open Space, Sport and Recreation Strategy (consisting of the Open Indoor Built Sports Facilities Strategy and Space Strategy Playing Pitch Strategy):</p> <p>Havant Borough Open Space Strategy (November 2018)  <a href="http://www.havant.gov.uk/media/8440/download?inline">www.havant.gov.uk/media/8440/download?inline</a></p> <p>Havant Borough Indoor Built Sport Facilities 2017-2036  <a href="http://www.havant.gov.uk/media/8439/download?inline">www.havant.gov.uk/media/8439/download?inline</a></p> <p>Playing Pitch Strategy -            Review 2024 Strategy Objectives &amp; Recommendations  <a href="http://www.havant.gov.uk/media/9836/download?inline">www.havant.gov.uk/media/9836/download?inline</a></p> <p>Appendix A Review 2023 Assessment Report:  <a href="http://www.havant.gov.uk/media/9835/download?inline">www.havant.gov.uk/media/9835/download?inline</a></p> <p>Have Some Fun, Parks, Pitches, Courts, Skate Parks and More in the Borough of Havant: <a href="https://www.havant.gov.uk/media/7895/download?inline">https://www.havant.gov.uk/media/7895/download?inline</a></p>
Planning Policy	Paragraph 103 and 104 of the NPPF set national policy on planning for sports and recreation facilities: <i>'Planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision. Information gained from the assessments should be used to determine what open space, sport and recreational provision is needed, which plans should then seek to accommodate. Existing open space, sports and recreational buildings and land, including playing fields, should not be built on...'</i> unless certain criteria are met.
Roles & Responsibilities	Leisure and built sports facilities are owned and run by a variety of organisations including the borough council, Schools, charities and private businesses.
Existing Provision	Details of existing provision are found at Appendix 1, and in greater detail in the Havant Borough Open Space, Sport and Recreation Strategy.
Anticipated Needs	<p>The council commissioned the Havant Borough Indoor Built Sport Facilities, Playing Pitch and Open Space Strategies to provide a robust and up-to-date assessment of the need for open space, sport and recreation facilities in the borough. All three strategies highlight the importance of protecting, enhancing existing and providing new sports and recreational facilities (both indoor and outdoor) in Havant Borough. This coincides with Havant Borough Council's Active Wellbeing Strategy, which identifies local health priorities such as reducing obesity and increasing physical activity. The strategy seeks to provide a long-term action plan to provide financially sustainable sport and leisure services that are accessible, inclusive and which contribute to wider local strategic priorities such as health and wellbeing, education, crime and safety, regeneration, environment and climate. It prioritises those who face the greatest health inequalities.</p> <p>The Indoor Built Sport Facilities Strategy sets out the need for an additional 208.59 sqm of swimming pool space (equivalent to almost 4 swimming lanes), 1.37 sports halls (equivalent of 6 Badminton Courts) and 89 fitness stations in Havant Borough by 2042.</p>

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	<p>The Playing Pitch Strategy sets out the need for an additional 4 adult 11v11, 3 youth 11v11, 2 mini 7v7 and 2 mini 5v5 football pitches. It also highlights the need to provide 2 new artificial grass pitches for hockey (1 to replace the existing poor quality Artificial Grass Pitch (AGP) at Havant and South Downs College and 1 additional AGP). This also includes floodlighting, clubhouse (social facilities and minimum 4 changing rooms) and carparking.</p> <p>Both the Indoor Built Sports Strategy and The Playing Pitch Strategy, as set out in their associated action plans, highlight how future need can be met through:</p> <ul style="list-style-type: none"> <li>• Specific enhancements to the borough’s existing facilities</li> <li>• Improvements to community access of existing facilities</li> <li>• Provision of new facilities to meet identified shortfalls in provision</li> </ul> <p>There is also a need to consider connectivity of facilities and the development of additional and safe walking, running and cycling routes. Where possible schemes in other informal, multipurpose places and spaces which encourage people to be active in less traditional settings are required.</p>
Sources of Funding	<p>Funding reductions in Council budgets (capital and revenue) are likely to become a constraint in providing new built sports facilities and enhancing existing facilities.</p> <p>Developer funding will be dependent on viability and other competing demands for infrastructure and affordable housing through S106 agreements.</p> <p>Capital grant funding from sources external to the Council will be sought, however these opportunities are limited in number and scale. Success in a competitive market is dependent on a partnership approach with facility operators, sports clubs and national governing bodies of sport. Robust evidence of need and viable long term business plans are essential in securing funds.</p>
Key Issues	<p>The age and condition of sports facilities are very important considerations when reviewing the used capacity, 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 activity offer, not just the nearest venue to where they live.</p> <p>Factors which influence the used capacity of sports facilities 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 facilities 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 facilities is located inside the catchment area of a facility.</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 lets over a one or two term period.</p>

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School and college sports halls are usually unavailable over the summer term exam period and thereby further limiting their use for community sport.

The Playing Pitch Strategy highlights a significant quantity of poor-quality grass football, rugby and cricket pitches across the borough. This poor quality reduces the carrying capacity of pitches. Improvements to their quality can increase their capacity and cater for some current and future demand.

In addition, many grass pitch sites across the borough have poor quality ancillary and changing facilities. Where sites are prioritised for grass pitch improvements to increase capacity, ancillary and changing provision will need to be sufficient in supporting the demand.

Demand for outdoor sports pitches can also be supported by the development of artificial sports pitch surfaces, specific for football, rugby and hockey and which have a much higher capacity than natural turf pitches.

If a larger development, such as Southleigh, generates a need or would provide a suitable location for indoor and outdoor sports facilities, then these should be located on-site. A multi-sport, multi pitch hub is the preferred model to ensure long term financial viability.

### Anticipated Solutions

The Havant Borough Indoor Built Sport Facilities, Playing Pitch and Open Space Strategies were carried out using Sport England methodology. The council considers these three strategies to be robust assessments which outline the borough's existing provision of, and future need for, open space, sports and recreational buildings and land.

All three strategies recommend that all existing provision is protected, while setting out the future need for further multi-functional open space, sports and recreational facilities and land in Havant Borough by 2042. As such, the council is unlikely to support development which results in the net loss of open space, sports and recreation facilities or land.

There are a number of specific infrastructure needs identified in Appendices 2a and 2b with particular issues drawn out below:

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 ageing Havant Leisure Centre in the short to medium term and Waterlooville Leisure Centre in the medium to long term should be considered priorities with changing demands and need requirements for a growing population considered as part of those redevelopments. When development of the Civic Campus comes forward, potentially Havant Leisure Centre could be relocated within this area, allowing the land on which the centre currently sits to be redeveloped.

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

## Leisure and Built Sports Facilities

Centre, which could be replaced on site or elsewhere through proposals to re-develop the Havant Public Plaza.

In the short term, Waterlooville Leisure Centre is due to receive refurbishment to modernise the existing facilities and create a more welcoming environment for residents. Plans also include the extension of the facility to diversify the facility mix and provide outdoor artificial sports surfaces for padel tennis and small sided football. Investment can result in long term operational efficiencies and broadens the user base of the centre responding to local need.

A number of sports halls are located on school or college sites where the policy for community use, the hours and type of use will be determined by these schools and colleges. The Indoor Facilities Strategy therefore recommends HBC and partners working with the schools (existing and planned) and Sport England to develop formal Community Use Agreements secured through both planning and funding conditions. Furthermore, the Playing Pitch Strategy recommends securing tenure and access to sites for clubs focused on increasing participation through a range of solutions such as leases and partnership agreements.

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

Demand for additional sports pitches can also be supported by the development of AGP surfaces for football, rugby and hockey. Strategic priority projects highlighted include the provision of a 9v9 football AGP at Front Lawn Recreation Ground, a football AGP on Hayling Island, and 2 new AGPs for hockey within the borough (1 new and 1 replacement). The Council is actively working with sports clubs and national governing bodies on these projects. It is not anticipated that additional land for facilities is needed to accommodate this development.

The council are aligning to an industry shift away from traditional sport and leisure and towards providing 'Active Wellbeing' services that prioritise provision and investment into accessible and inclusive facilities for those who face the most significant barriers to being active and who experience the greatest health inequalities. This approach enables the greatest improvement to local health outcomes. 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 and to also develop opportunities to add to the overall facility stock in the borough to accommodate both current and future demand.

<b>Libraries</b>	
Lead Organisation/s	Hampshire County Council
Main Sources of Information and Key Weblinks for Updates	<p>Correspondence with Hampshire Library Service</p> <p>Hampshire Infrastructure Planning:  <a href="http://www.hants.gov.uk/landplanningandenvironment/strategic-planning/infrastructure-planning">www.hants.gov.uk/landplanningandenvironment/strategic-planning/infrastructure-planning</a></p> <p><a href="https://www.hants.gov.uk/librariesandarchives">https://www.hants.gov.uk/librariesandarchives</a></p> <p>Library Service Transformation - Strategy to 2025</p> <p><a href="#">Decision - Library Service Transformation - Strategy to 2025   About the Council   Hampshire County Council</a></p>
Planning Policy	<p>The NPPF in paragraph 98 states that <i>‘To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:</i></p> <p style="padding-left: 40px;"><i>a) plan positively for the provision and use of shared spaces, community facilities (such as ... cultural buildings...) to enhance the sustainability of communities and residential environments; ... and</i></p> <p style="padding-left: 40px;"><i>e) ensure an integrated approach to considering the location of housing... community facilities and services.’</i></p>
Roles and Responsibilities	<p>Hampshire County Council (HCC) has a statutory duty to provide a public library service that is <i>‘comprehensive and efficient’</i>.  <a href="http://www.legislation.gov.uk/ukpga/1964/75/contents">www.legislation.gov.uk/ukpga/1964/75/contents</a>)</p> <p>Hampshire County Council’s Library Service Transformation – Strategy to 2025 has three key priorities:</p> <p>1. Promoting reading, with a focus on children’s literacy and the Early Years:</p> <ul style="list-style-type: none"> <li>i. Providing a service for everyone</li> <li>ii. Developing children’s literacy, particularly within the Early Years (0-5 years)</li> <li>iii. Investing in Hampshire’s Digital Library</li> </ul> <p>2. Supporting healthy, creative communities:</p> <ul style="list-style-type: none"> <li>i. Establishing council-run libraries as ‘community hubs’</li> <li>ii. Taking the Library Service into communities</li> <li>iii. Delivering a programme of learning and activities that meet the needs of library users</li> </ul> <p>3. Investing in digital services:</p> <ul style="list-style-type: none"> <li>i. Providing access to technology, prioritising those at risk of digital exclusion</li> </ul>
Existing Provision current situation	<p>Within Havant Borough there are five libraries, one in each community/plan area as set out below.</p> <p><u>Waterlooville</u>: This site is the Tier 1 provision within the borough and has a higher level of offer than other sites. There are approximately 131,000 visits and 128,000 loans per annum. The local branch of Citizens Advice is also located at the library.</p>

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	<p><u>Havant &amp; Bedhampton</u>: Located within Meridian Centre. There are approximately 109,000 visits and 55,000 loans per annum. There is also a Registration Office on site.</p> <p><u>Emsworth</u>: Located within Emsworth Community Centre. There are approximately 20,000 visits and 28,000 loans per annum.</p> <p><u>Hayling Island</u>: There are approx. 57,000 visits and 36,000 loans per annum. A Community Pantry is located within the library, while a Police Office also occupies part of the library building.</p> <p><u>Leigh Park</u>: Use of this site is well within capacity. There are approximately 21,000 visits and 18,000 loans per annum.</p>
<p>Anticipated Needs</p>	<p>As a comparatively compact geographical area, Library provision is regarded as being good and no additional sites are required to meet need over the Local Plan period to 2043. However, future developments are likely to increase the number of members at the libraries particularly within Havant and Emsworth.</p> <p>HCC has identified the following potential requirements owing to the impacts of an increased population; additional or reconfigured space, staff, digital capacity and accessibility, book-stock provision, and outreach such as Home Library Service expansion projects. Therefore, in order to mitigate the impact from developments HCC may seek CIL funding to increase the infrastructure and resources at existing Libraries to meet new demand. See Appendices 2a and 2b for additional detail:</p> <p>A three-tier model for Hampshire libraries has been developed to provide a more standardised approach to services which meet the needs of each community.</p> <ul style="list-style-type: none"> <li>• Tier One Libraries e.g. Waterlooville, are the largest and busiest libraries, providing the widest range of services. They have a catchment population of over 50,000, tend to be found in the biggest towns and are open longest - usually six days a week</li> <li>• Tier Two Libraries are found in medium sized towns e.g. Havant and are open on five days each week. They have a catchment of around 30,000 to 70,000 people. Hayling Island is also a Tier Two Library</li> <li>• Tier Three Libraries are located in smaller towns and villages and are open fewer days each week. Typically, they are small spaces (when compared to Tier One or Tier Two Libraries) in a community building often with partners co-located. Tier Three Libraries have a catchment population of around 10,000 – 40,000 people. Emsworth and Leigh Park are Tier 3 Libraries</li> </ul> <p>The ability of the existing sites and buildings to accommodate additional use and infrastructure varies, according to HCC, as indicated below:</p> <p><u>Emsworth</u>: The current library occupies a small space within the community centre so does not have opportunity to accommodate additional use.</p> <p><u>Havant &amp; Bedhampton</u>: Havant Library has capacity for increased use. Havant Library is located on the first floor of the Meridian Centre and HCC is open to relocating the library to a more desirable location. 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 new residential developments, HCC would be keen to seek developer contributions towards facilities at Havant Library to</p>

## Libraries

	<p>ensure that appropriate levels of infrastructure and resources can be offered to the additional population.</p> <p><u>Hayling Island</u>: Hayling Island Library has some capacity for increased use and additional resources to complement the existing shared space with the Police and Community Pantry.</p> <p><u>Leigh Park</u>: Capacity is available for location of partners within the building.</p> <p><u>Waterlooville</u>: Waterlooville Library has capacity for increased use by customers and partners. Capacity is available for location of partners within the building.</p>
Sources of Funding	<p>Hampshire Library Service does not have a budget for capital investment, very limited funds for resources and equipment.</p> <p>Alternative funding available to the Library Service tends to come sporadically from the National Lottery or Arts Council England (ACE). The Library Strategy to 2025 sets out the priorities for libraries to establish themselves as community hubs in the heart of communities.</p> <p>The Community Infrastructure Levy (CIL) is seen by the Library Service as the primary mechanism for securing infrastructure funding from new development.</p>
Key Issues	<p>The demand for library services is changing. There is declining demand in book issues and library visits, although less so across Hampshire compared to nationally. A detailed Library Needs Assessment was carried out to inform the content of the Library Strategy to 2025, which sets out the ambition to provide comprehensive, high quality, relevant and affordable library services.</p> <p>The impacts of additional members on libraries are likely to include:</p> <ul style="list-style-type: none"> <li>• Increased demand for all pre-existing library services offered e.g. book borrowing (hard copy and e-resources), digital services, and staff time</li> <li>• Need for flexible spaces which can accommodate the provision of services to support health and wellbeing</li> <li>• Increased demand for access to a relevant literacy offer including rhyme-times and other activities for families, and specialist resources to support conditions such as sight ailments, dyslexia and dementia</li> <li>• Increased demand for access to digital resources</li> </ul> <p>CIL funding is seen as a key funding mechanism by the library service, but schemes must compete against other forms of infrastructure so CIL funding may not be available necessitating a S106 contribution.</p>
Anticipated Solutions	<p>The current number of libraries within the greater Havant area is deemed sufficient by HCC to provide a comprehensive service to local people. To meet the needs of new populations, including the proposed Southleigh Strategic Site, the preference of HCC is to focus the future service on maximising use of the current library facilities through provision of extra resources within them. For example, additional or reconfigured space, staff, digital capacity and accessibility, book-stock provision, and outreach such as Home Library Service expansion projects.</p>

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If sought, contributions would seek to ensure that physical and digital stock provision at existing sites meets demand and to extend and/or enhance existing buildings or infrastructure including creating new library spaces should they be deemed necessary.

HCC would seek to ensure that the library service in any given locality was able to absorb the additional demand created by any new development through an improved service offer in terms of the three service transformation strategy priorities.

HCC are looking to relocate Havant Library to more suitable, affordable accommodation, on a cost-neutral or better basis for HCC. This could arise out of redevelopment within Havant Town Centre.

# Transport

Roads	
Lead Organisation/s	Hampshire County Council National Highways
Main Sources of Information and Key Weblinks for Updates	<p>Hampshire Local Transport Plan 4 (LTP4): <a href="http://www.hants.gov.uk/transport/localtransportplan">www.hants.gov.uk/transport/localtransportplan</a></p> <p>HBC Local Plan Transport Assessment (in progress)</p> <p>Hampshire Infrastructure Planning <a href="http://www.hants.gov.uk/landplanningandenvironment/strategic-planning/infrastructure-planning">www.hants.gov.uk/landplanningandenvironment/strategic-planning/infrastructure-planning</a></p> <p>Solent Transport: <a href="https://solent-transport.com/about-us/">https://solent-transport.com/about-us/</a></p>
Planning Policy	<p>Paragraph 109 of the NPPF refers to the need at the early stages of plan-making for assessing the potential impacts of development on transport networks and for the environmental impacts of traffic to be assessed so that adverse impacts can be avoided or mitigated. Paragraph 110 mentions the need to ‘<i>actively manage patterns of growth</i>’ to support the NPPF’s transport objectives. The measure against which increases in traffic arising from development should be assessed is confirmed in paragraph 116: ‘<i>Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe...</i>’</p> <p><i>Paragraph 111 notes that planning policies should:</i></p> <ul style="list-style-type: none"> <li><i>‘(a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;</i></li> <li><i>(b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;</i></li> <li><i>(c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;</i></li> <li><i>(d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);</i></li> <li><i>(e) provide for any large scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements...</i>’</li> </ul> <p>Hampshire’s Local Transport Plan 4 (LTP4) was adopted 22 February 2024 and has a plan period stretching to 2050. LTP4 sets out the new policy direction of shifting away from planning for cars and instead focus on planning for people and places. This involves moving away from the ‘predict and provide’ approach for transport infrastructure of building solely for highway capacity. Instead, LTP4 advocates the ‘decide and provide’ approach with a focus on transport infrastructure based on a</p>

## Roads

	<p>hierarchy of users by considering walking, cycling and public transport first before considering increased highway capacity at existing junctions.</p> <p>As part of the LTP4 there will be a pipeline of schemes assembled from a range of sources including Councillors, members of the public, feasibility studies, Havant Borough Local Cycling and Walking Infrastructure Plan (LCWIP), South East Hampshire Rapid Transit (SEHRT) bus schemes and previous funding bids. All the schemes will be prioritised against the LTP4 key principles, outcomes and S106 policies.</p> <p>The County Council's LTP4 includes a commitment to develop an area-based strategy for Havant, including an action plan of schemes, and clarify how this will be developed, governed and updated.</p>
<p>Roles and Responsibilities</p>	<p>The Department for Transport (DfT) is the overarching government authority responsible for supporting the transport network. Traffic and transport legislation, regulations and policy are the responsibility of the DfT. It oversees the investment in, maintaining and operating the motorway and trunk road network in England through National Highways (NH).</p> <p>NH is the government company charged with planning, designing, building, operating and maintaining England's motorways and major A roads, known as the strategic road network (SRN). For Havant Borough this includes the A27 and the A3(M). NH receive funding from the DfT in five-year cycles called Road Investment Periods. The DfT are currently in Road Investment Period 2 – 2020 to 2025.</p> <p>As Local Highway Authority, Hampshire County Council is responsible for all local roads within the county. It is also responsible for supporting public transport and community transport services that are not commercially viable. Statutory duties include:</p> <ul style="list-style-type: none"> <li>• Maintain and repair the public highway including roads, pavements, drains and verges, and carry out regular inspections</li> <li>• Manage the road network to improve the movement of traffic, including coordination of all roadworks</li> <li>• Work with bus operators to plan provision of local bus service information</li> <li>• Meet the transport needs of children and young people in a way that promotes sustainable travel</li> <li>• Support district councils with respect to carrying out air quality reviews, the assessment of air quality management areas and the preparation of air quality action plans</li> </ul> <p>Borough council responsibilities include: Off-street parking, street care and cleaning and street furniture.</p>
<p>Existing Provision</p>	<p>The SRN is the network of nationally significant roads which connect the main centres of population, and provide access to major ports, airports and inter-modal freight terminals. The SRN carries, on average, four times as many vehicles a day per mile of road than locally managed roads. The reliability of the network is a driving force behind the need for investment and upgrades. In Havant, the A27 and the A3(M), which connect at Bedhampton/Broadmarsh, form the SRN.</p> <p>Hampshire's highway network is the largest and most visibly physical asset that Hampshire County Council is responsible for, and maintenance of existing assets is a</p>

Roads	
	<p>major draw on resources. Due to sustained constraints on funding, Hampshire, like all local authorities, has an increasing structural maintenance backlog. This has led to a deteriorating network which is less resilient to bad winters and flooding events.</p>
Sources of Funding	<p>NH has a £15 billion investment strategy for the strategic road network. This is determined through the government's Road Investment Strategy (RIS) cycle. On the local network, delivery of major schemes for highway improvements is dependent on funding decisions by government and other contributors including developer funding. For example, following a successful bid to the government, the Department for Transport awarded £3.7 million to assist in paying for the Asda roundabout scheme; the total cost of which was about £5.9 million.</p> <p>Alongside the LTP capital funding from government, which is in the form of direct grants, the county council and its partners have been successful in recent years in bidding for funding from the Local Growth Fund via the Solent LEP, Growing Places Fund, Local Pinch Point Funds and Local Sustainable Transport Fund (LSTF). Hampshire County Council's Prosperity Partnership and the Board<sup>26</sup> have now replaced and taken over the role of the Enterprise M3 Local Enterprise Partnership (LEP) and Solent LEP insofar as Havant Borough is concerned.</p> <p>In recent years the county council has provided additional funding through the capital programme to develop a range of schemes. In addition, the councils negotiate and secure financial contributions from developers towards transport infrastructure or services to mitigate the additional transport burden imposed on the existing network by new development. Contributions are typically sought for infrastructure schemes such as upgrades to existing junctions, new cycle lanes and improvements to the local pedestrian network. Contributions are secured through Section 106 agreements, Section 278 works or through the Community Infrastructure Levy. These sources play an increasingly important role in the way transport infrastructure is delivered at the local scale.</p> <p>Funding for highways maintenance by HCC comes from four different sources. Grant allocations from DfT; locally sourced capital (Operation resilience funding); DfT funding 'top sliced' for competitive bidding processes (Challenge funding, Incentive Bid funding); and one-off allocations such as pothole funding, flood recovery and national productivity funding.</p>
Key Issues	<p>NH's role is to operate, maintain and modernise the strategic road network (SRN) in line with the Road Investment Strategy (RIS)<sup>27</sup>, reflecting public interest and to provide effective stewardship of the network's long term operation and integrity. RIS3, which will cover the period April 2025 to March 2030, is in preparation. It will build on the work taken forward in RIS2 on investing in the network and improving the way it is operated and maintained. For Havant Borough the SRN relates to the M27, A27 and A3(M). NH would be concerned if any material increase in traffic were to occur on the SRN as a result of planned growth in the borough without careful consideration of mitigation measures.</p>

<sup>26</sup> Reports and documents | Business and economy | Hampshire County Council (hants.gov.uk)

<sup>27</sup> <https://assets.publishing.service.gov.uk/media/5ffb39808fa8f56405c5f5bf/road-investment-strategy-2-2020-2025.pdf>

## Roads

	<p>When considering proposals for growth, any impacts on the SRN needs to be identified and mitigated as far as reasonably possible. NH will support proposals that consider sustainable measures which manage down demand and reduce the need to travel. Proposed new growth will need to be considered in the context of the cumulative impact from already proposed development on the SRN and infrastructure improvements on the SRN should only be considered as a last resort.</p> <p>For roads that are the responsibility of Hampshire County Council LTP4 brings in two guiding principles. The first principle: To give people a choice of high quality travel options is intended to reduce dependency on the private car. Principle Two: Provide a transport system that promotes high quality, prosperous places and puts people first, intends to shift the emphasis away from ‘planning for vehicles’ to ‘planning for people’ and ‘planning for places’, to provide a transport system which supports high quality and prosperous places and puts the needs of people first.</p> <p>On Hayling Island and Langstone, the principal constraints to large scale infrastructure improvements are the single access bridge across to the mainland and ultimately, the limitations of traffic throughput at the A27 Langstone Roundabout. Significant changes to the island’s transport network would also likely require the use of third party land. The focus will be on improving accessibility by walking, cycling and bus for local trips and journeys on and off the island. This includes resurfacing the Hayling Billy Trail to a bitmac surface to enable year-round use, including commuter trips on and off the island.</p>
<p>Anticipated Solutions</p>	<p>It is not the purpose of the Local Plan TA to propose specific or detailed mitigation to deal with the effects of individual development sites. The local transport impacts of each of the Local Plan allocation sites will still have to be addressed in Transport Assessments accompanying planning applications.</p> <p>Major interventions can involve coordination across a range of partners, and contributions or grant funding from a variety of sources due to the scale and cost. The council will therefore continue to work with its partners at Hampshire County Council, NH, neighbouring authorities, transport providers, developers and other stakeholders to access funding opportunities from government, and to attract external sources of funding to support infrastructure delivery.</p> <p>Other transport interventions, in particular those that are designed to mitigate the impact of development are mostly funded by developers through legal agreements with the council (known as S106 agreements), or through Community Infrastructure Levy (CIL) payments.</p> <p>Key transport interventions which arise out of the Local Plan’s Transport Assessment will be identified in this section and in the Pre-Submission Local Plan. Meanwhile, there are a number of specific infrastructure needs currently identified in Appendices 2a and 2b.</p>

## Cycling & Walking

Lead Organisation/s	Hampshire County Council Sustrans Havant Borough Council
Main Sources of Information and Key Weblinks for Updates	Hampshire Local Transport Plan 4 (LTP4): <a href="http://www.hants.gov.uk/transport/localtransportplan">www.hants.gov.uk/transport/localtransportplan</a> <a href="#">Havant Local Cycling and Walking Infrastructure Plan</a> Liaison with Officers of Hampshire County Council; correspondence with Sustrans
Planning Policy	<p>At the heart of sustainable development is enabling travel by means other than the private car. The NPPF (paragraph 96) states, <i>'Planning policies and decisions should aim to achieve healthy, inclusive and safe places which: a)..allow for easy pedestrian and cycle connections .b)... clear and legible pedestrian and cycle routes and c)... layouts that encourage walking and cycling.'</i></p> <p>Paragraph 108 states <i>'Transport issues should be considered from the earliest stages of plan-making and development proposals'</i>, so that opportunities are identified and pursued to <i>'promote walking, cycling and public transport use...'</i></p> <p>Paragraph 111 includes: <i>'provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);'</i></p> <p><i>And 'applications for development should: (a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;'</i> (NPPF, para 117).</p>
Roles and Responsibilities	<p>Hampshire County Council is responsible for the local highway network, looking after roads and footways in the borough. The borough council works up plans to improve the network and to implement these, often in partnership with the county.</p> <p>In recent years roads and paths in new development have not been adopted by the county, so are maintained by management companies put in place by developers.</p>
Existing Provision	<p>The borough is comprised of mostly urban communities, with a few semi-rural areas. In the southwest of the borough, some journeys are constrained by the steep slopes of Portsdown Hill and the rest of the borough is mainly flat. Trips under 2km are very walkable for most people within around 30 minutes. The 2011 Census reported that, around 16% of commuting trips in Havant are under 2km. Of these around 55% are driven, and 33% are on foot. % of commuting trips made by Havant residents are under 5km, a distance that can easily be cycled in around 20-30 minutes. 68% of these short trips are currently made by car or van and only 6% by bicycle.</p> <p>Other trips such as leisure, education and shopping can easily be made within 5km of most homes and workplaces. This means the borough is ideally suited to having a high number of active travel users, but the road network and lack of dedicated cycling facilities make this an undesirable option for many people. 49% of children walk to</p>

## Cycling & Walking

school in Havant and 4% cycle. Around 36% travel by car. Cycling to secondary school is more common than cycling to primary school<sup>28</sup>.

