

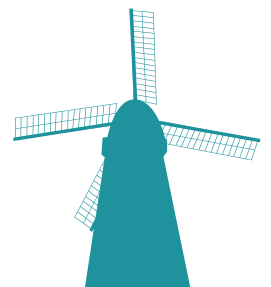
Eastleigh Borough Local Plan 2016-2036



Eastleigh Borough Local Plan 2016-2036

Infrastructure Delivery Plan Update

October 2018



This background paper supports the Eastleigh Borough Local Plan and provides an update of background information on the nature, scale and extent of new infrastructure required to support the development proposed.

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Eastleigh Borough Local Plan 2016 to 2036

Infrastructure Delivery Plan

Executive Summary

- This IDP is one of a suite of background documents prepared in support of the Eastleigh Borough Local Plan 2016 to 2036 (EBLP).
- After a brief introduction in Chapter 1, Chapters 2 and 3 describe the national and local planning policy background to the delivery of infrastructure in support of new development.
- Chapter 4 describes how infrastructure is divided into 3 prioritisation categories for the purposes of this IDP. The categorisation is as follows:
 - Schemes essential to the delivery of the local plan
 - Other strategically important schemes the council wishes to deliver
 - Other desirable local schemes.
- Chapter 4 also describes the range of possible sources of infrastructure funding available which might be called on to help fund the delivery of infrastructure in the borough during the plan period.
- Chapter 5 summarises the data sources used in compiling the IDP.
- Chapter 6 lists the infrastructure requirements by type and by prioritisation category (for categories 1 and 2). It also estimates the cost of delivering individual projects and the means of funding them (where known) which results in the identification of a funding gap for each infrastructure type.
- Chapter 7 brings all of these costs together to provide a total cost estimate of the funding needed to deliver the category 1 and 2 projects.
- Chapter 8 summarises the infrastructure costs associated with the delivery of the North of Bishopstoke and North & East of Fair Oak SGO though these are included in the above costs.
- The ultimate conclusion of the IDP, set out in Chapter 9, is that there is a funding gap of approximately £61.6m needed to deliver infrastructure considered essential to the local plan (category 1). However, this is made up almost in its entirety of an estimate of funding required (£60m) to deliver part of the Chickenhall Lane Link Road. It may transpire that this infrastructure is not actually necessary for the local plan.
- Adding in the £114.83m funding gap for category 2 infrastructure gives a total for categories 1 & 2 of £176.43m. Of this, £120m comprises an estimate of the cost of delivering the full Chickenhall Lane Link Road. Category 2 infrastructure is not infrastructure essential to the delivery of the local plan.
- Adding in the cost of delivering the category 3 schemes (£84.084m - £92.758m – see Appendix 1) results in a total funding gap for all infrastructure projects of £260.519m to £269.188m. These schemes are not essential to the delivery of the local plan.

1. Introduction

- 1.1 The timely provision of new infrastructure in advance of, or alongside new development is vital to ensure that undue pressure is not placed on existing infrastructure, facilities and services or residents and their local communities. This in turn is important in order to ensure that new development is not perceived as having a negative impact on a local area. The delivery of new infrastructure helps make development “sustainable”. It is also an essential element in ensuring that the local plan can be declared sound upon examination by a local plan inspector.
- 1.2 This Infrastructure Delivery Plan (IDP) provides an indication of the nature, scale and extent of new infrastructure required to support the new development planned in the emerging Eastleigh Borough Local Plan 2016 to 2036 (EBLP).
- 1.3 The term ‘infrastructure’ is broadly used for planning purposes to define all of the facilities, services and amenities that are needed to make places function efficiently and effectively and can be considered under three broad headings operating at two different spatial scales.
- 1.4 Firstly there is physical infrastructure which includes new built features generally associated with the transport, energy and utility sectors (including communications) and would include infrastructure such as new roads, bus shelters, car parks, railway stations, waste water treatment plants, sewers, energy supply facilities, electricity pylons, oil pipelines, windfarms, telecommunications masts, flood defence and coastal protection schemes etc
- 1.5 Secondly green infrastructure encompasses the network of multi-functional open spaces within and between settlements including formal parks, gardens, woodland, green corridors, street trees, hedgerows and open countryside as well as sports fields and pitches, play areas and green routes and corridors which can include the rights of way network. Green infrastructure can also include habitat mitigation even though that has a specific legal purpose and amenities which may mitigate the impact of climate change. It can also include ‘blue infrastructure’ which would include waterways, canals, ponds, reservoirs etc
- 1.6 Finally is social and community infrastructure which encompass the range of activities, organisations and facilities supporting the formation, development and maintenance of social relationships in a community. It can include such features as community facilities, schools, hospitals, places of worship, sports and leisure facilities, libraries and so on.
- 1.7 Infrastructure as broadly defined above can function at the strategic scale, where it meets needs of a larger sub-region of conurbation sometimes crossing administrative council boundaries, or at the local scale meeting the essential day to day needs to local communities.
- 1.8 Clearly there can be overlap between the type of infrastructure and the spatial scale at which they function. But it is generally considered helpful to categorise and think of infrastructure in this way.
- 1.9 The funding for new infrastructure will come from a variety of sources. Some infrastructure will be delivered directly by service or utility providers. Some will be funded through Government grants or other funding schemes. Other infrastructure will be provided through the process of granting planning permission for new development through the process of negotiating “s106” agreements. Where there is a