Havant Borough Council promotes active travel within the borough, and has over many years, developed the borough's cycle network: [www.havant.gov.uk/transport-projects/getting-and-around-havant/cycling](http://www.havant.gov.uk/transport-projects/getting-and-around-havant/cycling)

Three National Cycle Network routes pass through the Havant Borough: NCN2, NCN 22 and NCN 222. NCN 2 follows the south coast including the west coast of Hayling Island (Hayling Billy Trail). NCN 22 runs parallel to the A27 along the top of Langstone Harbour/Farlington Marshes, towards Havant Town Centre, heading northwards to Rowlands Castle. NCN 222 runs from Portsmouth northwards to Horndean through Purbrook and Waterlooville. Cyclists are permitted to use the pavement to cross Langstone Bridge when cycling on and off Hayling Island, however the Hayling Billy Trail doesn't currently represent a suitable alternative to the A3023 for commuters due primarily to its state of repair.

The LCWIP now acts as an evidence base for the improvement of existing, and the development of future, cycling and walking networks across the borough; it also supports relevant external funding bids for these infrastructure schemes. The [LCWIP for Havant Borough](#) can be downloaded from the Hampshire County Council website.

The LCWIP has identified five routes as priorities:

Priority ranking	Route section	Location
1	278.2	Woolston Road – Middle Park Way
2	362.3	Woolston Road – Hulbert Road
3	364.1	Middle Park Way – Barncroft Way
4	363.1	Leigh Park – Havant and South Downs College
5	362.1	Wellington Retail Park – Purbrook Way

It also lists the following 'Active Travel Zone' (walking and cycling combined) for Havant Town Centre:

Priority ranking	Route section	Location
1	Z1.3	Park Road North/Elm Lane/Havant Park
2	Z1.2	Park Road North/New Road Roundabout
3	Z1.4	Park Road South/Solent Road/Footpath to The Parchment
4	Z1.6	NCN2 to Railway Station
5	Z1.5	West Street/East Street/South Street/North Street

Anticipated needs

The government wants walking and cycling to be a normal part of everyday life and the natural choices for shorter journeys with an aim for more people to have access to safe, attractive routes for cycling and walking by 2040. They have made it clear in recent guidance and funding allocations that LCWIPs are seen as key evidence to

coordinate investment and are described as forming ‘a vital part of the government’s strategy to increase the number of trips on foot or by cycle’ within the technical guidance on LCWIP preparation.

At both Hampshire County Council (HCC) and Havant Borough Council (HBC) there is a desire to invest in sustainable transport measures, including walking and cycling infrastructure, principally in urban areas, to provide a healthy alternative to the car for local short journeys to work, local services or schools; and work with health authorities to ensure that transport policy supports local ambitions for health and wellbeing. In doing so, all residents of Havant Borough will experience benefits, such as: Reduction in air pollution, fewer delays and decreasing frequency of collisions on the highway and improving accessibility for people of all ages and ability.

HCC are developing a network of cycleways and cycle paths to link together the main areas of the borough with locations such as local schools, retail areas and industry, as well as to the surrounding area. Many of the new cycleways and cycle paths which have recently been added to the growing network have been paid for by the developers of new housing areas, retail parks and business estates.

Future development work for improving both cycling and walking will be guided by the Havant Local Cycling and Walking Infrastructure Plan (LCWIP), which was co-developed in partnership with Sustrans.

The LCWIP identifies a network of primary and secondary cycle routes. These are the main routes connecting main destinations and places of interest such as schools, stations, employment centres and shopping areas. Other feeder routes will be identified in a later phase of study, led by Havant Borough Council. As a first step in this work we have published our aspirational cycle map.

This is a version of our existing cycle map which shows what the cycle network might look like in 2036:

- [Aspirational cycle map 2036](#) (pdf 12 mb)

We have also published, alongside this aspirational map, an additional plan for making the cycle network more understandable by introducing a system of route numbering which could be applied to wayfinding along the routes highlighted:

- [Key Routes Plan 2036](#) (pdf 7.8 mb)

Funding for schemes identified in the LCWIP would be from a variety of sources, which may of course change over time in line with government policy. Currently we would look to Section 106 or 278 agreements with developers for the primary and secondary LCWIP routes, and Community Infrastructure Levy (CIL) or other dedicated funds (such as the Transforming Cities Fund) for the more local tertiary routes.

There are a number of specific infrastructure needs identified in Appendices 2a and 2b with some issues drawn out below:

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

## Cycling & Walking

	<p>Park Health Centre for pedestrians, cyclists (if dismounted) and mobility vehicles. The existing bridge is at the end of its serviceable life. Hampshire County Council and Havant Borough Council have both set aside funds in their capital programme towards the cost of a replacement bridge. The replacement Havant shared use bridge is in the approved County Council capital programme with a latest total cost of £12.8m, with works expected to start in 2026. The ambition for the replacement bridge and ramps is to be wider to allow cycling (reflecting inclusive active travel design).</p> <p><u>Southleigh Strategic Site</u></p> <p>The strategic site between Denvilles and Emsworth is an opportunity to build in excellent cycle infrastructure from the start, with good links to Warblington and Emsworth Train Stations. Road and path network designs, as well as car parking allocation, would further encourage cycling and walking as a quick, direct, and desirable mode of travel, particularly if amenities are included within the site. As most destinations begin or end at home, this is critical to reducing congestion on the network overall.</p>
Sources of Funding	<p>Funding would be from a variety of sources which may of course change over time with government policy; currently we would look to Section 106 or 278 agreements with developers, Community Infrastructure Levy (CIL) or other dedicated funds (such as Transforming Cities Fund).</p>
Key Issues	<p>Trips under 2km are very walkable for most people within around 30 minutes. The 2011 Census reported that, around 16% of commuting trips in Havant Borough are under 2km. Of these around 55% are driven, and 33% are on foot. 34% of commuting trips made by Havant Borough residents are under 5km, a distance that can easily be cycled in around 20-30 minutes. 68% of these short trips are currently made by car or van and only 6% by bicycle. Other trips such as leisure, education and shopping can easily be made within 5km of most homes and workplaces. This means the borough is ideally suited to having a high number of active travel users, but the road network and as mentioned earlier lack of dedicated cycling facilities make this an undesirable option for many people.</p> <p>Walking and cycling are good for the economy. Whilst it might be harder to do a weekly shop without a car, studies have shown that pedestrians and cyclists spend more than drivers in local shops per month, through multiple visits; and that traders frequently overestimate access by car. Walking and cycling schemes frequently achieve better value for money than schemes aimed at relieving congestion and have wider benefits such as improved public health, air quality, reduced community severance and congestion relief.</p> <p>The inclusion of a route in LCWIP is no guarantee that it will be implemented. Whilst every effort has been made to ensure proposals are practical, it should be recognised that there are competing demands for highway space, including cars, buses, taxis and parking. Some sections of proposed routes may be on private land and discussions with landowners will be required.</p> <p>Proposed road space reallocations for walking and cycling will need to carefully consider implications across all modes, although the ultimate aim is to reduce the dominance of motor vehicles, thereby easing congestion.</p>

## Cycling & Walking

	<p>Walking and cycling needs to be safe, direct and attractive. Networks need to be accessible to everyone and cater for all types of users, from those using a double buggy through to people with a health condition or disability that makes public spaces more difficult to use.</p> <p>When the cycle network is designed, it is vital to ensure that people on foot do not have a reduced level of service, for example no existing footways are to be converted to shared use without widening. All crossings on the cycle network must accommodate people on foot and on bikes.</p> <p>Hampshire's first LCWIP focus is on the routes and zones that have the greatest potential to convert car trips to walking and cycling trips. This means they tend to have a more urban focus, where trips are often shorter, and where more people live, work and visit. Hampshire County Council recognises this and will seek to address the balance for more rural areas, walking zones and tertiary cycle routes, in future versions of LCWIPs. These future versions are likely to have closer links to our Public Rights of Way network.</p> <p>Partnership working between the county and Havant Borough Council is important in helping to plan, design, attract funding and deliver improvements across the walking and cycling network, and in identifying tertiary routes. Havant Borough Council and the Civil Engineering and Landscape Team are concentrating more on the routes which expand the LCWIP routes into the general urban area, with the aim of getting some infrastructure, however basic, within 200m of 90% of the residential properties in the borough.</p>
<p>Anticipated Solutions</p>	<p>Specific reference in site allocation policies is made where development can help to realise improvements to the network in the vicinity of a site.</p> <p>Policies to require developers to prepare site specific transport plans and set out details such as the need for cycle racks at new employment premises and for cycle storage space at residential developments.</p> <p>The LCWIP sets out to inform developers of the level of ambition for the walking and cycling network so that they may contribute towards it. Developers will be required to contribute to the cost of walking and cycling measures and demonstrate how they will promote travel by non-car modes (typically through the requirement for a travel plan for the development).</p> <p>The council will continue to develop the borough's walking and cycling network in order to encourage a switch to more sustainable modes in partnership with the county. Information on schemes in design can be viewed:  <a href="http://www.havant.gov.uk/transport-projects/walking-and-cycling-projects">www.havant.gov.uk/transport-projects/walking-and-cycling-projects</a></p> <p><u>Southleigh Strategic Site</u>          Southleigh strategic site will be expected to provide walking and cycling links south to Emsworth and the A259, including provision of a shared use bridge over the railway line to provide a traffic-free route.</p>

## Buses

Lead Organisation/s	First Group PLC Stagecoach Hampshire County Council
Main Sources of Information and Key Weblinks for Updates	<p>Hampshire Local Transport Plan 4 (LTP4): <a href="http://www.hants.gov.uk/transport/localtransportplan">www.hants.gov.uk/transport/localtransportplan</a></p> <p>Hampshire Bus Service Improvement Plan (June 2024):<a href="https://documents.hants.gov.uk/transport/HampshireBusServiceImprovementPlan.pdf">https://documents.hants.gov.uk/transport/HampshireBusServiceImprovementPlan.pdf</a></p> <p>Havant Borough Transport Statement 2012: <a href="https://www.havant.gov.uk/media/7442/download?inline">https://www.havant.gov.uk/media/7442/download?inline</a></p> <p>Havant Borough Council Website: <a href="https://www.havant.gov.uk/transport-projects/getting-and-around-havant/bus-and-coach-services">https://www.havant.gov.uk/transport-projects/getting-and-around-havant/bus-and-coach-services</a></p> <p>Bus company websites</p> <p>Transforming Cities Fund Bid <a href="http://www.portsmouth.gov.uk/ext/parking-travel-and-roads/travel/transforming-cities-fund">www.portsmouth.gov.uk/ext/parking-travel-and-roads/travel/transforming-cities-fund</a></p>
Planning Policy	<p>In the NPPF (paragraph 109) <i>'Transport issues should be considered from the earliest stages of plan-making and development proposals, and at e)...public transport use...'</i></p> <p>The NPPF (paragraph 117) states that, <i>'applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.'</i></p> <p>When considering accessibility of new developments, these should ideally be planned to ensure proximity to bus services with distances to the nearest stop being no more than 400m. This may be increased up to 800m where the service is of a higher quality and frequency.</p>
Roles and Responsibilities	<p>Bus services are mainly provided by commercial companies; in Havant Borough these are Stagecoach and First Bus.</p> <p>The county council works with bus operators, generally through the Quality Bus Partnership approach, to maintain growth in bus use and reduce dependence on the car for journeys on inter-urban and intra-urban corridors<sup>29</sup>.</p> <p>The South-East Hants Rapid Transit (SEHRT) Board is a partnership between Hampshire County Council and Portsmouth City Council, together with the local public transport operators of First and Stagecoach, which has been set up to take forward plans for Bus Rapid Transit in the sub region.</p> <p>Havant Bus Station is owned by the borough council and is within 400m of the Railway Station. It provides a bus terminus and facilities for passengers in the town centre.</p>

<sup>29</sup> <https://documents.hants.gov.uk/transport/HampshireEnhancedPartnershipScheme-updated-April2023.pdf>

## Buses

Existing Provision - current situation

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, 700 and MV2. First provide the services numbered 7 (7C is a college service), 8, 27 and D1/D2.

Services supported 100% by the county include 27 and D1/D2. The latter including the use of developer contributions.

The Rusty Cutter Roundabout is also difficult for buses; ten 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 improved if the exit from Asda was signalised.

Bus provision is most successful where patronage can support high frequency services - every 10 minutes from 7am to 7pm. Examples of these are the 23 and 39 services provided by Stagecoach linking Waterlooville, Wecock and Leigh Park with Havant. Leigh Park is served by 18 buses per hour. First no.7 which links Wecock and Waterlooville to Southsea and Portsmouth also includes a 30-minute Sunday service.

Following withdrawal of the former Emsworth and District commercial service (28) through Emsworth via Denvilles to Havant this route is only served by a currently subsidised service 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.

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 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.

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.

The Havant LCWIP was developed alongside proposals for the South East Hampshire Rapid Transit (SEHRT) network. The SEHRT bus schemes on Bedhampton Road and on Park Road South have benefitted in respect of funding from the government's Transforming Cities Fund.<sup>30</sup>

Hampshire's bus operators and the county council recognise that buses have huge untapped potential to cater for a larger share of everyday journeys. Through a programme

<sup>30</sup> <https://www.sehrt.org.uk/schemes/>

## Buses

	<p>of co-ordinated and sustained investment over the next decade, the intention is to deliver a renaissance in bus passenger travel which will see the number of journeys made by bus increase year-on-year. The aim is to double the number of bus passenger journeys made by the end of 2034/35 (from 21 million journeys in 2023/24 to 42 million journeys).</p> <p>Hampshire County Council have a Bus Service Improvement Plan (BSIP) to deliver elements of LTP4, more detail on Hampshire Bus Strategy (June 24) can be found: <a href="https://www.hants.gov.uk/transport/publictransport/hampshirebusstrategy">https://www.hants.gov.uk/transport/publictransport/hampshirebusstrategy</a> This link includes the BSIP, its appendices and details of the Enhanced Partnership Plan and Scheme updated April 2023.</p>
Anticipated Needs	<p>Bus times for routes in and out of Havant Bus Station could be improved if buses can be given priority at junctions. For example, an option for improving access for buses to the bus station would involve removing the corner of Havant Park to provide a priority turn into Elm Lane from the north.</p> <p>The Southleigh Strategic Site will offer opportunities for contracted (pump priming) and commercial opportunities to provide new or amended bus services linking to Havant and Emsworth at relatively high frequencies from the earliest stages of the development to ensure new residents do not rely on the private car from the day they move in.</p> <p>HCC have provided the following high-level comments on potential bus infrastructure requirements for the areas of the borough based on the estimate of the potential delivery of dwellings over the plan period (see also Appendices 2a and 2b for additional detail):</p> <p><u>Waterlooville</u> Given the scale of development the focus will be on improving accessibility by walking, cycling and bus to Waterlooville Town Centre. This will include LCWIP schemes and bus priority/SEHRT schemes along the A3 bus priority corridor which is branded as the Star Service.</p> <p><u>Havant and Bedhampton</u> The focus will be improving accessibility by walking, cycling and bus to Havant Town Centre with interchange improvements at Havant and Bedhampton Railway Stations. This will include bus priority/SEHRT schemes at the bus station and along the key bus corridors. The LCWIP cycle schemes will provide the missing cycle links across the town centre. The replacement of the Havant Footbridge adjacent to the railway station is fundamental to the regeneration of the town centre.</p> <p><u>Hayling Island</u> The ability to provide sustainable infrastructure to support significant new development on Hayling island is extremely limited.</p> <p><u>Leigh Park</u> The focus will be improving accessibility by walking, cycling and bus to Havant Town Centre. This will include the bus priority/SEHRT schemes and along the Stagecoach 23 service route. The LCWIP priority routes across Leigh Park will link to Havant and Waterlooville including new links to the Havant Thicket Development (the new Portsmouth Water Reservoir).</p> <p><u>Emsworth</u></p>

## Buses

	<p>The focus will be improving accessibility by walking, cycling and bus to Emsworth Town Centre and the railway station including reducing severance of the village caused by the A259 Havant Road. The LCWIP route along Havant Road will be upgraded to link in with the DfT Emsworth to Chichester Cycle Route.</p> <p><u>Southleigh Site</u></p> <p>The Southleigh Strategic Site is at the early stages of development and does not yet have a TA or Masterplan. HCC will work closely with the borough to agree the transport approach, mode share shift assumptions and infrastructure requirements to support a package of sustainable transport connections. The accessibility of the site will focus on pedestrian, cycle and bus links from and around the site including to Emsworth and Havant. A bus strategy for the site is fundamental to the success of the site not relying on the car for local trips. The Masterplan will need to show what quantum of development and housing density is necessary to support a viable commercial bus network and how this can form part of the SEHRT bus network.</p>
Sources of Funding	<p>In the main, bus services need to be self-financing, that is individual routes need to be commercially viable with patron's fares covering the cost of running the services. Where the county council considers that it is desirable for a service that is not provided by the commercial market, which may be to pump-prime a new service from a new development area or to assist social inclusion, HCC may issue a tender and provide funding subsidy through developer S106 contributions and/or council budgets. However, such funding would be for a limited period only.</p> <p>Bus shelters, as infrastructure fixed to the highway, may be provided through a tender arrangement and procurement process between HCC (as Highway Authority) and the borough council (as Local Planning Authority<sup>31</sup>) with the contract financed through advertising revenue. Or they may be provided through S106 developer contributions.</p> <p>Other hardware such as ticket machines may be subsidised by HCC. For example, the new contactless payment machines for use with debit and credit cards has been installed on buses in Hampshire for those companies who have chosen and are willing to pay an element of the cost. HCC has spent £900,000 across Hampshire with bus companies contributing a total of £700,000 towards the cost of the new ticket machines.</p> <p>The Bus Service Operators Grant (BSOG)<sup>32</sup> 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.</p> <p>Where bus passes are used through the concessionary scheme by persons of pensionable age and disabled people, the bus companies are reimbursed for an estimated 50% of the</p>

<sup>31</sup> While new or replacement shelters do not in themselves require planning permission the introduction of illuminated advertisement panels at new locations requires consent under the Town and Country Planning (Control of Advertisement) Regulations

<sup>32</sup> <https://www.gov.uk/government/collections/bus-services-grants-and-funding>

## Buses

	<p>fare value. The actual amount varies as it is based on a complicated formula that takes various factors into account.<sup>33</sup></p> <p>Other government funding becomes available from time to time, such as the ‘Transforming Cities Fund’: <a href="https://www.hants.gov.uk/transport/transportchemes/tcfportsmouth">https://www.hants.gov.uk/transport/transportchemes/tcfportsmouth</a></p>
<p>Key Issues</p>	<p>Population density and bus priority measures are the keys to enabling bus services that provide a real alternative to the private car, particularly for travel to work. Reliable timetables are also crucial to encouraging and retaining patronage; Traffic congestion presents a challenge where bus lanes and other priority measures do not exist.</p> <p>BRT is designed to improve connectivity between where people live and work in the sub-region. This has already begun with the development of the ‘Star’ Service linking Waterlooville and Portsmouth. However, there is a need to build on this with high quality and high frequency buses for commuting and other journeys on corridors from Havant to/from Portsmouth and from Waterlooville to/from Portsmouth. The aim is to make the bus the best transport choice for those living in areas such as Southleigh and Waterlooville which are not served by rail, reducing car based trips on the highway network.</p> <p>The creation of a new bus service to serve a new development area may be based on an assumption that 10% of new residents would use it, however it can take up to 10 years to build patronage and fully establish as self-financing. Subsidy through S106 developer funding for ‘pump priming’ is necessary to provide services from the outset and avoid new residents developing a reliance on the car, a habit that is hard to break. However, funding is limited and tends to last for a maximum of 5 years, with the subsidy tapering off during the period on the expectation of patronage building.</p> <p>Diverting a well-established route to include a new destination mid-route needs to be considered regarding the impact of a change on existing passengers. A loop around a development area is feasible at the start or end of a journey but not mid-way as the resultant delay is a disincentive to passengers travelling from further away.</p> <p>At a detailed level, in designing development layouts where buses are to pass through the new development, the road design and layout should ensure that buses have easy access and are unimpeded by parked vehicles with corner/junction radii sufficient to enable safe turning. The disposition of house types should also ensure that those residents least likely to have access to a car can live closest to the bus route. Policy 13: Housing Density provides additional information on density in the emerging local plan.</p>
<p>Anticipated Solutions</p>	<p>Masterplanning of the Southleigh Strategic Site needs to ensure that the new local centre can easily be served by buses with the arrangement of house types such that residents least likely to have access to a car can live closest to the bus route.</p> <p>The council will continue to work with its partners at Hampshire County Council to promote South Hampshire Rapid Transit.</p>

<sup>33</sup> [Calculate your concessionary bus travel reimbursement - GOV.UK](https://www.gov.uk/guidance/calculate-your-concessionary-bus-travel-reimbursement)

Rail	
Lead Organisation/s	<p>Network Rail</p> <p>Train Operators: Great Western Railway, Southern and South Western Railway</p>
Main Sources of Information and Key Weblinks for Updates	<p>Hampshire Local Transport Plan 4 (LTP4): <a href="http://www.hants.gov.uk/transport/localtransportplan">www.hants.gov.uk/transport/localtransportplan</a></p> <p>Hampshire Infrastructure Planning <a href="http://www.hants.gov.uk/landplanningandenvironment/strategic-planning/infrastructure-planning">www.hants.gov.uk/landplanningandenvironment/strategic-planning/infrastructure-planning</a></p> <p>Network Rail Control Period 7 (2024-2029) Plans: <a href="http://www.networkrail.co.uk/who-we-are/publications-and-resources/our-delivery-plans-for-2024-2029/">www.networkrail.co.uk/who-we-are/publications-and-resources/our-delivery-plans-for-2024-2029/</a></p> <p>Network Rail and Solent Transport - Solent Connectivity Continuous Modular Strategic Planning (May 2020):  <a href="https://iow.moderngov.co.uk/documents/s1113/Appendix%20-%20Solent%20Connectivity.pdf">https://iow.moderngov.co.uk/documents/s1113/Appendix%20-%20Solent%20Connectivity.pdf</a></p> <p>Rail Station Interchange Improvement Plan for Hampshire (Hampshire Railway Station Interchange report)  <a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/101113/1i+Rail+Update+Rail+Station+Interchange+improvement+Plan+-+Appendix+1-2024-10-24-EMH2050+Decision+.pdf">1i+Rail+Update+Rail+Station+Interchange+improvement+Plan+-+Appendix+1-2024-10-24-EMH2050+Decision+.pdf</a></p>
Planning Policy	<p>In the NPPF (paragraph 109) <i>'Transport issues should be considered from the earliest stages of plan-making and development proposals, and at e)...identifying and pursuing opportunities to promote...public transport use...'</i></p> <p><i>Paragraph 117 goes on to say that, 'applications for development should a) give priority to ... facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use...'</i></p>
Roles and Responsibilities	<p>The Department for Transport (DfT) is the overarching government authority responsible for supporting the transport network. It is also responsible for setting the strategic direction for the rail industry in England and Wales, funding investment in infrastructure through Network Rail, awarding and managing rail franchises, and regulating rail fares.</p> <p>Network Rail owns, operates, maintains and develops Britain's railway. It is responsible for ensuring that the railway network is safe and reliable. Network Rail operates a long-term planning and investment process based on a revolving cycle of five-year Periodic Review periods. In 2014, day-to-day responsibility for railway business was devolved to 10 strategic geographical routes. Each of these routes is run locally as franchises. Network Rail operates the management of the network on a 'regional' basis. Hampshire is covered by the Wessex route, which covers the major commuter area of south-west London as well as from London Waterloo to the south and south-west of England. This route is one of the busiest on the rail network, taking in all or part of the counties of Surrey, Berkshire, Hampshire, Dorset, Somerset and Wiltshire. Peak-time capacity is the main challenge in the Wessex Area, specifically with on-train crowding for passengers to and from London.</p> <p>In terms of stations, in most cases Network Rail is the freeholder of the station. Normally the leaseholder and operator of the station (the Station Facility Owner, or SFO) will be one of the Train Operating Companies that serve the station. Havant Station is managed by South Western Railway.</p>

## Rail

Existing Provision	The borough is well served by rail. Havant is the main station with three smaller railway stations at Warblington, Bedhampton and Emsworth. There are regular train services to London Waterloo, London Victoria, Portsmouth, Southampton, Brighton and Gatwick Airport.
Anticipated Needs	<p>Network Rail is funded by the DfT in five-year blocks, called Control Periods. Control Period 7 (CP7) runs from 2024 to 2029. A signalling upgrade has been identified between Havant and Petersfield within this document. The works will remove old equipment and provide the basis for the running of a safe, reliable and available railway whilst also allowing investigation of opportunities to maximise the line further.</p> <p>Network Rail have also identified the following opportunities to encourage use of the rail network:</p> <ul style="list-style-type: none"> <li>• Improved station facilities and ticketing</li> <li>• Improved access to stations</li> <li>• Increasing capacity on the London-Portsmouth Rail Corridor</li> <li>• Provision of enhanced interchange facilities between other modes of transport particularly bus services and cycling and walking</li> <li>• Enhanced first and last mile provision to improve access to railway stations</li> </ul> <p>The following recommendations have been made in South Western Railway's and Southern Railways' Station Travel Plans regarding the following stations (see Appendix 2a for additional detail):</p> <p><b>Havant</b></p> <ul style="list-style-type: none"> <li>• Existing entrances are small and lead to queues and difficulties for users to access the station</li> <li>• The provision of wider entrances would ease the congestion issues and allow the station to accommodate current and future use from development coming forward</li> </ul> <p><b>Warblington</b></p> <ul style="list-style-type: none"> <li>• Improved walking and cycling routes would be beneficial to allow users to access the station safely and more readily</li> <li>• It has previously been identified that a new footbridge at the station would be needed which has council support to allow a safe means of access for pedestrians over the level crossing</li> <li>• Consideration should be given to any developments close to the level crossing as to the impacts of increased usage by pedestrians and vehicles</li> </ul> <p><b>Emsworth</b></p> <ul style="list-style-type: none"> <li>• The prospect of large-scale development coming forward within the vicinity of Emsworth provides the opportunity to secure improvements to the station to ensure it is capable of supporting population growth and encouraging current and future residents</li> <li>• For large scale development that may come forward, consideration should be given to the impact on the underpasses under the railway and if an alternative, safe means of crossing the railway is required</li> <li>• Improving access to the station for walking and cycling should be a priority in order to link up any new development forthcoming</li> <li>• There is also the opportunity to enhance step free access at the station. The costs for this would be dependent on the scope and scale of the works however we would estimate that an allowance of up to £4m be included to provide assessment of a full suite of options</li> </ul> <p><b>Bedhampton</b></p> <ul style="list-style-type: none"> <li>• Consideration will need to be given to any developments near to Bedhampton Level Crossing and the impacts of this. Mitigation for the level crossing may be required as a result of such development and third-party funding would be sought for this</li> </ul>

## Rail

Sources of Funding	Network Rail's income comes largely from government (DfT) and from the 'track access charges' received from train operators – so ultimately from taxpayers and fare payers. The Department for Transport (DfT) has overall strategic and financial responsibility for the railways.
Key Issues	While the railway lines through the borough and the stations provide good alternative sustainable travel to other locations, they also give rise to issues of severance of communities and pinch points for other modes of transport.
Conclusion	<p>Hampshire County Council will continue to look to work in partnership with Network Rail, South Western Railway, Southern Railway and local bus companies to improve the rail network.</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>

<b>Ferry</b>	
Lead Organisation/s	Baker Trayte Marine Ltd
Main Sources of Information and Key Weblinks for Updates	<p>Hampshire Local Transport Plan 4 (LTP4): <a href="http://www.hants.gov.uk/transport/localtransportplan">www.hants.gov.uk/transport/localtransportplan</a></p> <p>Hampshire Infrastructure Planning <a href="http://www.hants.gov.uk/landplanningandenvironment/strategic-planning/infrastructure-planning">www.hants.gov.uk/landplanningandenvironment/strategic-planning/infrastructure-planning</a></p> <p>The Hayling Ferry Website: <a href="http://www.haylingferry.net">www.haylingferry.net</a></p>
Planning Policy	The Hampshire Local Transport Plan 4 (LTP4), recognises the important role in meeting travel needs in coastal areas that is played by local ferry services, ferries are referred to in both policies PT1 and PT2 with integrated ticketing mentioned as an area to be developed.
Roles & Responsibilities	The Hayling Ferry is run by Baker Trayte Marine Ltd as a private commercial operation.
Existing Provision	<p>Baker Trayte have been running the Hayling Ferry service from Ferry Point on Hayling Island to Eastney Point on the Portsmouth side since August 2016.</p> <p>The Ferry runs year round, seven days a week, with Winter, Spring and Summer Timetables in operation.</p> <p>The ferry route forms a dual role both in providing both a shorter, more direct route into Portsmouth from the Island for pedestrians and cyclists (bikes are carried free of charge), and as a link in longer distance transport networks (National Cycle Network Route 2 and the Shipwrights Way Long-Distance Path both use the ferry as part of their route).</p> <p>However, it has suffered from a troubled financial past with operations suspended for 18 months in 2015/16, until reinstated by the current operator.</p>
Anticipated Needs	<p>The Langstone Harbour Board replaced the Docking Pontoon on the Hayling Island side in July 2017.</p> <p>Increasing sailing frequency, hours of service and improving access to the ferry on both sides, especially by public transport, would provide an opportunity to make the ferry more attractive and convenient for those travelling between the two islands and beyond, therefore, potentially releasing highway network capacity especially in the morning peak.</p> <p>There are no expanded infrastructure needs identified in Appendix 2.</p>
Sources of Funding	The Hayling Ferry Service is self-financing, based on fare income. Local Authority support has been required in the past to sustain the service.
Key Issues	The key issues here are the commercial viability of the service and the connectivity with other modes of transport either side of the ferry. With the exception of cyclists, the location of the service on the Hayling Island and the Portsmouth side, at the furthest point of both peninsulas limits onward travel. To combat this Stagecoach operate the 25 bus route in Southsea, in partnership with Portsmouth City Council. Ferry crossings take around 3 to 5 minutes and are scheduled to connect with buses at the Eastney Point terminal. This route connects two relatively remote parts of Portsmouth and Hayling Island so is relatively lightly used, carrying just

## Ferry

	under 50,000 passenger per year, but provides an important link for schoolchildren and leisure users.
Conclusion & Action	The Hayling Ferry provides a valuable alternative to the private car for access between Hayling Island and Portsea Island at Eastney but access to ferry point is a limiting factor to usage. The council will continue to work with the ferry operator to support and develop the ferry as a useful element of the transport infrastructure of the Island.

# Utilities

Electricity	
Lead Organisation/s	National Grid Scottish & Southern Electricity Networks (SSEN)
Main Sources of Information and Key Weblinks for Updates	National Grid SSEN Ofgem, including: <a href="#">A guide to electricity distribution connections – Ofgem (April 2014)</a>
Planning Policy	<p>The NPPF (paragraph 20) expects that <i>‘strategic policies should set out an overall strategy for the pattern, scale and quality of places...and make sufficient provision for: ....b) infrastructure for .... and the provision of minerals and energy (including heat).</i></p> <p>The National Planning Policy Framework expects Local Plans to plan positively for the development of the infrastructure required in the area and to include strategic policies to deliver the provision of infrastructure including energy. In particular, under the heading ‘Meeting the challenge of climate change, flooding and coastal change’ in the NPPF, there is an expectation that plans and planning decisions will support renewable and low carbon energy and heat.</p>
Roles and Responsibilities	<p>The National Grid owns and manages the grids, running the systems that deliver electricity, connecting people and businesses to the energy they need via a system of high voltage (400,000 and 275,000 volts) overhead lines (on pylons), underground cables and substations. There are no 400/275 kV overhead lines or underground cables within the borough with the nearest meeting/crossing at Horndean.</p> <p>The infrastructure which delivers electricity to customers’ premises is the distribution network (the network of towers and cables that bring electricity via the 132,000 volts overhead lines and underground cables from the national transmission network to homes and businesses). SSEN is the distributor covering the borough and the wider area of central southern England.</p> <p>Electricity distribution network operators (DNOs) or independent distribution network operators (IDNOs) own and operate these networks. These companies are required by law to offer connection services to anyone who asks. Electricity DNOs must help customers connect to their network in a timely and efficient manner. Ofgem places strong requirements and incentives on them to do this.</p> <p>Ofgem is the Office of Gas and Electricity Markets; a non-ministerial government department and an independent National Regulatory Authority. Ofgem’s principal objective when carrying out its functions is to protect the interests of existing and future electricity and gas consumers.</p> <p>Guidelines for developers on designing connections and applying for new connections are available on SSEN’s website and developers can obtain connections via other companies known as Independent Connection Providers (ICPs) or Independent Distribution Network</p>

# Electricity

Operators (IDNOs). The diagram below shows the competitive elements of new connections work<sup>34</sup>:



Local planning authorities are responsible for determining applications for renewable and low carbon energy development of 50 megawatts or less installed capacity (under the Town and Country Planning Act 1990). Renewable and low carbon development over 50 megawatts capacity are currently considered by the Secretary of State for Energy under the Planning Act 2008, and the local planning authority is a statutory consultee. Microgeneration is often permitted development and may not require an application for planning permission.

Existing Provision

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

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

SSE's Business Plan to 2028 'Powering Communities to Net Zero'<sup>35</sup> recognises the key role SSE has *'...to play in helping all of our customers and communities reach net zero and realise the benefits of doing so'*.

SSE Renewables is the renewable energy subsidiary of SSE plc, focusing on onshore and offshore wind, hydro, solar and battery storage. It is a leading developer and operator of renewable energy generation, headquartered in the UK and Ireland.

Anticipated Needs

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

<sup>34</sup> Diagram Source: <https://www.ssen.co.uk/our-services/new-supplies/find-an-icpidno-you-have-a-choice/>

<sup>35</sup> Available to download from <https://ssenfuture.co.uk/>

## Electricity

	<p>Making future provision for new developments within the borough is considered deliverable.</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 to facilitate development. The principle is that the existing customer base should not be burdened by costs arising from new development proposals.</p> <p>There is a specific infrastructure need identified in Appendix 2 but this relates to business as usual.</p>
Key Issues	<p>In 2019, the government committed to bringing the UK's greenhouse gas emissions to net zero by 2050. This will require a different approach to building design, use and lifestyles. The Local Plan has a key role to play in this. For example, in addition to encouraging the take up and development of renewables, design policies can also encourage energy efficiency in buildings through such as passive solar design and BREEAM assessments although controls are more reliant on building regulations. For example, in December 2021 Building Regulations 2010 were updated to include Infrastructure for the charging of electric vehicles, in Approved Document S. Whilst Approved Document S doesn't make EV charging points mandatory for all buildings, it does encourage their provision and ensures that appropriate infrastructure is in place for future installations. This helps promote the adoption of electric vehicles and supports sustainable transportation options.</p> <p>Guidance is available from the Health and Safety Executive<sup>36</sup> as well as the National Grid<sup>37</sup> on planning and amenity aspects of development near high voltage electricity transmission lines and substations to ensure safety and for future maintenance reasons.</p>
Anticipated Solutions	<p>Although it is likely that some system reinforcements would be required to deliver further housing growth, with costs apportioned between developers and the Electricity DNO, there are no electricity network capacity issues within the borough.</p> <p>Given the duty to supply (Electricity DNOs are obliged under their supply licence to provide connections) and the ability to recover costs from developers and new consumers, it is not anticipated that electricity capacity is a long-term constraint on new development.</p>

<sup>36</sup> <http://www.hse.gov.uk/pubns/gs6.pdf>

<sup>37</sup> [Development near overhead lines\\_0.pdf](#)

## Electricity

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

## Gas

Lead Organisation/s	Southern Gas Networks (SGN)
Main Sources of Information and Key Weblinks for Updates	Correspondence with SGN General Safety Measures to Avoid Injury and Damage to Gas Plant - Southern Gas Networks (2012): <a href="http://www.sgn.co.uk/">www.sgn.co.uk/</a>
Planning Policy	<p>The NPPF (paragraph 20) expects that <i>'strategic policies should set out an overall strategy for the pattern, scale and quality of places...and make sufficient provision for: ....b) infrastructure for .... and the provision of minerals and energy (including heat).</i></p> <p>The National Planning Policy Framework expects Local Plans to plan positively for the development of the infrastructure required in the area and to include strategic policies to deliver the provision of infrastructure including energy. In particular, under the heading 'Meeting the challenge of climate change, flooding and coastal change' in the NPPF, there is an expectation that plans and planning decisions will support renewable and low carbon energy and heat.</p>
Roles and Responsibilities	<p>Southern Gas Networks (SGN) is the owner and operator of significant gas infrastructure within Havant Borough.</p> <p>SGN's principle statutory obligations relevant to the development of the gas network, arise from the Gas Act 1986. Under these obligations, SGN will not develop firm extension or reinforcement proposals until SGN is in receipt of confirmed developer requests. This generally takes place after planning permission is granted.</p> <p>Consents, easements and safe systems of working are required to protect the existing gas supply network and allow for maintenance.</p>
Existing Provision	A high-pressure gas pipeline crosses the borough from east to west to the south of the A27, then crosses the A27/A3(M) slip roads. This meets the high-pressure gas pipeline which runs from the northern part of the borough to the east of the A3(M), crossing the A3(M) along Purbrook Way then south to Portsdown Hill Road.
Anticipated Needs	<p>SGN has assessed the impact of the proposed development quantum and distribution for the plan period, and has confirmed that under current demand conditions, the medium pressure network is robust across the council area and at this moment in time, based on current demand estimates, facilitates the general growth in the area. However, these developments may be connected to the downstream low pressure infrastructure which depending on point of connection and requested demand, may require reinforcement. SGN will look to complete most infrastructure reinforcement within a 2 year period, however any large scale or ones with engineering difficulties may take longer.</p> <p>There is a specific infrastructure need identified in Appendix 2 but this relates to business as usual.</p>
Sources of Funding	Should alterations to existing assets be required to allow development to proceed, the alterations will need to be funded by the developer.
Key Issues	<p>SGN will not act upon the need for reinforcement of the network as a result of development being identified in a Local Plan. They will only begin this process when a connection is requested after planning permission is granted.</p> <p>Should major alterations or diversions to existing infrastructure be required to allow development to proceed, this could have a significant time constraint on the development in</p>

## Gas

	<p>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.</p> <p>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 &amp; 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.</p> <p>Additionally, SGN is aware of the advances being made in renewable technologies, especially those related to the production of bio-methane. Should any developer be proposing to include such technology within their development, then SGN would highlight the benefits of locating these facilities near existing gas infrastructure. Again, where the council is in discussions with developers, via the Local Plan, SGN requests that these early notification requirements are highlighted.</p>
Anticipated Solutions	<p>The high-pressure gas pipelines represent a constraint within the affected sites that need to be taken account of in site layouts at the planning application stage and a building proximity distance or easement width of 6-12 metres should be referenced in site allocation policies. The emerging Local Plan highlights which sites are affected.</p> <p>For all sites, developers should contact SGN with their proposals before the pre-application stage.</p>

## Water Supply

Lead Organisation/s	Portsmouth Water
Main Sources of Information and Key Weblinks for Updates	<p>Water Resources Management Plan – Portsmouth Water (2019), Draft Water Resource Management Plan 2024 (dWRMP24)<sup>38</sup></p> <p><a href="#">Integrated Water Management Study - Amec Foster Wheeler for PUSH (2018)</a></p> <p><a href="#">Update to Integrated Water Management Study 2018</a></p> <p>Arranging a Mains Extensions <a href="http://www.portsmouthwater.co.uk/news/current-projects/serving-new-housing-developments/">www.portsmouthwater.co.uk/news/current-projects/serving-new-housing-developments/</a></p>
Planning Policy	<p>Adequate water and wastewater infrastructure is needed to support sustainable development (NPPF Paragraph 20). The NPPF ‘Planning for Climate Change’ paragraphs expect plans to take account of climate change over the longer term, including factors such as water supply.</p> <p>The Planning Practice Guidance (PPG) advises on how planning can ensure water quality and the delivery of adequate water and wastewater infrastructure to support sustainable development. Water supply and water quality concerns often cross local authority boundaries and can be best considered on a catchment (geographic area defined naturally by surface water hydrology) basis. Local planning authorities must, in exercising their functions, have regard to the river basin management plans published by the Environment Agency: these implement the requirements of the EU Water Framework Directive (still part of UK law post-Brexit) 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 government, among other things, to prevent deterioration of aquatic ecosystems and protect, enhance and restore water bodies to ‘good’ status.</p> <p>The PPG says that plan-making may need to consider: identifying suitable sites for new or enhanced infrastructure; whether new development is appropriate near to sites used (or proposed) for water and wastewater infrastructure 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); and phasing of new development so that water and wastewater infrastructure will be in place when needed.</p>
Roles and Responsibilities	<p>The water industry is regulated by Ofwat; a non-ministerial government department established when the water and sewerage industry was privatised in 1989. Ofwat’s duties as economic regulator are governed by the Water Industry Act 1991.</p> <p>If a development requires a new water main or sewer, the developer may ask the water or sewerage company to install the pipework. When this is required for domestic purposes (cooking, cleaning or sanitary facilities), it is known as requisitioning. Alternatively, they may choose their own contractor to do the work, which is known as self-lay. The water company</p>

<sup>38</sup> Available from <https://www.portsmouthwater.co.uk/news/publications/water-resources-planning/>

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	<p>will take over responsibility for, i.e. 'adopt', self-laid pipes that meet the terms of its agreement with the developer or self-lay organisation that carries out the work.</p> <p>New rules were adopted by Ofwat in December 2016 on charging for 'new connections', i.e. the water supply and wastewater infrastructure provided by water companies for new development, with effect from 1 April 2018. They require water companies to publish annually their charges, setting out how they are calculated and providing a choice of reasonable payment times and methods. They are intended to maintain the balance of charges between developers and other customers (new occupiers of the development).</p> <p>With the changes to the water market which came into effect on 1 April 2017, most businesses and organisations in England can now choose which company they want to supply their retail water services. Eligible businesses, charities and public sector customers are no longer restricted to buying retail water services from their regional water company. Instead, they are now free to choose their water retailer. Regional water companies will continue to serve non-eligible and household customers.</p> <p>Customers are responsible for the supply pipes within the boundaries of their property.</p>
Existing Provision	<p>Portsmouth Water supplies water to the towns and cities of Gosport, Fareham, Portsmouth, Havant, Chichester, Bognor Regis and the rural communities beyond, stretching to West Meon in the north.</p> <p>Portsmouth Water abstracts from various groundwater abstractions, spring sources and one surface water abstraction from the River Itchen. Of particular importance for Havant Borough is the local spring source.</p> <p>Dunsbury Park has a new pipeline to feed the industrial and warehouse plots that are being offered for development by the owner Portsmouth City Council.</p> <p>Portsmouth Water's infrastructure within the Havant Borough Council area either has the capacity or has planned works to enable the development of domestic properties in the next five years. All planned works are paid for by developers through our Infrastructure Charge which is payable on plot connections.</p> <p>Any large commercial developments have not been assessed as these require specific details around their peak flow and maximum daily demand to ensure Portsmouth Water could cater for such needs.</p>
Anticipated Needs	<p>Dry winters can cause significant problems. South East England is already under water stress and development is making water stress worse. However, the Portsmouth Water area is fortunate to have reliable supplies from boreholes and wells (60%), springs (30%) and the River Itchen (10%). They nevertheless experience significant challenges including:</p> <ul style="list-style-type: none"> <li>• Changes in behaviour around water use as a result of Covid-19</li> <li>• The potential need to reduce or stop altogether abstractions from sources that are environmentally sensitive</li> <li>• Accounting for population and housing growth</li> <li>• Working together with neighbouring companies to develop a regional plan (Water Resources South East (WRSE)) to meet the requirements of the National Water Resources Framework</li> <li>• To meet the requirements of Defra's Environmental Improvement Plan (EIP) January 2023 which set demanding demand-side targets</li> </ul>

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- Taking account of the risks and uncertainties inherent in planning for at least 25-years ahead
- The delivery of 'best-value' to customers and for the environment
- More variable and extreme climatic conditions that affect both the water they have available to supply and the water required for the environment and customer demands

The Draft Water Resources Management Plan 2024<sup>39</sup> sets out how the company will maintain the balance between the demand for water and the resources available over a fifty year period, in accordance with the requirements of the Environment Agency and Ofwat.

Southern Water, which supplies neighbouring supply area in West Sussex and Hampshire, is taking steps to protect the Rivers Test and Itchen by reducing the amount of water it takes from them, so resources are needed from elsewhere. Portsmouth Water plans to capture excess water from the Bedhampton and Havant Springs, which normally flows out to sea during winter, and store this in a reservoir at Havant Thicket to use in the summer. This would be shared from Portsmouth Water's to Southern Water's Network, making water supplies much more resilient across the whole region. Water would be abstracted using a draw off structure and transferred through a dedicated main to Bedhampton, where it would link to existing infrastructure for transfer to Farlington Treatment Works. Depending on the final quality of the water some additional treatment may be required at Bedhampton.

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

Portsmouth Water has reviewed the emerging Local Plan and has indicated which sites may require offsite water mains reinforcement. This has been reflected in the site allocations policies.

There are no existing major pipeline exclusion zones that create constraints to further development in the borough however the route for the pipeline associated with the Havant Thicket Winter Storage facility needs to be protected through the Local Plan. The flow of water from the mainland to Hayling Island is monitored and controlled via a valve near to the Langstone Sailing Club. If more water is needed to supply additional developments on the Island, then the valve can be opened to increase the flow as necessary.

There are a number of specific infrastructure needs identified in Appendix 2.

### Sources of Funding

Ofwat, the economic regulator for the water industry, sets a cap on the charges that water companies can levy. This is known as the price review and takes place every 5 years. These price limits are determined by working out how much revenue each company must collect from its customers to run their businesses efficiently and meet their statutory obligations.

<sup>39</sup> <https://www.portsmouthwater.co.uk/news/publications/water-resources-planning/>

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	The cost of providing the Havant Thicket Winter Storage facility is estimated at £103m.
Key Issues	<ul style="list-style-type: none"> <li>• Compliance with the NPPF, the Water Framework Directive (WFD) (2000\60\EC) and the Habitats Directive (92\43\EEC) and avoidance of significant impacts on the water environment and habitats arising from the effects of growth on both water supply and wastewater treatment</li> <li>• Much of Havant Borough has an underground layer of permeable water-bearing rock from which drinking water can be extracted via a well or springs. As this layer is located at depth, subsurface activity such as piling foundations, or boreholes associated with SUDS, may penetrate the chalk layer and introduce pollutants. The Environment Agency defines and maps Source Protection Zones (SPZs) for these groundwater resources and early consultation with Portsmouth Water by developers prior to planning applications is required for sites within the SPZ</li> <li>• It is more cost effective to put water saving measures in new dwellings than to retrofit in existing dwellings</li> <li>• An issue raised by some Hayling Island residents is that of water pressure apparently being lower on the Island. Portsmouth Water highlights that water pressure on the island is maintained at 2 bars<sup>40</sup>, which is over twice that required by the Guaranteed Standards Scheme<sup>41</sup>. Pressure can vary at different times of the day as it is affected by the demand from the number of customers using the water supply at the same time. Water flow also depends on the size of the water supply pipe. Older properties may be supplied with 12.5mm diameter pipes so low flows can be experienced if occupants draw water at the same time; Modern homes tend to have 25mm supply pipes which result in flows more suitable for modern appliances</li> <li>• The Havant Thicket Reservoir is needed to provide a reliable supply across the water stressed region</li> <li>• There may be local network reinforcement required to some additional developments. Portsmouth Water are currently undertaking hydraulic modelling to ascertain the extent of these local network reinforcements. Network reinforcement includes the provision or upgrading of water network assets to provide new developments with no net deterioration of existing levels of service</li> </ul>
Conclusion & Action	<p>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 (emerging local plan Policy 45: Aquifer Source Protection Zones and the constraint of SPZ1 or SPZ1c should be acknowledged for the relevant Local Plan allocations.</p> <p>Regarding water supply the Portsmouth Water area is in surplus, meaning that the existing supply network can in principle cope with the future demands arising from the level of development proposed in the emerging Havant Borough Local Plan and adjoining areas,</p>

<sup>40</sup> Water pressure is a measure of the force that pushes water through the supplier's pipes into a property. It is measured in 'bars' and one bar is the force needed to raise water through pipes to a height of 10 metres.

<sup>41</sup> <https://www.ofwat.gov.uk/wp-content/uploads/2017/03/The-guaranteed-standards-scheme-GSS-summary-of-standards-and-conditions.pdf>

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including all of the assumed uncertainties and risks, subject to the necessary connections being achieved.

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

Havant Thicket Winter Storage Reservoir is now expected to be completed by 2031/32<sup>42</sup>. An updated and combined policy to protect the location of the reservoir and the route of the pipeline to the treatment works through a policy and allocation that is illustrated on the Policies Map is needed.

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<sup>42</sup> The Havant Thicket Reservoir was originally designed to provide benefit from 2029-30 but is now forecast to provide benefit from 2031-32. The delay is the result of an opportunity to future proof the pipeline tunnel included within the approved scheme to accommodate HWTWRP if approved (i.e. the proposed recycling facility) and is a worst-case scenario.

## Wastewater and Sewage Disposal

Lead Organisation/s	Southern Water
Main Sources of Information and Key Website for Updates	<p>Southern Water Business Plan: <a href="https://www.southernwater.co.uk/media/wlgpppk3/srn-pr24-business-plan.pdf">https://www.southernwater.co.uk/media/wlgpppk3/srn-pr24-business-plan.pdf</a></p> <p>Southern Water Level 1 Regional Drainage and Wastewater Management Plan (DWMP), summary: <a href="http://www.southernwater.co.uk/media/lbdbbygn/6653_dwmp_summary_final.pdf">www.southernwater.co.uk/media/lbdbbygn/6653_dwmp_summary_final.pdf</a></p> <p>Full document: <a href="https://www.southernwater.co.uk/media/z10afzj/a0003_dwmp_regional_plan_final.pdf">https://www.southernwater.co.uk/media/z10afzj/a0003_dwmp_regional_plan_final.pdf</a></p> <p>Information on East Hampshire River Basin Catchment: <a href="http://www.southernwater.co.uk/about-us/our-plans/drainage-and-wastewater-management-plans/east-hampshire-river-basin-catchment/#">www.southernwater.co.uk/about-us/our-plans/drainage-and-wastewater-management-plans/east-hampshire-river-basin-catchment/#</a></p> <p>Information on the Arun and Western Streams Catchment: <a href="https://www.southernwater.co.uk/about-us/our-plans/drainage-and-wastewater-management-plans/arun-and-western-streams-river-basin-catchment/">https://www.southernwater.co.uk/about-us/our-plans/drainage-and-wastewater-management-plans/arun-and-western-streams-river-basin-catchment/</a></p> <p>PfSH Integrated Water Management Study 2018: <a href="https://www.push.gov.uk/wp-content/uploads/2021/08/Integrated-Water-Management-Study-2018.pdf">https://www.push.gov.uk/wp-content/uploads/2021/08/Integrated-Water-Management-Study-2018.pdf</a></p> <p>Update to Integrated Water Management Study 2018: <a href="https://www.push.gov.uk/wp-content/uploads/2020/10/Wood-Technical-Note-July-2020.pdf">https://www.push.gov.uk/wp-content/uploads/2020/10/Wood-Technical-Note-July-2020.pdf</a></p> <p>Thornham Drainage and Wastewater Management Plan (August 2021): <a href="https://www.southernwater.co.uk/media/h3rlztb4/l3_thor.pdf">https://www.southernwater.co.uk/media/h3rlztb4/l3_thor.pdf</a></p> <p>Budds Farm Drainage and Wastewater Management Plan (May 2023): <a href="https://www.southernwater.co.uk/media/wzwdc3g0/l3_budd.pdf">https://www.southernwater.co.uk/media/wzwdc3g0/l3_budd.pdf</a></p>
Planning Policy	<p>The NPPF, Paragraph 20, states that the planning system should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for infrastructure for wastewater. Planning policies and decisions should contribute to and enhance the natural and local environment by preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability.</p> <p>The Water Framework Directive seeks to protect and improve the water environment and ecology, prevent deterioration in the status of water bodies and achieve 'Good Status' for water bodies and groundwater by 2027. Adequate wastewater infrastructure is a key contributor to this goal.</p>
Roles & Responsibilities	<p>Havant Borough is served by two Wastewater Treatment Works. Budds Farm Wastewater Treatment Works serves the vast majority of the borough and Thornham Wastewater Treatment Works serves the Emsworth area. Both WwTWs operate in accordance with environmental permits issued and enforced by the Environment</p>

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	<p>Agency. These permits set the maximum volume of treated wastewater the company is permitted to recycle to the environment, as well as defining the standards of treatment that must be met in order to protect water quality objectives.</p> <p>The Environment Agency routinely tests the harbour water for parameters including bacterial and heavy metal content. The Environment Agency is also responsible for investigating any pollution incidents which may occur in Langstone Harbour.</p> <p>In terms of local infrastructure specifically required to service individual development sites, such as local sewers, this is funded through the New Infrastructure Charge, introduced in April 2018 (for more information see <a href="https://www.southernwater.co.uk/building-and-developing/our-services/water-services/connecting-charging-arrangements/">https://www.southernwater.co.uk/building-and-developing/our-services/water-services/connecting-charging-arrangements/</a>). Where capacity is limited, the principle is that occupation of new development should be phased to align with the delivery of the sewerage infrastructure required to serve it. Southern Water considers that this development principle should be recognised in site allocation policies where such provision is deemed necessary.</p>
Existing Provision	<p>Information on the capacity of the WwTWs can be found within the PfSH Integrated Water Management Study (IWMS) update for Budds Farm<sup>43</sup> and within the Chichester District Council Water Quality Assessment<sup>44</sup> for Thornham Wastewater Treatment Works, and any subsequent updates to these studies.</p> <p>Where water tables are high, they can cause issues for sewers as groundwater can infiltrate sewers and cause flooding. Sewer flooding incidents are also often the result of blockages caused by the things customers inappropriately dispose of down the drains such as fats, oils, grease, wet wipes and nappies. Southern Water encourage customers to dispose of items such as fabric wipes and fats oils and greases responsibly, rather than via the wastewater system where they can cause blockages exacerbating the problems associated with storm water discharges.</p> <p>Wastewater Treatment Works (WwTWs) are permitted to discharge a maximum volume of treated effluent based on the population size they serve. Significant concerns have been expressed regarding notified discharges from Budds Farm into Langstone Harbour at times of high rainfall. Issues arise during periods of heavy rainfall, when storm water (a mixture of rain and untreated sewage) is discharged directly into the harbour from several locations. The Southern Water Clean Rivers and Seas Plan state that there to be on average 74 releases from the site annually.</p> <p>In respect of Thornham WwTW, the risk of non-compliance with Southern Water's wastewater quality permit has been assessed as not significant for 2020 but is predicted to increase to moderately significant by 2050. However, it was assessed to not have adequate capacity to cope with future growth in the wastewater system. The Catchment Strategy has an 'Improve' category. Southern Water will plan investment to reduce the current risks by actively looking to invest capital funding in the short</p>

<sup>43</sup> <https://www.push.gov.uk/work/publications/research-reports/>

<sup>44</sup> [https://www.chichester.gov.uk/media/30900/Chichester-Water-Quality-Assessment/pdf/Chichester Water Quality Assessment.pdf?m=1542884327060](https://www.chichester.gov.uk/media/30900/Chichester-Water-Quality-Assessment/pdf/Chichester%20Water%20Quality%20Assessment.pdf?m=1542884327060)

## Wastewater and Sewage Disposal

	<p>term to address current performance issues (and consider future risks when implementing improvements).</p> <p>Budds Farm is in the 'improve' category too. Climate change is expected to have an increased impact on the risk of flooding, for Budds Farm there is already a very significant risk from rainfall related flooding. Measures need to be taken to reduce nutrients in discharges.</p>
<p>Anticipated Needs</p>	<p>Budds Farm WwTW serves Portsmouth, parts of Winchester District, and parts of East Hampshire District in addition to the vast majority of Havant Borough. Increased flows of sewage effluent will be received from all these areas as a result of the projected increase in house building over the plan period. Thornham WwTW serves Emsworth and areas in Chichester District.</p> <p>Southern Water submits business plans to OfWat for 5 year periods. The 2020 – 2025 plan is published at <a href="http://www.southernwater.co.uk/our-story/our-plans-2020-25/our-business-plan-2020-25">www.southernwater.co.uk/our-story/our-plans-2020-25/our-business-plan-2020-25</a>.</p> <p>In 2023, Southern Water published its Drainage Water Management Plan 2025-50 (DWMP)<sup>45</sup>. A plan for investment in drainage and wastewater services to ensure the networks of sewers, pumps and wastewater treatment works meet the needs of customers and protect the environment into the future. The DWMP (the plan) is a long-term plan for drainage and wastewater management. It sets out the investment needs for the next price review period from 2025 to 2030, known as AMP8, and starts to build a picture of the future investment needs for the following four AMP periods through to 2050. The DWMP forms the basis for long-term planning activities in drainage and wastewater to address multiple future pressures such as population growth, urban creep, new development and climate change. The plan outlines the investment needed (totalling £7.7bn) to improve the way wastewater is captured and treated (to higher standards).</p> <p>In 2022, Southern Water regulators set out their expectations for water companies' environmental programmes between 2025 and 2030 through the Water Industry Strategic Environmental Requirements (WISER)<sup>46</sup>. WISER requires water companies to develop the Water Industry National Environment Programme (WINEP), enhancing environmental performance. Through WINEP, Southern Water will deliver the investment needed to improve and protect the environment and meet their legal obligations and government targets.</p> <p>The Water Industry National Environment Programme (WINEP) is a programme of actions that water companies are required to undertake to improve the environment and to meet the environmental legislative requirements that apply to water companies</p>

<sup>45</sup> [southernwater.co.uk/media/z10afjz/a0003\\_dwmp\\_regional\\_plan\\_final.pdf](http://southernwater.co.uk/media/z10afjz/a0003_dwmp_regional_plan_final.pdf)

<sup>46</sup> <https://www.gov.uk/government/publications/developing-the-environmental-resilience-and-flood-risk-actions-for-the-price-review-2024/water-industry-strategic-environmental-requirements-wiser>

## Wastewater and Sewage Disposal

in England. Southern Water's in-house delivery plan includes £1.2 billion WINEP programme investment to protect, restore and enhance the environment.

### Hampshire Water Transfer and Water Recycling Project

Southern Water is preparing a refreshed Water Resources Management Plan, to set out how water supply will be maintained over its supply area (which does not include Havant Borough) in the future. In particular, there is a need to reduce abstraction on the Rivers Test and Itchen to protect the chalk stream habitat. At the same time, there is forecast to be additional demand as a result of climate change. This has resulted in Southern Water investigating other forms of water supply, including desalination and water recycling.

The project is not required due to population or development growth in Havant Borough. However it does have land requirements within the borough.

Southern Water ran a consultation from 29 May to 23 July 2024 seeking feedback on the proposals set out as part of the Hampshire Water Transfer and Water Recycling Project<sup>47</sup>. This project would use water recycling from the Budds Farm Wastewater Treatment Works to top up the spring fed winter storage reservoir at Havant Thicket for eventual supply to Southern Water customers.

The project comprises the construction and operation of the following:

- A water recycling plant located northwest of the existing Budds Farm Wastewater Treatment Works in Havant. Three pumping stations, including a high lift pumping station, would also be located alongside the water recycling plant
- Underground pipelines between the existing Budds Farm Wastewater Treatment Works and the water recycling plant. One pipeline would transfer treated wastewater from Budds Farm to the water recycling plant, while the other would transfer reject water from the water recycling plant to the Eastney Long Sea Outfall via Budds Farm
- Pipelines between the water recycling plant and Bedhampton Springs. These pipelines would connect to pipelines being proposed by Portsmouth Water between Bedhampton Springs and Havant Thicket Reservoir. Together, these pipelines would transfer treated recycled water from the water recycling plant to the Reservoir and transfer source water from the Reservoir to the high lift pumping station located at the water recycling plant site. As a backup to this, there would be underground pipelines between the water recycling plant and the Havant Thicket Reservoir. One pipeline would transfer purified recycled water from the water recycling plant directly to the Reservoir and the other would transfer source water from the Reservoir back to the high lift pumping station located at the water recycling plant site
- An underground pipeline to transfer source water from the high lift pumping station, located at the water recycling plant site, to Otterbourne Water Supply

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<sup>47</sup> <https://www.hampshirewtwrp.co.uk/>

## Wastewater and Sewage Disposal

Works. During a drought, the pipeline could transfer up to approximately 90 million litres of water per day to Otterbourne for further treatment

- A maximum of four above ground plant comprising two intermediate pumping stations, one break pressure tank and one combined intermediate pumping station and break pressure tank. The above ground plant would be located along the pipeline between the high lift pumping station and Otterbourne Water Supply Works. The above ground plant is needed to support the flow of water through the pipeline

The Project would also include:

- Use of the Havant Thicket Reservoir for the storage of treated recycled water from the water recycling plant
- Use of pipelines being proposed by Portsmouth Water to transfer treated recycled water and source water between Bedhampton Springs and Havant Thicket Reservoir
- Use of the existing Eastney Long Sea Outfall for the release of reject water into the Solent
- Other associated development, including construction compounds, access routes and environmental mitigation and enhancement

The project is being funded by Southern Water. Funding for new infrastructure and improvements on the water supply side of the business is averaged across water supply customers' bills across Southern Water's region.

Charges to customers, funding for the project will be subject to approval by the economic regulator, Ofwat. It is anticipated that Ofwat would spread the cost of construction and operation over the life of the project once built, to reduce the impact on bills in any one year.

The project will be determined through a Development Consent Order. As such, Havant Borough Council will not be a decision maker on the scheme.

### Budds Farm WWTW

For planning purposes, headroom at a WWTW is determined by looking at the Dry weather flow (DWF) is the average daily flow to a wastewater treatment works during a period without rain, measured in cubic metres per day. Dry Weather Flow permitting is the standard water industry-wide regulatory means of understanding a catchment population to enable the Environment Agency to set the level of discharge of treated effluent that is returned to the environment, in conjunction with any additional environmental permits (e.g. for nitrate or phosphate removal) that may be needed to safeguard water quality objectives. Dry Weather Flow is a good measure of effluent coming from homes and businesses (i.e. the population), and therefore contains the greatest concentration of organic matter and pollutants that require treating before returning to the environment, rather than rainfall (which is clean and acts as a dilution to wastewater). The way of calculating Dry Weather Flow is set out in government

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guidance from the Environment Agency: Calculating Dry Weather Flow (DWF) at Wastewater Treatment Works.<sup>48</sup>

Wet weather flow is factored into FFT (Flow to Full Treatment).<sup>49</sup> FFT refers to the total level of rain and wastewater, or flow, that a WWTW must treat before it is permitted to discharge excess flows to storm tanks or, if the tanks become full before rain subsides, the environment. A WWTW must treat all flows up to a threshold specified in permits. Usually, FFT is set at three times DWF - this is decided by the EA when they set the permit levels for both DWF and FFT. The flow in a combined sewerage system will increase when it rains. This flow may vary seasonally due to changing levels of sewer infiltration and population numbers. WWTW need to be designed with enough capacity to treat the flows from the sewerage collection systems it serves.

Southern Water have stated: 'Budds Farm WWTW has a Dry Weather Flow (DWF) permit of 108,853m<sup>3</sup> per day and processes 91,327m<sup>3</sup> per day. Within the existing DWF permit, there is currently 17,526m<sup>3</sup> per day capacity which equates to the wastewater flow that would be generated by approximately 35,000 new homes.'

### Thornham WWTW

Southern Water have stated: 'Thornham WWTW has a Dry Weather Flow (DWF) permit of 6,565m<sup>3</sup> per day and processes 5,852m<sup>3</sup> per day. Within the existing DWF permit, there is currently 713m<sup>3</sup> per day capacity which equates to the wastewater flow that would be generated by approximately 1,425 new homes.'

In the Chichester Local Plan 2021-2039 Statement of Common Ground between Chichester District Council, the Environment Agency and Southern Water on the subject of Wastewater Treatment in the Chichester Plan Area<sup>50</sup> it states that Thornham is constrained to the current DWF permit levels due to the environmental capacity of the receiving water, unless treatment beyond the current N permit of 10mg TN/ litre (which is in line with the nutrient removal standard set in the Levelling Up and Regeneration Act 2023) can be achieved. for nutrient removal. Essentially this means that unless and until greater nutrient removal can be implemented, the Agency advises that it will not be possible to revise current environmental permits to enable Thornham WWTWs to increase volumetric capacity, without harm to the environment that would result from increased nutrient load. Southern Water are currently testing nutrient removal down to 9mg TN/litre, which is already achieved at Chichester (Apuldram) WWTW. A condition review of Pagham Harbour is currently underway and updates will be provided based on the outcome.

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<sup>48</sup> <https://www.gov.uk/government/publications/calculating-dry-weather-flow-dwf-at-waste-water-treatment-works/calculating-dry-weather-flow-dwf-at-waste-water-treatment-works>

<sup>49</sup> <https://www.ofwat.gov.uk/flow-to-full-treatment-fft-explainer/>

<sup>50</sup> Available to download from:  
<https://www.chichester.gov.uk/localplanexaminationlibrary#statementsofcommonground>

## Wastewater and Sewage Disposal

### Stormwater Overflows

Storm overflows are a result of Victorian sewer infrastructure design, operating as safety valves built into the combined sewer system. They discharge excess sewage and rainwater to rivers, lakes, or the sea when the sewer system is under strain. This protects properties from flooding and prevents sewage backing up into streets and homes during heavy storm events. A growing population, an increase in impermeable surfaces and more frequent and heavier storms because of climate change have increased pressure on the system.

There are broadly three main ways to reduce storm overflows:

- Source control – prevent, or slow the flow of, water entering sewers. For example, using sustainable drainage solutions (SuDs)
- Make better use of existing infrastructure – for example, using smart controls on storage tanks and pumps and/or collaborating on solutions with highway drainage networks
- Build bigger infrastructure – bigger pipes, storage tanks, pumps and treatment facilities

Southern Water are committed to the first two measures, only when these have been exhausted will they consider the last measure.

Government's Storm Overflows Discharge Reduction Plan<sup>51</sup> sets the following key targets for water companies:

- By 2035, water companies will have improved all overflows discharging into or near every designated bathing water and improved 75% of overflows discharging to high priority sites
- By 2050, no storm overflows will be permitted to operate outside of unusually heavy rainfall or to cause any adverse ecological harm
- Water companies will only be permitted to discharge from a storm overflow where they can show that there is no local adverse ecological impact
- Water companies must significantly reduce harmful pathogens, such as bacteria, from storm overflows discharging into and near designated bathing waters, by disinfection or reducing the frequency of discharges to meet EA spill standards by 2035
- Storm overflows will not be permitted to discharge above an average of 10 rainfall events per year by 2050
- Water companies will be required to ensure all storm overflows have screening controls

One of Southern Water's key priorities is to reduce the use of their storm overflows including those located close to shellfish and bathing waters along the coastline. As

## Wastewater and Sewage Disposal

part of Southern Water's AMP8 (2025-2030), a map was produced displaying all storm overflows (the location of the storm release outfall) which highlights the action that is proposed and when<sup>52</sup>.

Reducing overflows will prevent ecological harm, protect bathing waters and ensure no overflow releases above an average of 10 times per year. Within Havant Borough the following are noted for improvement, more information is provided in Appendix 2:

- Priorsdean Crescent, Havant
- Budds Farm WWTW
- Thornham WWTW

Southern Water record storm release information, near bathing waters, on their website: <https://www.southernwater.co.uk/our-region/clean-rivers-and-seas-task-force/beachbuoy/>

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

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

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

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

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

Southern Water has indicated that although Emsworth drains to Thornham WwTW the Strategic Site could drain to Budds Farm WwTW, or to Thornham WwTW, or a mix depending on capacity at the WwTWs moving forward. In the 2018 IWMS, all the Havant Borough housing was assigned to Budds Farm WwTW in the PUSH IWMS on

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<sup>52</sup> <https://www.southernwater.co.uk/about-us/our-plans/clean-rivers-and-seas-plan/>

## Wastewater and Sewage Disposal

	<p>a precautionary basis due to lack of information on Thornham WWTW. This allowed for the environmental impacts and a worst-case scenario for Budds Farm to be assessed in order to help ensure that future housing growth would be supported. However, as some housing is likely to drain to Thornham WwTW, the Chichester Water Quality Assessment to support the Chichester Local Plan Review is looking at the cumulative impact of development on the Thornham WwTW, including housing numbers from Havant Borough. Both WwTWs have the potential to impact on Chichester and Langstone Harbours (see Nutrient Neutrality). The latter update to the PUSH IWMS considered Thornham WWTW.</p> <p>More detail is provided on the cost of specific infrastructure needs in Appendices 2a and 2b.</p>
Sources of Funding	<p>Ofwat, the economic regulator for the water industry, sets a cap on the charges that water companies can levy. This is known as the price review and takes place every 5 years. These price limits are determined by working out how much revenue each company must collect from its customers to run their businesses efficiently and meet their statutory obligations. Water companies are subject to a statutory duty to 'effectually drain' their area. This requires them to invest in infrastructure suitable to meet the demands of projected population growth. There is also statutory provision for developers to fund additional sewerage infrastructure required to accommodate flows from a proposed development. Strategic infrastructure, such as extensions to wastewater treatment works, can therefore be planned and funded through the price review process, and coordinated with new development.</p> <p>Local infrastructure such as local sewers is funded through the New Infrastructure Charge, introduced in April 2018 (for more information see <a href="https://www.southernwater.co.uk/infrastructure-charges">https://www.southernwater.co.uk/infrastructure-charges</a>). Where capacity is limited, the principle is that occupation of new development should be phased to align with the delivery of the sewage infrastructure required to serve it.</p>
Key Issues	<p>Avoidance of significant impacts on the water environment and habitats arising from the effects of growth on wastewater treatment is the basis of ensuring compliance with the NPPF, the Water Framework Directive (WFD) (2000\60\EC) and the Habitats Directive (92\43\EEC).</p> <p>The IWMS reviewed a high-level assessment of the capacity of public sewerage networks based on incidents and evidence of sewer network overflows, highlighting areas with a history of problems that overlap with growth areas for future improvements. Assumptions and caveats for water quality assessments in the IWMS include single dwelling occupancy of 5 people<sup>53</sup>, (based on national guidance but presenting a worst case scenario compared to the national average of 2.5); climate change is considered when discussing the results rather than in modelling; 120 litres per person per day residential waste water flow loading to a WwTW (based on Southern Water consumption guidance of about 500 litres/person/day for a house with 5 people plus 20% for worst case scenario).</p>

<sup>53</sup> Based on average house comprising 3 bedrooms designed for a 5 people is an overestimate compared with average household size of 2.4 persons in Census 2011

## Wastewater and Sewage Disposal

	<p>Southern Water has highlighted some proposed allocations sites as having no capacity or limited capacity at the 'practical point of connection'. This is not a constraint to development provided that planning policy and subsequent conditions ensure that occupation of the development is phased to align with the delivery of water and wastewater infrastructure, in order to prevent the increased risk of flooding.</p>
Anticipated Solutions	<p>Both the PfSH IWMS and the Chichester District Council Water Quality Assessment provide anticipated solutions to any potential capacity issues caused by a housing increase beyond the current DWF. It is suggested that the use of new technology and design could help manage processes more efficiently and effectively as well as considering potential reductions in upstream sources.</p> <p>Sewer network capacity upgrade may be required, and specific reference is made in site allocations policies where indicated by Southern Water.</p> <p>Where off-site infrastructure in the sewerage system is required the New Infrastructure Charge system regime ensures that levels of service are maintained to both new and existing customers and that the risk of flooding is not increased to unacceptable levels.</p> <p>The Hampshire Water Transfer and Water Recycling Project may contribute to the wastewater infrastructure in the borough whilst providing a source of water supply outside of the borough.</p>

## Telecommunications Including Broadband

Lead Organisation/s	BT Openreach and Virgin Media Mobile Operators
Main Sources of Information and Key Weblinks	<p>Planning for Broadband: A Guide for Local Authorities:  <a href="https://documents.hants.gov.uk/broadband/PlanningforBroadband-AguideforLocalPlanningAuthorities.pdf">https://documents.hants.gov.uk/broadband/PlanningforBroadband-AguideforLocalPlanningAuthorities.pdf</a></p> <p>Planning for Broadband: A Guide for Developers:  <a href="https://documents.hants.gov.uk/broadband/PlanningforBroadband-AguideforDevelopers.pdf">https://documents.hants.gov.uk/broadband/PlanningforBroadband-AguideforDevelopers.pdf</a></p> <p>BT</p> <p>Virgin Media</p> <p>Mastdata which covers the following mobile operators:</p> <ul style="list-style-type: none"> <li>• Vodafone</li> <li>• British Telecom</li> <li>• CTIL Cornerstone</li> <li>• Everything Everywhere</li> <li>• Telefonica</li> <li>• Three</li> </ul> <p><a href="http://www.mastdata.com">www.mastdata.com</a></p>
Planning Policy	<p>Section 10 of the NPPF is about ‘supporting high quality communications infrastructure. Through paragraph 119, local planning authorities are expected to <i>‘support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections’</i></p> <p>There are also provisions for the appropriate siting of equipment within Section 10.</p> <p>Certain forms of telecommunication development, for example, mobile telephone masts up to a specific height, are ‘permitted development’, so planning permission is not required.</p>
Roles and Responsibilities	<p>Telecommunications Companies are responsible for their own installations and equipment.</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 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 website<sup>54</sup>.</p>
Existing Provision	<p>Information on the location of mobile telecommunications masts and base stations can be found on the Mast Data Website.</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</p>

<sup>54</sup> [Hampshire superfast broadband programme | Business and economy | Hampshire County Council](#)

## Telecommunications Including Broadband

	<p>house number on the Ofcom<sup>55</sup> or service provider's websites. The borough is already one of the best served areas in the country and is supplied by physical networks (fibres, wires and cables) provided by both BT Openreach and Virgin Media.</p>
<p>Anticipated Needs</p>	<p>The Operator's Code of Practice indicates that operators will continue to work together to locate base stations on existing structures, and to share sites wherever viable in order to reduce the need to build new masts on which to locate their equipment and to minimise the number of base station sites in the UK. However, this does not mean that there will not be a need for any new base stations for areas where there has previously been only limited coverage. No locally specific information has been received from Operators. However, the Hampshire Superfast Broadband Programme, managed by HCC, is to fill gaps in the existing structure and is part of the national programme to bring superfast broadband most households.</p> <p>EU legislation requires network operators (e.g. telecoms, power, water) to offer access to their infrastructure if a reasonable request is made.</p> <p>It is expected that the Southleigh Strategic Site can be serviced from surrounding locations as it is close to existing development on three sides. However, it is important that the broadband network is designed to reach each house when designing the layout of the development.</p> <p>Hayling Island is already served by cables within the carriageway across Langstone Bridge.</p> <p>There is a specific infrastructure need identified in Appendix 2 but this relates to business as usual.</p>
<p>Sources of Funding</p>	<p>The retrofitting 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 20 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. For sites with fewer than 20 plots they also offer affordable option for fibre connectivity and will contribute to the cost, with an amount provided per premises. BT Openreach will review the available technology in the area and the developer may be required to pay a contribution towards the costs incurred by BT Openreach. This depends on the location, if the local infrastructure has already been upgraded and if the nearest cabinet is already full (i.e. no spare connection points) and an upgrade is required.</p> <p>The BT Openreach website enables developers to register their site:  <a href="http://www.openreach.com/help-and-support/developers">www.openreach.com/help-and-support/developers</a></p>

<sup>55</sup> <https://checker.ofcom.org.uk/>

## Telecommunications Including Broadband

	<p>Virgin Media can also assist with new developments in areas where the company already has infrastructure: <a href="http://www.virginmedia.com/broadband/network-expansion">www.virginmedia.com/broadband/network-expansion</a></p> <p>Suppliers (BT Openreach and Virgin Media) pay for the physical capacity including ducts and may cover all or part of the installation costs with the developer contributing to the cost of digging to lay the ducts and the cost of putting the copper cables into the building. If developers do not want BT Openreach or Virgin Media on site, they may use their own approved contractors and recoup some of the cost.</p> <p>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. Potential savings of 16-26% could be achieved where existing infrastructure is used to rollout broadband.</p>
<p><b>Key Issues &amp; Rationale</b></p>	<p>Fast, reliable broadband internet access is essential for households to benefit from online services, and for businesses to compete in the UK and globally. It is also critical to the vibrancy of an area, in terms of both economic growth and social inclusion. Enhanced broadband provision also has the potential to reduce the need for road, rail and air travel. Developers are key in determining how projects shape an area; therefore, the planning of telecommunications infrastructure in relation to development is vital.</p> <p>Research by Ofcom has shown that in recent years, more people rely on a mobile phone than rely on a landline; and that people on lower incomes are even more likely to live in a mobile-only household, or to access the internet using a mobile connection.</p> <p>The rapid growth in mobile communications in the UK has necessitated upgrades in technology with operators having to continually expand their networks to accommodate services and improve quality.</p> <p><u>The Building etc. (Amendment) (England) (No. 2) Regulations 2022</u> came into force on 26 December 2022. These regulations introduce gigabit broadband infrastructure and connectivity requirements for the construction of new homes in England. The requirements are designed to ensure that during construction, new homes are installed with the fastest broadband connections available within a cost cap. Even where a gigabit-capable connection is not possible within this cost cap, the new homes will be future-proofed with physical infrastructure to support gigabit-capable connections when they become available.</p>
<p><b>Anticipated Solutions</b></p>	<p>Planning authorities are expected to support the expansion of electronic communications networks, including telecommunications and super-fast broadband when preparing local plans.</p> <p>Developers should be encouraged to engage with service providers at the pre-application stage.</p>

## Waste and Recycling

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

## Waste and Recycling

	<p>HCC, as the Waste Disposal Authority, has a legal responsibility to arrange <i>‘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’</i><sup>56</sup>. The county council discharges this duty by the provision of Household Waste Recycling Centres throughout the county. Household Waste Recycling Centres (HWRCs) are located within the borough at Havant and on Hayling Island. The Waterlooville HWRC is accessed from within the borough but lies within the Winchester part of the West of Waterlooville Major Development Area.</p> <p>In addition to the HWRCs, recycling facilities can be found at various locations<sup>57</sup> including car parks, community centres, retail stores and public houses. This means that glass, paper, cardboard, textiles, metal, plastic bottles, electrical goods, energy saving light bulbs and batteries can be recycled in facilities at a large number of places around the borough. A full list of provision is available on the Recycle Now website <a href="http://www.recyclenow.com/">www.recyclenow.com/</a>.</p>
Anticipated Needs	<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. 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>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 within the existing infrastructure. In addition, consideration must be given to alternative disposal methods as by the end of the current disposal contract in 2030 the existing infrastructure will be nearing the end of its operational life and by then both waste composition and available technologies may have changed.</p> <p>Currently, there are no specific plans for additional waste and recycling facilities within the borough during the plan period, there will however need to be an increase in the waste collection vehicle fleet. More details in Appendix 2a.</p> <p>Across the county council there is an increasing demand on services. The anticipated rise in population of approximately 8% and would see a significant rise of household waste by approximately 50,000- 60,000 tonnes. It is anticipated that the variable cost of dealing with waste in Hampshire will rise by £10 million per annum by the end of the WDSC in December 2030. This scenario assumes the upper threshold of planned developments is achieved but that there is no economic waste growth. If economic waste were to grow by 2% for that period, then the costs would double to £20 million per annum by 2030.</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 Southleigh Strategic Site at such as the local centre or community centre.</p>

<sup>56</sup> Section 51 para. 1(b) of the Environmental Protection Act 1990

<sup>57</sup> [Find your nearest Household Waste Recycling Centre | Waste and recycling | Hampshire County Council](#)

## Waste and Recycling

Sources of Funding	<p>Local Government Finance Settlement and Council Tax.</p> <p>From 2020 residents from outside Hampshire are charged to use any of the HWRCs in the county through the introduction of a residents e-permit. Some business users are also charged, as are personal users for certain types of waste.</p> <p>Currently facilities such as textile and bottle banks are provided at no cost to the borough council through agreements with private companies and charities.</p> <p>Government grant funding on a similar scale would be required in England to support local authorities in achieving aspirations of a 65% recycling rate.</p>
Key Issues	<p>Implementation of the new requirements in the Environmental Protection Act 1990 as amended by the Environment Act 2021, which are summarised as:</p> <ol style="list-style-type: none"><li><b>1. Weekly Food Waste Collection:</b><ul style="list-style-type: none"><li>• Most households in England will have a weekly food waste collection by early 2026</li><li>• This change aims to reduce food waste heading to landfill and prevent odorous waste waiting for collection</li></ul></li><li><b>2. Standardised Recycling Materials:</b><ul style="list-style-type: none"><li>• All homes, businesses, and schools across England will recycle the same materials</li><li>• Manufacturers can design packaging with confidence, knowing it can be recycled nationwide, which will help increase the amount of recycled material in products</li></ul></li><li><b>3. Reducing the Number of Bins:</b><ul style="list-style-type: none"><li>• The new rules propose exemptions to allow waste collectors to collect dry recyclables together (in the same bin or bag) and organic waste together</li><li>• This will help reduce the number of bins required, making recycling simpler and more practical for everyone</li></ul></li></ol> <p>There are various implementation dates for the mandatory introduction of these changes commencing 31 March 2026.</p> <p>The construction industry produces some 32% of waste sent to landfill<sup>58</sup>. Site Waste Management Plans for the construction phase should therefore be required to help developers to reduce their waste.</p> <p><i>‘UK construction waste is regulated by the Environmental Protection Act 1990, the Waste (England and Wales) Regulations 2011, and the Environment Act 2021. According to these regulations, the legal responsibility for managing construction waste rests primarily with the person or company that produces it, known as the “producer of waste.” This could include the contractor, or property owner/developer who is responsible for the construction project. The producer of waste must ensure that the waste is properly handled, stored, transported, and disposed of in accordance with the relevant regulations. They must also take steps to minimise the amount of waste produced and to promote recycling and reuse of materials.</i></p>

## Waste and Recycling

	<p><i>The producer of waste must keep records of the waste type, quantity, management and disposal method. Waste Transfer Notes (WTN) and Hazardous Waste Consignment Notes (HWCN) are legally required documents which must be completed for all transfers of non hazardous and hazardous waste</i><sup>59</sup></p>
Conclusion & Action	<p>The provision of new or expanded waste facilities is primarily within the remit of the Hampshire Minerals and Waste Plan, which is the responsibility of HCC as the Waste Planning Authority within Havant Borough. The county consider that the HWRC provision in the Havant Borough Council Area is adequate and do not have any additional HWRC infrastructure needs.</p> <p>Through planning policies and design guidance for developers the expectations for detailed layouts can be set out to ensure that adequate provision is made for suitable storage of waste without compromising the appearance and landscaping of dwellings and other buildings and ensure that refuse collection vehicles have ample space to safely negotiate the streets and courtyards this includes any new communal buildings. Food waste is being introduced in 2026, and 240L bins will need to be incorporated in the bin storage areas.</p>

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<sup>59</sup> The UK Construction Industry Annual Waste Report 2023 Qualisflow: [www.qualisflow.com/uk-construction-waste-report-2023/](http://www.qualisflow.com/uk-construction-waste-report-2023/)

## 3. Sources of Funding

- 3.1 Much of the infrastructure required to support development proposed in the Local Plan, is expected to be delivered on or off site and paid for by developers, either through direct on site delivery or through Planning Obligations and CIL.

### Community Infrastructure Levy (CIL)

- 3.2 The Community Infrastructure Levy takes the form of a charge per square metre on new development floorspace. The borough council must use the CIL funds it has collected for 'the provision, improvement, replacement, operation or maintenance of infrastructure to support the development of its area'<sup>60</sup>. While CIL should not be used to pay for what might be considered 'historical deficits' of infrastructure provision, the regulations do allow for improvements to increase the capacity of existing infrastructure. 'Infrastructure' as defined by the CIL Regulations includes roads and other transport facilities, flood defences, schools and other educational facilities, medical facilities, sporting and recreational facilities, and open spaces<sup>61</sup>.
- 3.3 The Neighbourhood Portion of CIL (retained by the borough council and spent on behalf of local communities as there are no parish councils in the borough) is not however subject to the same spending restrictions and limitations and may be used for 'anything else that is concerned with addressing the demands that development places on an area'.
- 3.4 The council adopted the CIL Charging Schedule with effect from 1 August 2013. The Charging Schedule sets out the charges to be levied on new development expressed as a charge per square metre of new (additional) internal floorspace. The charges vary according to the type of development. Further information is set out on the council's website at [www.havant.gov.uk/community-infrastructure-levy](http://www.havant.gov.uk/community-infrastructure-levy). The charging schedule will be reviewed alongside the new Local Plan.
- 3.5 Havant Borough Council makes decisions annually on how to spend funds from CIL, both Strategic and Neighbourhood Portion CIL. These are published at [www.havant.gov.uk/cil-spending-decisions](http://www.havant.gov.uk/cil-spending-decisions)

### Planning Obligations - S106 & S278

- 3.6 Infrastructure can be provided by developers in several ways: through the CIL, planning obligations<sup>62</sup> or highway agreements<sup>63</sup>. The combined total costs of these (and any planning conditions) should not threaten the viability of the development. With CIL in place the use of planning obligations and highway agreements is limited.
- 3.7 Individual S106 agreements need to specify the projects and purposes any financial contributions will be directed towards. A planning obligation can only be taken into account

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<sup>60</sup> Regulation 59, The Community Infrastructure Levy Regulations 2010, as amended.

<sup>61</sup> S216, Planning Act 2008, as amended by Regulation 63.

<sup>62</sup> under section 106 of the Town and Country Planning Act 1990

<sup>63</sup> under section 278 of the Highways Act 1980

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.

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

### **Funding Non-related Infrastructure**

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

## 4. Conclusions

- 4.1 It is clear that providing the necessary infrastructure to support the development proposed in the Havant Borough Local Plan is a considerable challenge. Additionally, 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.
- 4.2 Large scale developments may also result in some phasing of infrastructure provision as a developer may need to construct and sell a number of dwellings to generate finance for the next phase of development, including its associated infrastructure. In such cases the overall requirements must be planned and agreed from the outset, so that land can be set aside in relevant phases. An example would be a new primary school where the land to accommodate the full and eventual size of the school is set aside at the outset even if buildings for additional classrooms are added in stages as the development progresses.
- 4.3 The process of compiling the IDP, and keeping it updated, has identified the infrastructure required to support the development proposed through the Local Plan. While funding has not yet been identified for all of the projects, the IDP, together with ongoing engagement with the relevant bodies and providers, provides a basis for bidding for funding streams and securing developer contributions.
- 4.4 The emerging Local Plan includes a specific suite of infrastructure policies within a dedicated infrastructure section of the plan. These are designed to set out the key strategic infrastructure items that are needed to support the plan, and ways in which these will be implemented. Where relevant, land has been safeguarded in policies or specific site allocations in the plan which highlight particular needs in relation to each site.

# Appendix 1: Existing Provision

## Early Years

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

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

<https://www.connecttosupporthampshire.org.uk/>

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

## Primary & Secondary Schools (Including SEND)

The following schools that serve the borough's child population are listed by school planning area.

Hampshire County Council produces up to date lists here:

[www.hants.gov.uk/educationandlearning/strategic-development/schoolplacesplan](http://www.hants.gov.uk/educationandlearning/strategic-development/schoolplacesplan)  
[SEN Provision in Hampshire | Hampshire CTSH](#)

### Primary

Area	Name of School
Cowplain	Berewood 2nd Primary Academy
Cowplain	Berewood Primary Academy
Cowplain	Denmead Infant School
Cowplain	Denmead Junior School
Cowplain	Hambledon Primary School
Cowplain	Hart Plain Infant School
Cowplain	Hart Plain Junior School
Cowplain	Padnell Infant School
Cowplain	Padnell Junior School
Cowplain	Queens Inclosure Primary School
Cowplain	Woodcroft Primary School
Emsworth	Emsworth Primary School
Emsworth	St James' Church of England (Controlled) Primary School
Havant	Barncroft Primary School
Havant	Bidbury Infant School
Havant	Bidbury Junior School
Havant	Bosmere Junior School
Havant	Fairfield Infant School
Havant	Front Lawn Primary Academy

Havant	Riders Infant School
Havant	Riders Junior School
Havant	Sharps Copse Primary
Havant	St Alban's Church of England (Aided) Primary School
Havant	Trosnant Infant School
Havant	Trosnant Junior School
Havant	Warren Park Primary School
Hayling Island	Mengham Infant School
Hayling Island	Mengham Junior School
Hayling Island	Mill Rythe Infant School
Hayling Island	Mill Rythe Junior School
Waterlooville	Mill Hill Primary School
Waterlooville	Morelands Primary School
Waterlooville	Purbrook Infant School
Waterlooville	Purbrook Junior School
Waterlooville	Springwood Infant School
Waterlooville	Springwood Junior School
Waterlooville	St Peter's Catholic Voluntary Aided Primary School, Waterlooville
Waterlooville	St Thomas More's Catholic Voluntary Aided Primary School, Havant

## Secondary

Area	Name of School
Havant	Havant Academy
Havant	Park Community School
Havant	Warblington School
Hayling Island	The Hayling College
Waterlooville/Cowplain	The Cowplain School Academy
Waterlooville/Cowplain	Crookhorn College
Waterlooville/Cowplain	Oaklands Catholic School and Sixth Form College (Academy)
Waterlooville/Cowplain	Purbrook Park School

## Special Schools within Borough<sup>64</sup>

Name of School	Ages
Glenwood School, Emsworth	11-16
Prospect School, Havant	11-16
Rachel Madocks School, Cowplain	2-19
Riverside Community Special School, Waterlooville	3-11

<sup>64</sup> Places will also be offered outside the borough, within other areas of Hampshire, where it meets an individual's needs



## Community Centre Provision in Havant Borough

- **Acorn Centre, Wecock** - built and equipped by Havant Borough Council (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 a café, charity shop, launderette and the building is also home to the Squirrels Nursery and Pre-School in self-contained accommodation:  
<https://www.acorncentre.org.uk/>
- **Bedhampton Community Centre** - owned by HBC and leased to the Bedhampton Community Centre Charitable Incorporated Organisation. There is a large multi-use hall together with a further meetings room, lounge and a kitchen. It facilitates a wide range of social groups and classes:  
<https://www.bedhamptoncommunity.org/>
- **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: <https://www.cowplainactivitycentre.org.uk>
- **Deverell Hall, Purbrook** - an independent and entirely volunteer managed and self-financing community facility available for hire and used by local groups and a pre-school. Facilities include the main hall and an upstairs meeting room: <https://www.deverellhall.co.uk/>
- **Eastoke Community Centre, Hayling Island** - land owned by HBC and the building owned and run by the Eastoke Community Association.
- **Emsworth Community Centre** - busy with many and varied activities and events. The building is owned and run by the Emsworth Community Association. There are a range of rooms for hire: <https://www.emsworthcommunitycentre.org.uk/>. The centre is also home to Emsworth Library (Tuesday, Thursday, Friday and Saturday mornings).
- **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, four smaller rooms, bar hire and a community cafe: <https://hicca.co.uk/>
- **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. It offers a wide range of facilities and activities, as well as providing space for a number of local organisations such as Off The Record & Southern Health. There is a large hall and smaller rooms available to hire, a function bar and an onsite café, which for a small fee includes play sessions: <https://www.cfirst.org.uk/wellbeing/leigh-park-community-centre/>
- **Phoenix Community Centre, Crookhorn** is owned by Portsmouth City Council and leased to the Phoenix Community Association. It has a large hall available to hire, a member's bar, entertainment and various classes.
- **Springwood Community Centre, Waterlooville** - offers a wide and diverse range of activities including pre-school, 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 and kitchen. It is owned by HBC and managed by the Springwood Community Foundation: <https://springwoodcc.co.uk/>
- **Stride Community Centre, Denvilles** - opened in 2016 and built as part of the Barratt David Wilson Homes development at Nursery Fields, Denvilles. Owned by Havant Borough Council and

leased to Havant In Common Community Interest Company<sup>65</sup> it includes a hall able to seat 80 people, kitchen and outdoor space. Hosting a number of activities for local residents, including parent and toddler groups, sections of Girlguiding, 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 the car park for the Asda Superstore. The community centre is run by the Waterlooville Area Community Association which was established in 1974 and became a Charitable Incorporated Organisation (CIO) in April 2016. The Centre is the appointed local Crises Rest Centre in the event of an emergency. It has rooms for hire with capacities ranging from 12 persons up to 200 persons and accommodates a wide range of activities and community functions for all ages from babies to the elderly. Fundraising is also part of the rationale not only to support the community events but also towards the repair and upgrading of the facilities. Newlands Community Hall (within the Waterlooville Major Development area) is also available to book.
- **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 activities.

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<sup>65</sup> As at July 2024, being managed by HBC until replacement CIC in place which is still being progressed.

## Other Buildings Owned by Havant Borough Council and Used by the Community

Property	Location			Property Type
Havant Men's Shed Building, 43 Fraser Road	Fraser Road	Bedhampton	PO9 3EJ	Community Building
Cowplain Recreation Ground Pavilion (Waterlooville Men's Shed)	Padnell Road	Cowplain	PO8 8EH	Community Building
The Emsworth Centre	South Street	Emsworth	PO10 7EG	Community Building
North Emsworth Hall (formerly SYRCH)	Lutman Street	Emsworth	PO10 7BJ	Community Building
Emsworth Museum, 10b North Street	North Street	Emsworth	PO10 7DD	Community Building
Scout Hut Emsworth	Conigar Road	Emsworth	PO10 7SZ	Community Building
The Spring Arts Centre (incorporating the old museum building)	56 East Street	Havant	PO9 1BS	Community Building
Scout Hut, 125 Kings Road	Kings Road	Hayling Island	PO11 0PE	Community Building & Land
Girl Guides Association, Radford Hall	Beach Road	Hayling Island	PO11 0JD	Community Building & Land
The Meeting Place	Elizabeth Road	Waterlooville	PO7 7LY	Community Building
Scout Hall, Padnell Avenue	Padnell Avenue	Waterlooville	PO8 8DT	Community Building
Scout Hut, Waterlooville Recreation Ground (Jubilee Park)	Milton Road	Waterlooville	PO7 6AW	Community Building & Land
Scout Hall, Milton Road	Milton Road	Waterlooville	PO7 6AW	Community Building & Land
Cadets Association Hall	Forest End	Waterlooville	PO7 7AE	Community Building & Land

## **Havant Borough Council Car Parks**

### **Havant Borough Council Pay and Display Car Parks by Area**

#### **EMSWORTH**

South Street  
Palmers Road  
North Street

#### **HAVANT**

East Pallant  
Elmleigh Road  
Town End House  
Prince George's Street  
Civic Centre Road - North  
Civic Centre Road - East  
Civic Offices East

#### **LEIGH PARK**

Southmoor Lane  
Greywell  
Tidworth Road

#### **HAYLING ISLAND**

Elm Grove  
Health Centre  
Mengham Lane  
Hayling Island Beachfront  
Beachlands/Royal  
Bound Lane  
Central  
Chichester Avenue  
Eaststoke  
Ferry Road  
The Nab  
West

#### **WATERLOOVILLE**

Mission Lane  
Wellington Way  
Rockville Drive

### **Havant Borough Council Car Parks with no Charging**

#### **EMSWORTH**

Bridge Road Emsworth  
Emsworth Recreation Ground  
Hollybank Recreation Ground

#### **HAVANT/LEIGH PARK**

Broadmarsh North  
Broadmarsh South  
Bedhampton Social Hall  
Bidbury Mead  
Hooks Lane Rec North (Rugby Club)  
Hooks Lane Rec South (St Johns Ambulance)  
Front Lawn Recreation Ground  
Bartons Green Recreation Ground

**HAYLING ISLAND**

St Marys Road  
Copse Lane  
Hayling Recreation Ground North  
Fairmead Court  
Hayling Recreation Ground NE Car Park  
Station Road  
Wheatlands Ave  
Gunsite  
Legion Field  
Mengham Park  
Langstone Bridge  
North Hayling Halt

**WATERLOOVILLE**

Ladybridge Road  
Purbrook Heath Recreation Ground  
Purbrook A3 London Road  
Stakes Lodge Activity Centre  
Waterlooville Community Centre  
Waterlooville Recreation Ground (Rowlands Ave)  
Waterlooville Recreation Ground (Milton Rd)  
Wecock Open Space  
Westbrook Farm (Off Tempest Ave)  
Borrow Field Recreation Ground  
Waterlooville Leisure Centre  
Padnell Road

## Sports and Leisure (Including Play)

### Play Areas

Avenue Road, Hayling Island PO11 0LX  
Bartons Green, Havant PO9 5QA  
Beachlands East and West, Hayling Island PO11 0AG  
Bidbury Mead, Bedhampton PO9 3JG  
College Road, Purbrook PO7 8AA  
Cowplain Recreation Ground, Padnell Road, PO8 8EH  
Diamond Jubilee Recreation Ground PO10 7PT  
Elizabeth Road PO7 7NN  
Fielders Park PO7 5PX  
Front Lawn PO9 5HR  
Gauntlett Park PO7 5JS  
Hampshire Farm PO10 7RP  
Havant Park PO9 1QF  
Hayling Park PO11 0HB  
Hollybank Recreation Ground PO10 7TA  
Kings Road PO11 0PD  
Legion Road PO11 9ES  
Locks Farm PO9 2UU  
Longwood Park PO8 8JW  
Mengham Park PO11 9NJ  
Purbrook Heath PO7 5RU  
Scratchface Recreation Ground PO9 3NQ  
Southwood Road PO11 9FD  
Spencers Field PO10 7XS  
Stakes Lodge PO7 8BJ  
Stockheath Common PO9 5HQ  
St Albans Green PO9 2HP  
St Christophers PO9 3TJ  
St Clares Avenue PO9 4JF  
Waterlooville Recreation Ground PO7 6AN  
Westbrook Open Space PO8 9AY

### Swimming

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

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

Sports & Activity Halls There are 26 sports halls and activity halls on 24 sites across Havant Borough. The stock is relatively old; however, there is a good track record of modernisation<sup>66</sup> of the sports hall stock. All have been refurbished except Havant Leisure Centre, Purbrook School and Oakfield's Catholic School and 6th Form.

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<sup>66</sup> Modernisation is defined as one or all of the following: sports hall floor being replaced with a sprung timber floor, the lighting system upgraded or the changing accommodation upgraded.

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

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

### Fitness Suites

Within the borough there are 2 pay and play fitness suites<sup>67</sup> operated on behalf of Havant Borough Council at with 310 individual pieces of fitness equipment (stations); and 9 commercial facilities. Together these provide a total of 765 fitness stations. Based on there being 310 pay and play community accessible fitness stations in Havant, against demand for 343 fitness stations, there is a current under-supply of -33 stations. In reality, there will be people using the commercial health and fitness facilities. Therefore, under-supply is likely to be less than -33 stations.

### Bowling

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

### Squash

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

### Other

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

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.

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<sup>67</sup> A room with exercise equipment in a leisure centre, similar building or purpose specific premises.

## Doctor's Surgeries Within the Borough

**Data warning:** The table below provides data for GP practices that are located within the borough and has been obtained using the search facility on the NHS website

<https://www.nhsbsa.nhs.uk/prescription-data/organisation-data/practice-list-size-and-gp-count-each-practice>

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. The data was last updated May 2024.

<b>Surgery / Practice Name</b>	<b>Address</b>	<b>Local Plan Area</b>	<b>No. of GPs</b>	<b>Registered Patients</b>	<b>Accepting Patients</b>
Emsworth Surgery	North Street House 6 North Street Emsworth Hampshire PO10 7DD	Emsworth	12	15,015	Yes
Homewell Curlew Practice	Havant Health Centre Civic Centre Road Havant PO9 2AQ	Havant & Bedhampton	7	15,173	Yes
The Bosmere Medical Practice	Bosmere Medical Centre Solent Road Havant PO9 1DQ	Havant & Bedhampton	15	19,155	Yes
Blossom Health Havant & Bedhampton (formerly Staunton Surgery and Park Lane Medical Centre)	Havant Health Centre Civic Centre Road Havant PO9 2AQ and 82 Park Lane Bedhampton Hampshire PO9 3HN	Havant & Bedhampton	13	16,792	No
The Elms Practice	Hayling Island Health Centre Elm Grove Mengham Hayling Island Hampshire PO11 9AP	Hayling Island	8	9,331	Yes

Waterside Medical Practice	Hayling Island Health Centre Elm Grove Hayling Island PO11 9AP	Hayling Island	11	8,696	Yes
Oaks Healthcare	26-30 London Road Cowplain Waterlooville Hampshire PO8 8DL	Waterlooville	13	16,649	Yes
The Village Practice	Cowplain Surgery 133 London Road Cowplain Hampshire PO8 8XL	Waterlooville	4	4,569	Yes
The Vine Medical Group – Forest End Site	Forest End Waterlooville Hampshire PO7 7AH	Waterlooville	18	26,045	Yes
– Health Centre Site	Dryden Close Waterlooville Hampshire PO7 6AL				
– Westbrook Site	1 Aintree Drive Waterlooville Hampshire PO7 8NE				
- Stakes Lodge	3a Lavender Road Waterlooville Hampshire PO7 8NS				
Portsdown Group Practice, covers 6 locations – 5 in Portsmouth, 1 in borough)	Crookhorn Lane Surgery Crookhorn Lane Purbrook Waterlooville PO7 5XP	Waterlooville	36	62,305	Yes

A list has not been compiled for Dental Provision but further information can be found from:  
<https://www.nhs.uk/service-search/find-a-dentist>

## **Bus Services Operating Within the Borough**

**First D1/D2:** Waterlooville - Denmead - Hambledon

**First 7:** Portsmouth - Cosham - Waterlooville - Wecock Farm

**First 7A:** Southsea - City Centre - Crookhorn - Oaklands School (school days only)

**First 8:** The Hard - City Centre - Cosham - Waterlooville - Clanfield

**Stagecoach 20:** Havant - Q.A. Hospital - The Hard

**Stagecoach 21:** Havant - Leigh Park - Farlington - Anchorage Park - The Hard

**Stagecoach 23:** Leigh Park - Havant - Cosham - North End - The Hard - Southsea

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

**Stagecoach 30/31:** Havant - Hayling Island circular

**Stagecoach 37:** Havant - Waterlooville - Clanfield - Petersfield

**Stagecoach 39:** Havant - Leigh Park - Waterlooville - Wecock Farm

**Stagecoach 700:** Chichester - Havant - The Hard

School only services:

**First 654 Oaklands School and HSDC South Downs Campus**

**First SD4 HSDC Havant Campus**

**First SD5 HSDC Havant Campus**

Information retrieved from:

<https://www.havant.gov.uk/transport-projects/getting-and-around-havant/bus-and-coach-services>

# Appendix 2: Solution Tables

## Appendix 2A: Solution Tables (Excluding Southleigh)

Ref	Infrastructure Type/ Local Plan Area	Location/Project	Delivery Organisation(s)	Indicative Cost (rounded to nearest £1000)	Funding Source(s)	Timing	Comments Incl. Funding Updates
	Education	Early Years					
E001	Emsworth	Approx. 25 places from new development	HCC; private providers	£250,000	HCC or commercial enterprise; developer funding	Variable	Estimated building cost. Providers are available to lease if suitable premises can be found; provision in community buildings or by the provision of a site to enable a private build
E002	Havant & Bedhampton	Approx. 130 places from new development	HCC; private providers	£250,000	HCC or commercial enterprise; developer funding	Variable	Estimated building cost. Providers are available to lease if suitable premises can be found; provision in community buildings or by the provision of a site to enable a private build
E003	Hayling Island	Approx. 60 places from new development	HCC; private providers	£250,000	HCC or commercial enterprise; developer funding	Variable	Estimated building cost. Providers are available to lease if suitable premises can be found; provision in community buildings or by the provision of a site to enable a private build
E004	Leigh Park	Approx. 20 places needed in a community facility	HCC; private providers	£0	HCC or commercial enterprise; developer funding	Variable	Providers are available to lease if suitable premises can be found; There is capacity in Leigh Park and West Leigh
E005	Waterlooville	approx.90 places from new development	HCC; private providers	£250,000	HCC or commercial enterprise; developer funding	Variable	Estimated building cost. Providers are available to lease if suitable premises can be found; provision in community buildings or by the provision of a site to enable a private build
	Education	Primary and Secondary Schools and 16+					
	Emsworth	See Southleigh Strategic Site Table B					
E006	Havant and Leigh Park	Some expansions to primary schools may be required to meet the need from a particular development	HCC	£5,200,000	HCC and S106	Variable	Would need to be funded through Developer Contributions. Current 1fe expansion of infant and junior school costing circa £5.2million. Inflation would increase cost, plus BNG and the cost of climate change. Site abnormalities will also increase costs

Ref	Infrastructure Type/ Local Plan Area	Location/Project	Delivery Organisation(s)	Indicative Cost (rounded to nearest £1000)	Funding Source(s)	Timing	Comments Incl. Funding Updates
E007	Havant and Leigh Park	Some expansions to secondary schools may be required to meet the need from a particular development	HCC	£9,250,000	HCC and S106	Variable	Would need to be funded through Developer Contributions. Current 2fe expansion of secondary school costing circa £9.25million. Inflation would increase cost, plus BNG and the cost of climate change. Site abnormalities will also increase costs
E008	Hayling Island	Some expansions to primary schools may be required to meet the need from a particular development	HCC	£5,200,000	HCC and S106	Variable	Would need to be funded through Developer Contributions. Current 1fe expansion of infant and junior school costing circa £5.2million. Inflation would increase cost, plus BNG and the cost of climate change. Site abnormalities will also increase costs
E009	Hayling Island	Some expansions to secondary schools may be required to meet the need from a particular development	HCC	£9,250,000	HCC and S106	Variable	Would need to be funded through Developer Contributions. Current 2fe expansion of secondary school costing circa £9.25million. Inflation would increase cost, plus BNG and the cost of climate change. Site abnormalities will also increase costs
E010	Waterlooville and Cowplain	Some expansions to schools may be required to meet the need from a particular development	HCC	£5,200,000	HCC and S106	Variable	New primary school in development to serve West of Waterlooville Development, due to open September 2025. Additional places would need to be funded through Developer Contributions. Current 1fe expansion of infant and junior school costing circa £5.2million. Inflation would increase cost, plus BNG and the cost of climate change. Site abnormalities will also increase costs
E011	Waterlooville and Cowplain	Some expansions to schools may be required to meet the need from a particular development	HCC	£9,250,000	HCC and S106	Variable	Would need to be funded through Developer Contributions. Current 2fe expansion of secondary school costing circa £9.25million. Inflation would increase cost, plus BNG and the cost of climate change. Site abnormalities will also increase costs
E012	Havant and Waterlooville	New build on the Havant Campus to allow for future growth of the student	HSDC	£14,500,000	Further Education Condition	To 2026	

Ref	Infrastructure Type/ Local Plan Area	Location/Project	Delivery Organisation(s)	Indicative Cost (rounded to nearest £1000)	Funding Source(s)	Timing	Comments Incl. Funding Updates
		numbers (16- 19 funded); the refurbishment of the second floor of the Main Building which includes the replacement of the roof and installation of PV panels; improvement of the facades of a number of buildings and inter-connecting spaces across the South Downs and Havant campuses; enhancing the social spaces across all three campuses (including Alton) and refurbishment of the motor vehicle spaces in the East Building on the South Downs Campus			Transformation Fund and the Post 16 Capacity Fund		
	Emergency Services	Police					
	Boroughwide	No new infrastructure identified	Hampshire and Isle of Wight Constabulary	£0	N/A	N/A	N/A
	Emergency Services	Fire & Rescue					
	Boroughwide	No new infrastructure identified	Hampshire & Isle of Wight Fire and Rescue Service	£0	N/A	N/A	N/A
	Emergency Services	Ambulance					
	Boroughwide	No new infrastructure identified	SCAS	£0	N/A	N/A	N/A
	Emergency Services	Coastguard					
	Boroughwide	No new infrastructure identified	Maritime and Coastguard Agency	£0	N/A	N/A	N/A
	Green & Blue	Open Space and Green Infrastructure					

Ref	Infrastructure Type/ Local Plan Area	Location/Project	Delivery Organisation(s)	Indicative Cost (rounded to nearest £1000)	Funding Source(s)	Timing	Comments Incl. Funding Updates
<b>GB001</b>	Cowplain	Safety Improvements to Cowplain Recreation Ground Entrance	HBC	£51,321	CIL/HCC/Padnell Junior School	2025/26	Strategic CIL Bid Autumn 2024 for 50%
	<b>Green &amp; Blue</b>	<b>Flood and Coastal Erosion Risk Management</b>					
<b>GB002</b>	Havant	Broadmarsh Landfill Revetment - scheme to protect former landfill site	HBC	£16,700,000 (costs exclude risk)	HBC CIL, Regional Flood & Coastal Committee Local Levy funding	2024 - 2030	£76k of RFCC Local Levy funding was secured for the coastal defence feasibility study which is now complete. Following a successful bid for HBC Capital funding, the detailed design stage can proceed. Detailed Design commenced in 2025. Further funding would be needed to enable construction (approx. £15m). Coastal Partners, through the LGA Coastal SIG continue to work with Defra in the hope of unlocking future funding for coastal landfill sites at risk of erosion
<b>GB003</b>	Havant	Langstone Coastal Flood Erosion and Risk Management Scheme – to reduce flood risk to 53 properties and 4 businesses from present day flooding and a further 6 properties at risk from 2040	HBC, EA, HCC & private landowners	£17,980,000 (costs exclude risk)	Flood & Coastal Risk Management Grant in Aid, Regional Flood & Coastal Committee Local Levy funding, HBC, CIL, private landowners, S106.	2017 – 2027	Scheme with a 50 year life to better protect 63 homes and businesses from flooding and erosion and to better protect the access onto Hayling Island which is considered critical infrastructure
<b>GB004</b>	Havant	Conigar and Warblington – Habitat Creation	HBC, EA, Natural England, Chichester Harbour Conservancy, HCC & private landowners	£7,500,000 (costs exclude risk)	Private, FDGiA & external	2025 - 2034	Managed realignment by breaching the sea wall in the south-east of each site to create 9.7ha of intertidal habitat to contribute towards EA Habitat Compensation & Restoration Programme (HCRP) targets and enable future FCERM schemes in the region to proceed. Legal obligation to create new intertidal habitat to compensate for loss elsewhere within the Solent where there is a 'Hold the Line' Policy.

Ref	Infrastructure Type/ Local Plan Area	Location/Project	Delivery Organisation(s)	Indicative Cost (rounded to nearest £1000)	Funding Source(s)	Timing	Comments Incl. Funding Updates
							Scheme costs likely to increase significantly following more detailed feasibility study
<b>GB005</b>	Havant	Southmoor – Habitat Creation	EA, HBC, Natural England & private owners	£3,100,000 (costs exclude risk)	Flood & Coastal Risk Management Grant in Aid and other partners	On Pause	Indicative cost £800k to £3.1m. Subject to Landowner consent. Legal obligation to create new intertidal habitat to compensate for loss elsewhere within the Solent where 'hold the line' policy. Following the outline design stage of the scheme the project has been cancelled until further notice by the Environment Agency due to affordability issues
<b>GB006</b>	Hayling Island	Hayling Island Flood & Coastal Erosion Risk Management Strategy - strategic study of Hayling Island requirements for FCERM following on from North Solent Shoreline Management Plan (2010)	HBC, Environment Agency, Natural England, Chichester Harbour Conservancy, HCC, private landowners	£945,000 (costs exclude risk)	Flood & Coastal Risk Management Grant in Aid, CIL	2019 - 2024	The Strategy is funded by Flood Defence Grant in Aid, in conjunction with Havant Borough Council Community Infrastructure Levy. The final Strategy is now complete and was adopted by HBC on 18 December 2024 and is due to be adopted by the Environment Agency in 2025
<b>GB007</b>	Hayling Island	South Hayling Island Beach Management Activities (including Eastoke Drainage Improvements FCERM Scheme) – periodic nourishment and annual recycling of suitable beach material for flood and erosion defence	HBC, EA and private landowners	£3,700,000 (costs exclude risk)	Flood & Coastal Risk Management Grant in Aid	2024 - 2029	CP secured funding to undertake beach management activities to protect over 1500 properties from a 1/200yr return period flood event (0.5% annual exceedance probability)
<b>GB008</b>	Hayling Island	Selsmore and Mengham FCRM Scheme	HBC, EA, Chichester Harbour Conservancy, HCC & private landowners	£5,200,000 (costs exclude risk)	Flood & Coastal Risk Management Grant in Aid, HBC, CIL, private landowners	2027 - 2034	Scheme to protect over 180 homes by 2115 from flooding. Significant shortfall in FCRM GiA funding. Additional funding will need to be found to facilitate scheme delivery
<b>GB009</b>	Hayling Island	Northney – Habitat Creation	HBC, EA, Natural	£18,660,000	Flood & Coastal Risk Management	2024/5 – 2034/5	Subject to landowner consent

Ref	Infrastructure Type/ Local Plan Area	Location/Project	Delivery Organisation(s)	Indicative Cost (rounded to nearest £1000)	Funding Source(s)	Timing	Comments Incl. Funding Updates
			England, Chichester Harbour Conservancy, HCC & private landowners	(costs exclude risk)	Grant in Aid and other partners		Legal obligation to create new intertidal habitat to compensate for loss elsewhere within the Solent where 'hold the line' policy. Scheme costs likely to increase significantly following more detailed feasibility study
<b>GB010</b>	Hayling Island	Replacement for Groyne 3 Aid to Navigation	HBC	£71,000	HBC/CIL	2025-2026	Bid for Strategic CIL Autumn 24
<b>GB011</b>	Chichester Harbour	Chichester Harbour Adaptation and Investment Plan	HBC, EA, Natural England, Chichester Harbour Conservancy, private landowners	£1,726,000 (costs exclude risk)	Flood & Coastal Risk Management Grant in Aid	2025 - 2028	The proposed Chichester Harbour Investment & Adaptation Plan will set out a plan for the future management of the Chichester Harbour coastline, with a focus on environmental improvement, given the significant harm that historic coastal defences are having on the harbour environment, as evidenced by the 2021 condition review of Chichester Harbour by Natural England. Working together with regulators, stakeholders, landowners and the community, this plan will identify the preferred management options for the harbour coastline, by identifying key opportunities for habitat creation/improvement
<b>GB012</b>	Hayling Island	Eastoke FCERM scheme	HBC, EA and private landowners	£80,000,000 (costs exclude risk)	Flood & Coastal Risk Management Grant in Aid and other partners	2025 - 2035	The Eastoke FCERM Scheme will deliver a programme of phased defence schemes to reduce flood and erosion risk to 2848 residential properties at flood risk and 562 properties at erosion risk over the next 100 years on the Eastoke Peninsular. As all frontages share the same benefits, one scheme is needed to deliver all future schemes on the peninsular. Funds will need to be secured from a variety of sources for the delivery of this project

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<b>GB013</b>	Hayling Island	Northney FCERM scheme	HBC, EA and private landowners	£5,240,000 (costs exclude risk)	Flood & Coastal Risk Management Grant in Aid and other partners	2026 - 2034	Funds will need to be secured for the delivery of this project
<b>GB014</b>	Hayling Island	A3023 Flood Risk Study	HBC, EA and private landowners	£500,000 (costs exclude risk)	Flood & Coastal Risk Management Grant in Aid and other partners	2030 - 2033	Funds will need to be secured for the delivery of this study
<b>GB059</b>	Hayling Island	Tournerbury Farm Tactical Environmental Study	HBC, EA and private landowners	£13,000 (costs exclude risk)	Flood & Coastal Risk Management Grant in Aid and other partners	TBC	Funds will need to be secured from a variety of sources for the delivery of this project. Tactical environmental study to progress the site as a potential site for habitat creation under the EA Habitat Compensation & Restoration Programme (HCRP)
	<b>Green &amp; Blue</b>	<b>Harbours</b>					
	Boroughwide	No new infrastructure identified	N/A	£0	N/A	N/A	N/A
	<b>Green &amp; Blue</b>	<b>Drainage</b>					
<b>GB022</b>	Emsworth	Emsworth Sustainability & Resilience (S&R) Feasibility	Havant Borough Council (HBC)	£250,000	HBC/Community infrastructure Levy (CIL)/Local Levy	2026-2029	Undertake a feasibility study to look at options to reduce the impacts of surface water run-off and flood risk across the area
<b>GB023</b>	Havant	Prince George Car Park Sustainable Drainage System (SuDS)	HBC	£80,000	HBC/CIL/Local Levy	2026-2027	Design and deliver SuDS solution to clean surface water run-off from car park and to slow the water entering the Lavant Stream reducing surface water flood risk
<b>GB024</b>	Havant	Bidbury Mead Groundwater (GW)	HBC	£58,000	HBC/CIL	2025-2028	Design and deliver solution to ensure path through park is useable and available at all times of the year
<b>GB025</b>	Havant	Scratchface Lane Recreation Ground	HBC	£225,000	HBC/CIL	2027-2030	Using the open space to attenuate surface water flows in extreme events reducing the flooding impact within the area
<b>GB026</b>	Hayling Island	Northney Natural Flood Management (NFM)	HBC	£350,000	HBC/Local Levy	2024-2027	£184k HBC Capital funding secured
<b>GB027</b>	Hayling Island	Gunsite Car Park Sustainable Drainage System (SuDS)	HBC	£75,000	TBC	2025/26	Create SuDS within car park to ensure car park can be used all year without detriment to the historic site
<b>GB028</b>	Leigh Park	Greywell SuDS	HBC	£60,000	HBC/CIL	2024/25	£29k CIL secured, part implemented

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GB029	Leigh Park	Leigh Park S&R Feasibility	HBC	£350,000	HBC/CIL/Local Levy Southern Regional Flood and Coastal Committee (SRFCC)	2025-2029	Undertake feasibility study
GB030	Leigh Park	Leigh Park S&R Delivery	HBC	£1,000,000	HBC/CIL/Flood Defence Grant in Aid (FDGiA)/Southern Water/Other parties	2027-2035	Delivery of outcomes of feasibility study, estimated cost £5-10k
GB031	Leigh Park	Bartons Recreation Ground Flood Alleviation Study (FAS) - Feasibility	HBC	£250,000	HBC/CIL/Local Levy	2028-2030	Undertake feasibility Study to de-canalise the watercourse through the recreation ground to create further storage capacity within the park and slow the flow to reduce fluvial flood risk downstream
GB033	Waterlooville	Borrow Field Phase 2	HBC	£25,000	HBC	2025/26	Increase capacity and ensure surface water flows from the field do not impact or affect infrastructure such as the public highway
GB034	Waterlooville	Jubilee Field Phase 3	HBC	£100,000	HBC/Southern Water/SRFCC	2026/27	Daylight Surface Water Sewer in park to create greater storage creating wet woodland and increase Biodiversity
GB035	Waterlooville	Padnell Recreation Ground (South) NFM	HBC	£20,000	HBC	2024/25	Landscape southern area using bunds/ swales & french drain to better manage surface water runoff flows in the winter to mitigate and alleviate impacts on property. Currently in build
GB036	Waterlooville	Padnell Recreation ground (North) SuDS	HBC	£40,000	HBC	2025/26	Introduce rain gardens and swales to reduce impacts of surface water flooding access road to school
GB037	Waterlooville	Westbrook Open Space NFM	HBC	£75,000	HBC/Local Levy	2026/27	Reinstate the lost ditches and Ordinary Watercourses (OWC) create scrapes/swales and daylight surface water sewers to better manage surface water run-off and water resources in the natural environment
GB038	Waterlooville	Wecock Farm to Hart Plain S&R Feasibility	HBC	£325,000	HBC/Local Levy	2028-2031	Undertake a feasibility study to look at options to reduce the impacts of surface water run-off and flood risk across the area
GB039	Waterlooville	Purbrook S&R Feasibility	HBC	£275,000	HBC/Local Levy	2029-2032	Undertake a feasibility study to look at options to reduce the impacts of surface

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							water run-off and flood risk across the area
	<b>Green &amp; Blue</b>	<b>SPA Mitigation</b>					
<b>GB016</b>	Emsworth	Warblington Brent Goose & Wader Refuge	HBC	£299,000	Developer contributions towards habitat compensation	2021/22	Funds secured through S106, to offset development on Secondary Support Area and Low Use mainland sites in line with SWBGS
<b>GB017</b>	Havant & Bedhampton	Broadmarsh Brent Goose & Wader Refuge	HBC	£767,000	Developer contributions towards habitat compensation	2026/27	Funds secured through S106, to offset development on Secondary Support Area and Low Use mainland sites in line with SWBGS
<b>GB018</b>	Hayling Island	Hayling Island Brent Goose & Wader Refuge	HBC	£2,906,000	Developer contributions towards habitat compensation	2030/31	Funds secured through S106, to offset development on Secondary Support Areas and Low Use sites on Hayling Island. External funding will also be required to secure the entire area
	<b>Green &amp; Blue</b>	<b>Nutrient Neutrality</b>					
<b>GB015</b>	Emsworth	Warblington Nutrient Mitigation	HBC	£220,000	Developer contributions for nutrient neutrality and habitat compensation	2020-2043	Primary funding secured through s106 and LEP Growth Deal funding (£220,000). Future phases to be determined
	<b>Green &amp; Blue</b>	<b>Green Routes</b>					
<b>GB040</b>	Havant	Rusty Cutter Off Road Cycle Track (and other congestion relief measures)	HBC	£800,000	CIL / National Highways	2025 - 2027	The council is progressing a design with National Highways to provide an off-road cycle track and other congestion relief measures on the road linking the 'tear drop' junction on the A27 at Broadmarsh with the 'Rusty Cutter' Roundabout at Bedhampton. This would improve measures for active travel by providing a direct off-road route for pedestrians and cyclists travelling between Harts Farm

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							Way and Havant Road, avoiding the need to go round the large roundabout. Timing is dependent upon S278 works at the junction relating to the 'Forty Acres' development, and a bid to National Highways for Designated Fund support as match funding. Current funding available = £400,000 CIL
<b>GB041</b>	Borough & Cross Boundary	King Charles III England Coastal Path – coastal route that meets the requirements of the 2009 Act	HCC, HBC, Natural England	£500,000	TBC	2024/25	Nominal cost of £500K. Portsmouth to South Hayling stretch, at Stage 5: Open (not yet available for public use - work to establish the route is currently taking place). South Hayling to East Head stretch, at Stage 5: Open (not yet available for public use - work to establish the route is currently taking place)
<b>GB060</b>	Boroughwide	Climate Change drainage on HBC land/Open Space/Car Parks etc.	HBC	£3,000,000	HBC CIL	From 2025	Opportunities for 'exemplar' schemes in preparation for the various 'Sustainability and Resilience' area-wide projects
<b>GB042</b>	Emsworth	Redlands Lane – upgrade footpath section to bridleway/byway	HCC	£300,000	Developer funding, CIL	Not known	Nominal cost of £300K
<b>GB043</b>	Havant and Leigh Park	From Leigh Park and Havant to Sir George Staunton Country Park - sustainable transport corridors (identify and improve)	HCC in partnership with PfSH, NE, HBC, the Ramblers, BHS, CTC, FC and landowners	£2,500,000	Developer funding augmented by public grant schemes	After 2024	The Havant LCWIP identifies a network of routes linking the Country Park to its environs. Some of these links will be provided under S106 or S278 agreements with Portsmouth Water/Southern Water as part of the Havant Thicket Reservoir development (see below). As a minimum will include upgrading Bridleway 120 to Cowplain (Park Lane)
<b>GB044</b>	Havant and Leigh Park	Havant Thicket Reservoir Project – provision of improved connectivity to and from the reservoir	Forestry Commission, HCC.	£300,000	TBC	2029	Indicative cost in excess of £330k as part of delivery of wider reservoir project

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GB045	Hayling Island	Improvements to make the Billy Trail part of active travel infrastructure	HCC/HBC	£3,600,000	ATF9 funding for resurfacing the southern section	Expected implementation in 2027	Phased implementation (starting in 2024) of surface improvements to the National Cycle Network route including erosion resilience and with options of re-routing the Trail inland at a small number of locations. Active Travel Fund round 4 funding from DfT has enabled Phase 1 of these improvements to be designed ready for implementation by HCC in 2024. Implementation of the next phase (1km at the south end) in the latter part of 2026. Exact detail to be confirmed to HCC by Department for Transport / Active Travel England.
GB046	Leigh Park	Bushy Lease Strategic Sustainable Access Route – footpath/cycleway from Park House Farm Way to Fitzwygram Way	HBC, Environment Agency, Hampshire Wildlife Trust, Groundwork Solent and HCC	£399,000	CIL, S106	2025-27	Estimated cost in excess of £373K. Surfaced off road route includes upgrading of FP508 and new bridge across Hermitage Stream. Funding currently sufficient to implement an unbound surfaced path (to establish route) which is required by the Dunsbury Park development's S106 agreement. Planning application to be submitted to allow build in 2025. Future development of the route to asphalt surface will depend on progress with crossing A3M J3 proposals, part of Berewood MDA S106
GB047	Waterlooville	Hambledon Road/Elettra Avenue/Milton Road	HBC – CIL, WCC - CIL	£304,696	HBC CIL	2024-26	Package of works to extend and connect the cycle routes around the Milton Road Roundabout including the first funded stage of a new segregated cycle route along Hambledon Road which will eventually connect to the route towards Denmead. Expected implementation in stages expected to start in 2025. Preliminary design complete. Straddles

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							borough boundary with WCC. HBC element £304,696
<b>GB061</b>	Jubilee Park South west corner	SuDs Drainage	HBC	£100,000	HBC CIL	2025/26	Likely to be Property-led; existing drainage issue affecting adjacent property (Land Drainage Act)
<b>GB048</b>	Purbrook	Gauntlett Park Accessibility	HCC	£130,000	HCC, HBC CIL	2024/25	Accessible footway (wide enough for future designation as cycle route) between Purbrook and Crookhorn, linking school sites with a DDA-compliant gradient path
<b>GB049</b>	Emsworth	Havant Road Cycle Route	HCC/DfT	£2,000,000	HCC, DfT	Unknown	Works estimated to be in excess of £2m. Havant LCWIP has identified requirement to upgrade cycling facilities along this important east-west route to cater for growing numbers of users, and to adopt current design standards. This has the potential to link to DfT-led upgrades along the A259 in West Sussex as a result of development in Southbourne
<b>GB050</b>	Waterlooville	Stakes Hill Road	HCC/Sustrans	£4,000,000	HCC, Sustrans, DfT, developers	Unknown	Works estimated to be in excess of £4m. Completion of the off-carriageway cycle route between Crookhorn Lane and Waterlooville Town Centre, as identified in the Havant LCWIP. Includes upgrading existing off-road facilities to current standards. Scheme would include redesigning Crookhorn Lane/ Purbrook Way Junction to improve accessibility for vulnerable road users/active travel, which is a S278 requirement of the Berewood MDA development

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GB051	Havant/Leigh Park	Petersfield Road	HCC/Sustrans	£4,000,000	HCC, Sustrans	Unknown	Works estimated to be in excess of £4m. Comprehensive re-engineering of the Petersfield Road corridor from Wakefords Way south to Crossland Drive, to provide cycle facilities in accordance with current standards. Likely to include removal of subways at Stockheath Road and Crossland Drive and their replacement with at-grade crossing features
GB052	Havant	New Road Roundabout	HCC	Estimated £1,500,000, HCC to confirm	HCC, DfT	HCC to confirm	Completion of cycle route linking Barncroft Way with Elmleigh Road, extending the recently completed scheme in Elmleigh Road westwards around the roundabout to the main gate of Havant College in Barncroft Way
GB053	Hayling Island	East-west links to Billy Trail	HCC	£400,000	HCC, HBC CIL, developers	2024-26	A number of improvements to various east-west links at points across the urban south of the Island, improving access to the Billy Trail. Including (but not limited to) FP521 at Saltmarsh Lane and FP101 at Legion Field. £63k CIL in place for FP521 and FP101 (Legion Field connection)
GB054	Hayling Island	Bus Improvement Measures	HCC	£130,000	HCC, HBC CIL, developers	2025-28	Remaining, outstanding works to bus stop waiting facilities at various points across the urban south of the Island, as identified in the 'Hayling Island Accessibility Feasibility Study' 2017
GB055	Hayling Island	Hayling Seafront Signage	HBC	£175,000	HBC	2025-26	£50K Strategic CIL already granted, balance requested October 2024
GB058	Waterlooville	Hulbert Road	HCC	£5,000,000	HCC, DfT, developers, Sustrans	Unknown	Creation of an off-carriageway segregated cycle route between London Road and A3M J3 (thus linking to Bushy Lease project, see above) to complete a direct active travel route between Havant and Waterlooville Town Centres.

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							Feasibility design complete. Possible phased implementation
	Health	Primary Care					
H001	Emsworth	Emsworth Medical Practice	ICB	£920,000	ICB	To be confirmed	Extension to the existing surgery above the existing flat roof to deliver additional clinical accommodation, increasing capacity for the delivery of primary care services and improving patient access
H002	Havant/ Leigh Park	The Bosmere Medical Practice	ICB	£TBC	ICB	To be confirmed	The ICB is currently undertaking a review of how additional infrastructure capacity can be created via a reconfiguration, extension or a new build.
H003	Havant/ Leigh Park	Homewell Curlew Practice	ICB	£100,000	ICB	To be confirmed	Internal reconfiguration, including reorganisation of under-utilised waiting room space to accommodate administrative functions, thereby releasing clinical space to create two new consultation rooms.
H004	Hayling Island	The Elms Practice	ICB	£2,000,000	ICB	To be confirmed	Extension to increase capacity for the delivery of primary care services and improve patient access for local residents, subject to funding availability, the approval of a Business Case and Integrated Care Board (ICB) approval.
H005	Hayling Island	Waterside Medical Practice	ICB	£2,400,00	ICB	TBC	Extension to increase capacity for the delivery of primary care services and improve patient access for local residents, subject to funding availability, the approval of a Business Case and Integrated Care Board (ICB) approval.
H006	Leigh Park	Blossom Health Medical Centre	ICB	£600,000	ICB	By 2029	Internal reconfiguration of under-utilised accommodation at Blossom Health, enabling the creation of additional clinical rooms following consolidation of services onto a single site.

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H007	Waterlooville	Oaks Healthcare	ICB	£200,000	ICB	To be confirmed	Reconfiguration of the site, which may include expansion into non-General Medical Services. The new premises would improve patient access and support the sustainable delivery of primary healthcare services, subject to funding availability, the approval of a Business Case and Integrated Care Board (ICB) approval.
H008	Waterlooville	Portsdown Group Practice: Crookhorn Lane Surgery	ICB	£500,000	S106 Other sources	To be confirmed	Internal reconfiguration and extension of the Crookhorn Lane site.
H009 A-D	Waterlooville	Vine Medical Group	ICB	£10,000,000	ICB	To be confirmed	New, purpose-built GP surgery for Vine Medical Group, which may include the consolidation of existing sites to provide a centralised and scalable healthcare facility.
		Vine Medical Group: Stakes Lodge Surgery					
		Vine Medical Group: Waterlooville Health Centre					
		Vine Medical Group: Westbrook Surgery					
		Vine Medical Group: Forest End Surgery					
H010	Waterlooville	The Village Surgery	ICB	£TBC	ICB	To be confirmed	The ICB is currently undertaking a review of how additional infrastructure capacity can be created via a reconfiguration, extension or a new build.
	<b>Health</b>	<b>Acute Care</b>					
	Boroughwide	No new infrastructure identified	N/A	£0	N/A	N/A	N/A
	<b>Social</b>	<b>Extra Care</b>					
S001	Boroughwide	Extra Care Housing	HCC in partnership with HBC, registered providers of affordable housing and	£12,000,000	HCC Capital Programme, HCA, HBC, Developers	In tandem with housing development	£12m nominal cost. Linked to projected growth in 55+ population. Projected demand affordable Extra Care for the borough is 154 units

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			private sector providers				
	Social	Community Centres and Car Parking					
S002	Emsworth	Emsworth Museum	HBC	£60,000	Not identified	2026 (1) 2027 (2)	(1) Replace flat roof and upgrade to warm roof (2) Replace sash windows
S003	Havant	Bedhampton Community Centre	HBC	£40,000	Not identified	2029	Replace flat roof and upgrade to warm roof
S004	Havant	The Spring Arts Centre (incorporating the old museum building)	HBC	£141,000	Not identified	2024 (1) 2024 (2) 2024/27 (3) 2026/27 (4) 2026/27 (5) 2027 (6) 2029 (7)	(1) Replace boiler & upgrade controls (2) Replace and upgrade dormer windows (3) Upgrade light fittings to LED (4) Replace Saltings Room circulation fans (5) Replace single glazed windows and door (6) Replace front flat roof and glazed atrium (7) Replace rear flat roof
S005	Havant	Havant Men's Shed Building, 43 Fraser Road	HBC	£50,000	Not identified	2026	Potential capital works to new premises (once found)
S006	Hayling Island	Hayling Island Community Centre	HBC	£170,000	Not identified	2025 (1) 2025/27 (2) 2028/29 (3) 2025 (4)	(1) Replace flat roof & upgrade insulation. (2) Replace light fittings & upgrade (3) Replace main hall ventilation equipment (4) Solar installation opportunity
S007	Leigh Park	Leigh Park Community Centre – replacement	HBC with partners	£450,000	Not identified	Not known	Nominal cost £450k. Part of Leigh Park Centre Community and Wellbeing Hub regeneration project which is at feasibility stage. Alternative plans below
S008	Leigh Park	Leigh Park Community Centre	HBC	£350,000	Not identified	2024/25 (1) 2025/26 (2) 2026 (3)	Nominal cost £350k. (1) Replace water heater with condensing boiler

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						2026/27 (4) 2028 (5)	(2) Replace ventilation plant (3) Replace boiler plant (4) Replace light fittings & upgrade to LED (5) Replace main hall roof and roof windows
<b>S009</b>	Waterlooville	Cowplain Activity Centre	HBC	£175,000	Not identified	2025 (1) 2026 (2) 2028 (3) 2029 (4)	Nominal cost £175k. (1) Upgrade Lighting (2) Replace flat roof and upgrade to warm roof (3) Replace main hall ventilation equipment (4) Replace boilers and associated plant
<b>S010</b>	Waterlooville	The Acorn Centre, 3 The Kestrels, 76 Eagle Avenue	HBC	£175,000	Not identified	2025/27 (1) 2025/26 (2) 2026 (3) 2027 (4)	Nominal cost £175k. (1) Replace light fittings & upgrade to LED (2) Replace water heater with condensing boiler/heat pump. (3) Replace gas fired heaters in main hall (4) Replace ventilation equipment
<b>S011</b>	Waterlooville	Waterlooville Area Community Centre, 10 Maurepas Way	HBC	£100,000	Not identified	2025/26 (1) 2026 (2)	Nominal cost £100k. (1) Upgrade water main (2) Replacement of flat roof and upgrade to warm roof
<b>S012</b>	Waterlooville	Springwood Community Centre, 110 Springwood Avenue	HBC	£50,000	Not identified	2024/25 (1) 2026 (2)	Nominal cost £50k. (1) Upgrading fans and controls to air handling unit to achieve carbon reduction (2) Solar installation opportunity
<b>SO48</b>	Havant	EV Charging at Plaza	HBC	£110,000	CIL	2025/26	
<b>SO49</b>	Locations to be determined	EV Charging HBC Car Parks	HBC	£104,000	CIL	2025/26	
	<b>Social</b>	<b>Leisure – Built Sports Facilities</b>					
<b>S013</b>	Emsworth	Emsworth Recreation Ground – Pavilion and changing rooms refurbishment	Havant Borough Council/Emsworth Cricket Club	£400,000	CIL/S106/Club fundraising	By 2026	£204k funding secured. Project scaled back to meet shortfall in budget and to be delivered by 2026

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S014	Emsworth	Hollybank Recreation Ground – Full replacement of pavilion and changing rooms	Havant Borough Council/ Hampshire FA/Hampshire Cricket/Emsworth Youth FC	£500,000	CIL/S106/Club fundraising/Football Foundation	By 2035	Nil funding secured for delivery. Delivery subject to feasibility works which include development of appropriate management model
S015	Havant	Havant Leisure Centre – Full replacement of Leisure Centre with modern wellbeing hub	Havant Borough Council/Horizon Leisure	£50,000,000	CIL/Horizon Leisure Trust/Sport England/government Regeneration funding streams	By 2035	High priority. Nil funding secured for delivery. To be considered within wider regeneration ambition for Civic Plaza area. Initial feasibility and scoping required
S016	Havant	Havant & South Downs College (Havant Campus) - 2x artificial turf hockey pitches, clubhouse facilities & car parking	Havant Hockey Club/England Hockey/Havant & Southdowns College	£3,000,000	CIL/Havant Hockey Club Fundraising	By 2030	Nil funding secured for delivery. Ongoing feasibility works and negotiation on lease terms for Hockey Club
S017	Havant	Hooks Lane Rugby Pitches – Improved drainage system, levelling, and re-grading of pitches	Havant Rugby Club/RFU/Havant Borough Council	£1,000,000	CIL/Havant Rugby Club Fundraising/RFU	By 2035	Nil funding secured for delivery
S018	Havant	Havant Park - Provision of cricket net facilities	Havant Cricket Club/Havant Borough Council/ Hampshire Cricket	£50,000	CIL/Havant Cricket Club Fundraising/ Hampshire Cricket	By 2035	Nil funding secured for delivery
S019	Havant	Bidbury Mead – Rebuild of changing facilities	Havant Borough Council/Bedhampton Cricket Club/Hampshire FA/Hampshire Cricket	£500,000	CIL	By 2040	Nil funding secured for delivery

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S020	Havant	Bedhampton Bowls Club, Bidbury Mead - Replacement artificial bowls green	Bedhampton Bowls Club/Havant Borough Council	£200,000	CIL/Club Fundraising	By 2030	Club have some funds towards project
S021	Hayling Island	Hayling College - Full size 3g Football Pitch and ancillary facilities, including refurbished changing rooms	Hayling College/ Hampshire FA	£2,000,000	CIL/Football Foundation/Hayling College	By 2030	Nil funding secured for delivery
S022	Hayling Island	Hayling Park – Replacement of cricket nets	Hayling Cricket Club/Havant Borough Council/ Hampshire Cricket	£50,000	CIL/Hayling Cricket Club/Hampshire Cricket	By 2035	Nil funding secured for delivery
S023	Leigh Park	Front Lawn Recreation Ground – Small sided (9v9) 3g football pitch and storage facilities for grounds maintenance and football equipment	Havant Borough Council/ Hampshire FA	£1,000,000	CIL/Hampshire FA/Football Foundation/Havant & Waterlooville Youth FC	By 2035	Nil funding secured for delivery
S024	WaterlooVille	WaterlooVille Leisure Centre - Refurbishment and extension to provide improved gym, new group exercise studios, refurbished changing rooms, new padel courts and active travel connectivity	Havant Borough Council/Horizon Leisure	£3,000,000	HBC S106/ Winchester CIL/ Horizon Leisure	By 2027	Fully funded. Phased delivery to commence early 2025
S025	WaterlooVille	Cowplain Recreation Ground – Extension to community centre to include modern changing and toilet facilities	Havant Borough Council/ Hampshire FA	£500,000	CIL/Football Foundation	By 2040	Nil funding secured for delivery
S026	WaterlooVille	Purbrook Heath – Installation of new sports pitch drainage system	Havant Borough Council/ Hampshire Cricket/Purbrook Cricket Club	£175,000	S106/CIL	By 2027	£150,000 S106 secured. Shortfall £25,000 CIL funding application submitted. Delivery by 2027 subject to funding

Ref	Infrastructure Type/ Local Plan Area	Location/Project	Delivery Organisation(s)	Indicative Cost (rounded to nearest £1000)	Funding Source(s)	Timing	Comments Incl. Funding Updates
S027	Waterlooville	Oaklands Catholic School and Sixth Form – 3g artificial turf pitch compliant for Rugby and Football and new gen athletics facility alongside	Oaklands School/Hamps hire FA/RFU/England Athletics	£2,000,000	CIL/Oaklands School/Football Foundation/England Athletics/RFU	By 2040	Nil funding secured for delivery
S028	Boroughwide	Basketball Court refurbishments in parks across the borough.	Havant Borough Council/England Basketball	£950,000	CIL	By 2040	Estimated £50K per court. There are currently 19 courts. Nil funding secured for delivery. Awaiting CIL funding decision for application submitted for Bidbury Mead as a pilot scheme, August 2024
	<b>Social</b>	<b>Leisure – Play</b>					
S029	Havant	Scratchface Lane Play Area Refurbishment	Havant Borough Council	£95,000	Neighbourhood CIL	2024/25	Fully funded for delivery 24/25
S030	Havant	Nutwick Road Play Area Refurbishment	Havant Borough Council	£100,000	Neighbourhood CIL	2025/26	Unfunded. Funding to be applied for in 25/26
S031	Havant	Havant Park Play Area & Skatepark	Havant Borough Council	£250,000	Neighbourhood CIL	2026/27	Unfunded. Funding to be applied for in 26/27
S032	Havant	Hooks Lane Play Area Refurbishment	Havant Borough Council	£100,000	Neighbourhood CIL	2027/28	Unfunded. Funding to be applied for in 27/28
S033	Hayling Island	Avenue Road Play Area Refurbishment	Havant Borough Council	£150,000	Neighbourhood CIL, Veolia Environmental Trust	2024/25	Fully funded for delivery 24/25, subject to permissions
S034	Hayling Island	Southwood Road Play Area Refurbishment	Havant Borough Council	£120,000	Neighbourhood CIL	2026/27	Unfunded. Funding to be applied for in 26/27
S035	Waterlooville	Cowplain Recreation Ground Play Area Refurbishment	Havant Borough Council	£130,000	Neighbourhood CIL	2024/25	Fully funded for delivery 24/25
S036	Waterlooville	Elizabeth Road Play Area Refurbishment	Havant Borough Council	£120,000	Neighbourhood CIL	2025/26	Unfunded. Funding to be applied for in 25/26

Ref	Infrastructure Type/ Local Plan Area	Location/Project	Delivery Organisation(s)	Indicative Cost (rounded to nearest £1000)	Funding Source(s)	Timing	Comments Incl. Funding Updates
S037	Waterlooville	Gauntlett Park Play Area Refurbishment	Havant Borough Council	£130,000	Neighbourhood CIL	2025/26	Unfunded. Funding to be applied for in 25/26
S038	Waterlooville	Longwood Avenue Play Area Refurbishment	Havant Borough Council	£130,000	Neighbourhood CIL	2026/27	Unfunded. Funding to be applied for in 26/27
S039	Waterlooville	Purbrook Heath Play Area Refurbishment	Havant Borough Council	£130,000	Neighbourhood CIL	2027/28	Unfunded. Funding to be applied for in 27/28
	<b>Social</b>	<b>Libraries</b>					
S040	Emsworth	Increase the infrastructure and resources at existing Libraries to meet increased demand from developments, through the provision of: <ul style="list-style-type: none"> <li>• Additional or reconfigured space (accommodation)</li> <li>• Additional staff</li> <li>• Increased digital capacity and accessibility.</li> <li>• Additional provision of book-stock</li> </ul> Additional outreach such as Home Library Service expansion projects	HCC	£5,000	Developer Contributions/CIL	Not known	Nominal Cost £5,000. Timing and funding will be dependent on housing development and changes in demand
S041	Havant & Bedhampton		HCC	£15,000	Developer Contributions/CIL	Not known	Nominal Cost £15,000. Timing and funding will be dependent on housing development and changes in demand
S042	Hayling Island		HCC	£5,000	Developer Contributions/CIL	Not known	Nominal Cost £5,000. Timing and funding will be dependent on housing development and changes in demand
S043	Leigh Park		HCC	£5,000	Developer Contributions/CIL	Not known	Nominal Cost £5,000. Timing and funding will be dependent on housing development and changes in demand
S044	Waterlooville		HCC	£20,000	Developer Contributions/CIL	Not known	Nominal Cost £15,000. Timing and funding will be dependent on housing development and changes in demand
	<b>Social</b>	<b>Cemeteries and Crematoria</b>					
	Boroughwide	No new infrastructure identified	N/A	£0	N/A	N/A	N/A
	<b>Transport</b>	<b>Roads</b>					
T001	Boroughwide	Mitigation at individual key junctions set out in Transport Assessment	HBC and HCC	£60,000,000	CIL, HCC, S106 Solent LEP	Linked to delivery of sites	Interventions range from £3,700 to £30,000,000. Updated TA outstanding. Mitigation proposals in TA not definitive

Ref	Infrastructure Type/ Local Plan Area	Location/Project	Delivery Organisation(s)	Indicative Cost (rounded to nearest £1000)	Funding Source(s)	Timing	Comments Incl. Funding Updates
					government Funding		solution; further work and site specific testing needed
T013	Havant	Elm Lane/Park Road North Junction	HCC	£2,500,000	S106, HCC, government programmes	2026-28	Reconfiguring layout of junction to improve accessibility for NMUs (version of earlier scheme which provided a bus-only left turn link - now aimed at improving north-south pedestrian/cycle route on east side of carriageway)
T014	Havant	Park Road South	HCC	£3,000,000	HCC, DfT	Unknown	Improvements to Park Road South (northbound) between A27 junction and Solent Road to improve access to the Solent Retail Park
T015	Havant	Langstone Road	HCC	£2,500,000	HCC, DfT	Unknown	Measures to improve traffic flow southbound from the A27 onto the A3023 at Langstone including extending 2-lane merge section, plus bus lane and bus gate on roundabout circulatory to extend measures recently completed on Park Road South (southbound) under TCF programme
	Transport	Cycling & Walking					
T016	Boroughwide	Round the Borough Boundary Leisure Trail	HCC	£100,000	CIL, HCC, S106, Sustrans	2025-2028	Leisure walking route comprising targeted upgrades of existing public rights of way to form a mainland walking trail of the borough boundary. Could link to interpretation of environment, historic, cultural etc.
T002	Havant	Havant Cycling, Walking and Waterways Project	PfSH, HBC, EA	£400,000	Environment Agency (Water Environment Improvement Fund GiA); Havant Borough Council (CIL); emerging Local Cycling Walking Infrastructure	2025 - 2028	In excess of £400,000. Part of PfSH GI implementation Strategy

Ref	Infrastructure Type/ Local Plan Area	Location/Project	Delivery Organisation(s)	Indicative Cost (rounded to nearest £1000)	Funding Source(s)	Timing	Comments Incl. Funding Updates
					Network (LCWIP); possible National Lottery Heritage Fund bid; and other sources (to be determined)		
<b>T003</b>	Havant	Havant Shared Pedestrian and Cycle Bridge	HCC	£12,800,000	Network Rail, HCC, HBC, CIL	Expected start period Sept 2026.	Total funding committed by HCC and HBC £12.8m
<b>T004</b>	Havant	Warblington Railway Crossing Footbridge	HCC, Network Rail	£3,390,000	CIL; S106; Network Rail	When funding available	Cost estimate by Network Rail in January 2024
<b>T017</b>	Langstone	Southmere Link, Langstone Road	HCC	£50,000	S106, LTP/HBC/CIL/Local Levy	When development occurs	An east-west link across the north end of Southmere Field to connect Langstone Road/The Mallards Junction with the King Charles III England Coast Path south of Penner Road. Part of route could be quiet street within development
<b>T005</b>	Hayling Island	Hayling Billy Trail Realignment, Northern West Lane Area	HBC and HCC	£778,000	Solent LEP, S106, CIL	When funding available	Scheme at preliminary design stage as part of HCC funded study. No direct funding to implement. This would be first section of trail to be realigned
<b>T018</b>	Hayling Island	Billy Trail - Set back route	HCC/HBC	£2,500,000	S106, LTP/HBC/CIL/Local Levy	2030 - 2045	As erosion occurs, sections will need to be rolled back away from the active coast
<b>T019</b>	Hayling Island	Church Road to Higworth Lane	HCC/HBC	£300,000	HCC S106/HBC CIL	2029 - 2031	Further development of FP521 into an asphalt surfaced, all-weather route. Part of east-west route identified in HI Accessibility Study, and the LCWIP (route 262). Route currently partially affected by Hayling Island Holiday Park development
<b>T020</b>	Hayling Island	Legion Field	HBC	£250,000	HBC CIL	2030 - 2035	Upgrade of FP101 across Legion Field - featured in the HI Accessibility Study, improving access to north gate of school and included upgrading the Legion Road

Ref	Infrastructure Type/ Local Plan Area	Location/Project	Delivery Organisation(s)	Indicative Cost (rounded to nearest £1000)	Funding Source(s)	Timing	Comments Incl. Funding Updates
							car park as a drop-off for parents, taking pressure off Palmerston Road
<b>T021</b>	Hayling Island	Denhill Close to Billy Trail	HBC	£100,000	HBC CIL	2030 - 2035	Further development of FP521 into an asphalt surfaced, all-weather route. Part of east-west route identified in HI Accessibility Study, and the LCWIP (route 262)
<b>T022</b>	Hayling Island	Footpaths 88, 101, 102	HCC	£570,000	CIL, HCC	2025-2027	Further upgrade to all-weather surface providing eastern alternative route between Eastoke Corner and Mill Rythe, incorporating new LTN1/20 route along Rails Lane and online Public Right of Way upgrades (LCWIP route 262)
<b>T023</b>	Waterlooville	Waterberry Drive - North-west access from Angus Way cycle path into Brambles area	HBC/HCC	£500,000	HCC S106/HBC CIL	Beyond 2030	North-west access from Angus Way cycle path into Brambles area (linking to new retail and business developments) but complicated by need to renegotiate lease with Tileasy House occupants. Progress only likely if/when the negative effect of renegotiating the lease is reversed due to market conditions
<b>T024</b>	Waterlooville	New Horizon Leisure Route to Hambledon Road	HBC	£200,000	HBC CIL	2025 - 2028	Subject to Horizon Leisure development proposals, and support of HCC as highway authority for on-highway works
<b>T025</b>	Waterlooville	Hulbert Road to Sapphire Ridge	HCC/HBC	£1,000,000	HCC S106/HBC CIL	2028 - 2030	Northern connection - probably substantial ecology issues, and significant difference in levels needing a significant engineering input to achieve DDA compliance
<b>T026</b>	Waterlooville	Hulbert Road to Siskin Drive	HCC/HBC	£150,000	HCC S106/HBC CIL	Beyond 2030	Identified in Hulbert Road feasibility study for implementation but only possible when Hulbert Road Phase 3 (Friendstaple Road Roundabout to A3M Junction 3) is implemented

Ref	Infrastructure Type/ Local Plan Area	Location/Project	Delivery Organisation(s)	Indicative Cost (rounded to nearest £1000)	Funding Source(s)	Timing	Comments Incl. Funding Updates
T027	Emsworth-Havant	LCWIP Route 270.1 Emsworth to Havant – A259 Havant Road	HCC, HBC, developer	£1,083,000 - £2,068,000	Developer contributions (S106)	TBA with Highway Authority	In parallel with development
T028	Havant	LCWIP Route 270.2 Havant to Portsmouth border – Park Road South and North corridor	HCC, HBC, developer	£1,924,000 - £3,680,000	Developer contributions (S106)	TBA with Highway Authority	In parallel with development
T029	Havant-Warblington	LCWIP Route 275.3 North Street to Warblington railway station	HCC, HBC, developer	£3,242,000 - £3,449,000	Developer contributions (S106)	TBA with Highway Authority	In parallel with development
T030	Bedhampton – Havant - Westbourne	LCWIP Route 275.2 Bedhampton Railway Station to St Faith Church – West St, Emsworth Rd, Southleigh Road	HCC, HBC, developer	£1,572,000 - £1,628,000	Developer contributions (S106)	TBA with Highway Authority	In parallel with development
T031	Westbourne - Havant	LCWIP Route 277.3 Petersfield Road (B2149) to Westbourne – Southleigh Road	HCC, HBC, developer	£3,546,000 - £4,025,000	Developer contributions (S106)	TBA with Highway Authority	In parallel with development
T032	Leigh Park – Havant -	LCWIP Route 363.1 Leigh Park – Havant and South Downs College – Barncroft Way	HCC, HBC, developer	£863,000 - £1,885,000	Developer contributions (S106)	TBA with Highway Authority	In parallel with development
T033	Westbourne - Warblington	LCWIP 372.1 Southleigh Road – Warblington Railway Station	HCC, HBC, developer	£9,000 - £14,000	Developer contributions (S106)	TBA with Highway Authority	In parallel with development
T034	Boroughwide	West Street, Havant Leigh Road, Havant Civic Centre Road Boundary Way, Havant Market Parade, Havant St Georges Walk, Waterlooville Elettra Avenue, Waterlooville South of and under Havant bypass, Emsworth North Street, Emsworth Church Path, Emsworth	HCC, HBC, developer	TBC	Developer contributions (S106)	TBA with Highway Authority	Cycling and walking measures identified by the Strategic Transport Assessment (May, 2026) analysis not covered by the LCWIP.

Ref	Infrastructure Type/ Local Plan Area	Location/Project	Delivery Organisation(s)	Indicative Cost (rounded to nearest £1000)	Funding Source(s)	Timing	Comments Incl. Funding Updates
	Transport	Buses					
T005	Boroughwide	Improvements to the bus network (Hampshire Bus Service Improvement Plan (June, 2024))	HCC, HBC, bus operators	TBC	HCC, HBC, and others TBC	Medium (5-10 years)	Delivery of bus priority measures, investment in bus shelters and bus stops, improving safety and security for bus users, marketing, promotional fares initiatives, funding service enhancements for an initial period until these become self-sustaining and working with operators to invest in electric buses
T006	Boroughwide	Bus Rapid Transit – cross borough and connecting to Portsmouth	Solent Transport, HCC, HBC	£1,000,000	CIL; Transforming Cities Fund	Medium (5-10 years)	Nominal cost £1,000,000. Actual cost to be confirmed through business case. Joint Transforming Cities Bid identified package of measures across LA boundaries
T007	Havant	Full refurbishment of Havant Bus Station to modernise and bring up to a higher standard of passenger experience.	HBC	£2,000,000	HCC and others	2027/8	Options study to commence in 2025
	Transport	Rail					
T008	Havant	Improvements to Havant Station Entrances	Network Rail/rail operators	£150,000	Network Rail/rail operators	Unknown	Nominal cost £150,000
T009	Emsworth	Step free Access to Emsworth Station	Network Rail/rail operators	£4,000,000	Network Rail/rail operators	Unknown	
	Transport	Ferry					
	Hayling Island	No new infrastructure identified	N/A	£0	N/A	N/A	N/A
	Utilities	Electricity					
U001	Boroughwide	Reinforcement on the distribution network will be considered further at the planning application stage	SSEN	£0	Funding as per SSEN's Charging Statements for the Southern England Licence Area	To be determined	Nominal cost £0. Actual cost to be determined, however will be charged to particular developments
	Utilities	Gas					

Ref	Infrastructure Type/ Local Plan Area	Location/Project	Delivery Organisation(s)	Indicative Cost (rounded to nearest £1000)	Funding Source(s)	Timing	Comments Incl. Funding Updates
U002	Boroughwide	Connections to gas networks will be considered further at planning application stage	SGN	£0	Private Sector and developer/customer funding	To be determined	Nominal cost £0. Actual cost to be determined, however will be charged to particular developments
	Utilities	Water Supply					
U003	Boroughwide	Havant Thicket Reservoir including: new pipeline and potential requirement for additional water treatment infrastructure at Kingscroft Farm and Bedhampton Pumping Station	Portsmouth Water	£103,000,000	To be confirmed by OFWAT	Completion 2029	Reservoir under construction
U004	Boroughwide	Local water network reinforcement where required	Portsmouth Water	£0	Funded directly by the developer through the Infrastructure Charge	To be determined	Nominal cost £0. Actual cost to be determined, however will be charged to particular developments
	Utilities	Wastewater and Sewage Disposal					
U005	Havant	Budds Farm Wastewater Treatment Works	Southern Water	£18,000,000	Customer charges capped by Ofwat 5 yearly price reviews	2020-2025	Set out in AMP7 Business Plan. Upgrades include new storm tanks and pipework to increase capacity and provide greater resilience during extreme weather.
U006	Havant	Budds Farm Wastewater Treatment Works 2 (Phase 1)	Southern Water	£27,000,000	Customer charges capped by Ofwat 5 yearly price reviews	2025-2030	Solutions: "Sustainable drainage solutions in the community and increased & optimised storage capacity. We estimate we need to manage approximately 40.1 hectares of impermeable land in the area, by installing sustainable drainage systems (SuDS) (e.g. planting trees, installing raingardens, etc.). This may include the installation of at least 2733 household water butts and similar solutions for businesses and public buildings."
U007	Havant	Budds Farm Wastewater Treatment Works 1 (Phase 2)	Southern Water	£30,400,000	Customer charges capped by Ofwat 5 yearly price reviews	After 2030	Solutions: "Sustainable drainage solutions in the community and increased & optimised storage capacity. We estimate we need to manage

Ref	Infrastructure Type/ Local Plan Area	Location/Project	Delivery Organisation(s)	Indicative Cost (rounded to nearest £1000)	Funding Source(s)	Timing	Comments Incl. Funding Updates
							approximately 49.4 hectares of impermeable land in the area, by installing sustainable drainage systems (SuDS) (e.g. planting trees, installing raingardens, etc.). This may include the installation of at least 3364 household water butts and similar solutions for businesses and public buildings."
<b>U008</b>	Havant	Budds Farm Wastewater Treatment Works 1 (Phase 3)	Southern Water	£142,510,000	Customer charges capped by Ofwat 5 yearly price reviews	After 2030	Solutions: "Sustainable drainage solutions in the community and increased & optimised storage capacity. We estimate we need to manage approximately 174.1 hectares of impermeable land in the area, by installing sustainable drainage systems (SuDS) (e.g. planting trees, installing raingardens, etc.). This may include the installation of at least 11866 household water butts and similar solutions for businesses and public buildings."
<b>U009</b>	Emsworth & Cross-boundary	Thornham Wastewater Treatment Works	Southern Water	£4,930,000	Customer charges capped by Ofwat 5 yearly price reviews	2025-2030	Solutions: "Sustainable drainage solutions in the community and increased & optimised storage capacity. We estimate we need to manage approximately 7.3 hectares of impermeable land in the area, by installing sustainable drainage systems (SuDS) (e.g. planting trees, installing raingardens, etc.). This may include the installation of at least 571 household water butts and similar solutions for businesses and public buildings."
<b>U010</b>	Boroughwide	Specified allocated sites - provision and/or upgrade of local wastewater and sewerage infrastructure to service individual developments.	Developer with Southern Water	£0	Direct agreements between developers and Southern Water, facilitated by planning conditions	In parallel with development	Nominal cost £0. Precise requirements will need to be determined on a site by site basis as development comes forward

Ref	Infrastructure Type/ Local Plan Area	Location/Project	Delivery Organisation(s)	Indicative Cost (rounded to nearest £1000)	Funding Source(s)	Timing	Comments Incl. Funding Updates
U011	Havant	Priorsdean Crescent	Southern Water	£3,470,000	Southern Water	After 2030	Solution: Sustainable drainage solutions in the community and increased & optimised storage capacity. We estimate we need to manage approximately 6.2 hectares of impermeable land in the area, by installing sustainable drainage systems (SuDS) (e.g. planting trees, installing raingardens, etc.). This may include the installation of at least 421 household water butts and similar solutions for businesses and public buildings
	Utilities	Telecommunications					
U012	Boroughwide	All new developments and redevelopments - telephone and broadband services.	BT Openreach and Virgin Media	£0	Service providers in association with developers	In parallel with development	Nominal cost £0. New developments of 20 or more plots will be provided with services (Fibre to the Premises) free of charge by service providers but developers are required to engage at an early stage. Developers may be required to pay where smaller developments if insufficient spare capacity
	Utilities	Waste and Recycling					
U013	Boroughwide	Increase in waste collection vehicle fleet <ul style="list-style-type: none"> <li>• Food waste vehicle</li> <li>• Domestic vehicle</li> <li>• Twin fibre vehicle</li> <li>• Garden waste vehicle</li> </ul> (a review of the collection rounds needs to be undertaken to give accurate number of vehicles required)	Havant Borough Council	To be determined	Capital Bid/Central Government Funding	2023-2043 (in conjunction with development)	Essential criteria to deliver statutory waste collections

## Appendix 2B: Solution Tables (Southleigh)

Ref	Infrastructure Type Location/Project	Delivery Organisation(s)	Indicative Cost	Funding Source(s)	Timing	Comments Incl. Funding Updates
<b>Education: Early Years</b>						
<b>E013</b>	Approx. 234 childcare places required. Separate Early Years provision or self-contained unit within Community Centre Site	HCC	£250,000	Future developer funding	In tandem with housing development	Provision of modular building. Timing and funding dependent on housing development. Potentially need for two purpose built day nurseries
<b>Education: Primary Schools</b>						
<b>E014</b>	New Primary School – 3fe (up to 630 places)	HCC	£14,500,000	Future developer funding	2025-27	Based on 2024 cost of new 2fe primary school). Timing and funding dependent on housing development. Would need min. 400 occupations prior to opening new school
<b>Education: Secondary Schools</b>						
<b>E015</b>	Secondary – feed into Warblington – PAN 180. Some capacity currently in the school but would not accommodate full yield from large development like Southleigh. Potentially a 3fe expansion	HCC	£9,250,000	Future developer funding	2031-2032	Would need to be funded through Developer Contributions. Current 2fe expansion of secondary school costing circa £9.25million. 3fe would cost more and inflation would increase cost, plus BNG and the cost of climate change. Site abnormalities will also increase costs. Would be looking to deliver the increased capacity in line with pupils leaving the new primary school built to serve Southleigh
<b>Emergency Services: Police</b>						
<b>ES001</b>	Potential need within new Community Building for a Neighbourhood Patrol Team Base	Hampshire & Isle of Wight Constabulary	£100,000	Hampshire & Isle of Wight Constabulary	Circa 2030	Nominal cost of fitting out suitable space in the region of £100,000, estimate delivery date
<b>Emergency Services: Ambulance</b>						
<b>ES002</b>	Community First Responder medical kit or automated external defibrillator for public access	South Central Ambulance Service	£2,000	Developer contributions	In tandem with housing development	Timing to be aligned with establishment of a new community
<b>Open Space and Green Infrastructure</b>						

Ref	Infrastructure Type Location/Project	Delivery Organisation(s)	Indicative Cost	Funding Source(s)	Timing	Comments Incl. Funding Updates
<b>GB059</b>	Green Infrastructure including open space, improving connectivity and sustainable transport	HCC in partnership with HBC and Sustrans	£5,000,000	Developer funding	In tandem with housing development	Nominal cost £5m. Layout to be established through master planning
<b>Health: Primary Care</b>						
<b>H010</b>	One/two additional doctors to be located within an existing practice e.g. Emsworth Surgery	Emsworth Medical Practice	£0	ICB	In tandem with housing development	Nominal cost unknown. Additional clinician(s) needed to support new community. Currently there is capacity at Emsworth Medical Practice for 2,072 additional patients (April 2024)
<b>Social: Community Centres</b>						
<b>S045</b>	Southleigh – new community centre	HBC	£1,300,000	Developer funding through S106 and other funding as yet not identified	In tandem with housing development	Based on facility of 660 sqm but could be larger depending on location of nursery provision and need for sports hall
<b>Social: Extra Care</b>						
<b>S046</b>	Extra Care Housing	HCC in partnership with HBC, Housing Associations and private sector providers	£0	HCC Capital Programme, HCA, HBC, Developers	In tandem with housing development	Nominal cost £0 at present as unknown if any affordable extra care to be provided within Southleigh. Full need in Table A: 54 by 2043 (65 of these units required by 2029), 91 'Waterlooville' and 63 'Havant'
<b>Social: Leisure – Built Sports Facilities</b>						
<b>S047</b>	1 Swimming Lane	HBC	£1,000,000	S106 developer contributions	By 2036	Provision in association with new boroughwide swimming pool facility
<b>Social: Libraries</b>						
<b>S048</b>	Provision of 'Makery' at Havant Library	HCC	£12,500	S106 developer contributions		Proportionate contribution towards cost of Havant 'Makery'
<b>Transport: Buses</b>						
<b>T010</b>	Bus stop shelters at Local Centre	HCC	£0	Funded through advertising	Medium (5-10 years)	
<b>Transport: Roads</b>						
<b>T011</b>	A27 Warblington Interchange	Developer; HCC; NH; HBC	Estimated £12,380,000	Developer	In parallel with development	Bus priority schemes
<b>T012</b>	Hulbert Road/Fitzwygram Way roundabout		Estimated £7,655,000	Developer	In parallel with development	Bus priority schemes
<b>Transport: Active Travel and Public Transport</b>						

Ref	Infrastructure Type Location/Project	Delivery Organisation(s)	Indicative Cost	Funding Source(s)	Timing	Comments Incl. Funding Updates
	Improvements to Active Travel and Public Transport	Developer/HCC	TBC	Developer	TBA with Highway Authority	Provision of links from Southleigh to Havant town centre and across the railway line to Warblington School specifically and towards Emsworth, specifically along the A259 Havant Road and at the A27 Warblington Interchange
<b>T012</b>	Provision of walking and cycling links south to Emsworth and the A259, including provision of a shared use bridge over the railway line to provide a traffic-free route	Developer/HCC	TBC	Developer	TBA with Highway Authority	Triggers/phasing to be agreed with Highways Authority/
	<b>Utilities: Waste &amp; Recycling</b>					
<b>U014</b>	Land for recycling facilities – textile, bottle and can banks.	Developer	£0	Developer	In parallel with development	Suitable location to be identified for provision e.g. at local centre/ community centre car park

## Appendix 2C: Infrastructure for Mainly Outside of the Borough

Ref	Infrastructure Type Location/Project	Delivery Organisation(s)	Indicative Cost	Funding Source(s)	Timing	Comments Incl. Funding Updates
	<b>Wastewater Recycling</b>					
U015	Wastewater Recycling Plant at Brockhampton West	Southern Water	£1,000,000,000	Will be serviced by transfer pipelines/plant cost met through regulated funding	Completion 2035	Less than £1bn

# Appendix 3: Categorisation of Infrastructure

Category of Infrastructure and Definition	Examples of Infrastructure
<p><b>Critical – Delivery</b> infrastructure is that which must be delivered for development to be unlocked. It most commonly involves connections to transport and utility networks. It is usually triggered by the commencement of development activity</p>	<p>Electric, Gas and Water/Wastewater and connections to existing or new highway networks</p>
<p><b>Critical – Local Plan</b> infrastructure is that which must happen in order to successfully deliver the objectives of the Local Plan, tackling the climate and biodiversity crises, delivering the regeneration strategy and coastal defence strategies and creating good jobs and growth. It most commonly involves provision of active travel routes and coastal protection schemes</p>	<p>Specific sustainable travel improvements in Local Plan TA and coastal defence works</p>
<p><b>Essential</b> infrastructure is that which supports the local community and future growth in the Local Plan in a way that is sustainable, for example, the expansion of education facilities</p>	<p>Other LCWIP improvements, drainage, school expansion, libraries, new community facilities</p>
<p><b>Important infrastructure</b> is that which is needed to achieve good placemaking objectives, but the absence of which unlikely to prevent development in the short to medium term or to significantly affect the delivery of key Local Plan objectives</p>	<p>Play, environmental improvements, existing community facilities</p>