difference between the cost of delivering the infrastructure required in support of a development and the funding necessary to deliver it, the resulting funding gap can be used to justify the application of the Community Infrastructure Levy (CIL) which seeks a contribution from all qualifying development to help close that funding gap. It is not mandatory for a local authority to apply a CIL. However, if it wishes to do so the key pre-requisite for that is that there must be a funding gap. If there is no funding gap, there is no justification for applying CIL. At the time work on this IDP commenced the council was undecided as to whether to introduce CIL or not. As discussed later in this IDP, subsequently the decision was taken that the council would not introduce CIL. This means the funding gap will need to be addressed through non-CIL means.

- 1.10 In particular, the underlying expectation is that, where a landowner or site promoter proposes to bring forward a site for development, the development proposal must accord with the development plan and the development plan requires the delivery of the supporting infrastructure which would not be necessary were the development not to take place.

2. National Policy Background

- 2.1 In defining the concept of ‘sustainable development’ the National Planning Policy Framework (NPPF)¹ at paragraph 7 notes that there are three dimensions to sustainable development; economic, social and environmental.
- 2.2 These three dimensions give rise to the need for the planning system to perform a number of roles related to the three dimensions. Under the definition of the economic role the NPPF (para 7) states that the planning system should contribute to:

“.....building a strong, responsive and competitive economy by ensuring sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and co-ordinating development requirements, including the provision of infrastructure.”

- 2.3 The NPPF identifies the provision of the infrastructure are one of the core planning principles at paragraph 17 (3rd bullet point). The planning system should:

“... proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs.....”

- 2.4 The NPPF goes on to require authorities to recognise and address barriers to investment including any lack of infrastructure (para 21). It requires local plans to identify areas requiring new infrastructure provision (para 21). It requires authorities to work with their neighbours to develop strategies for the provision of viable infrastructure necessary to support sustainable development (para 31). It stresses the benefits of providing high quality communications and telecommunications infrastructure (para’s 42 & 44) and the role of planning in supporting the delivery of renewable and low carbon energy and associated infrastructure in order to improve society’s reliance to the impacts of climate change (para 93). It stresses the numerous benefits of green infrastructure (para’s 99 and 114) and the safeguarding

¹ References the NPPF are to the original (2012) version, which applies as a result of the transitional provisions in the current 2018 version. The 2012 version is available at: http://webarchive.nationalarchives.gov.uk/20180610005038/https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

of infrastructure necessary to the extraction and recycling of minerals and processing of waste (para 143).

- 2.5 Planning authorities are charged with the responsibility to work with others to assess the quality and capacity of infrastructure and its ability to meet forecast demands (para 162). Local Plans are charged with the task of ensuring the positive planning of the development and infrastructure needed in the plan area (para 157) and that they contain strategic policies to deliver:

“... the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy and the provision of health, security, community and cultural infrastructure and other local facilities.” (para 156)

- 2.6 The cost of delivering the infrastructure necessary to support new development should be taken into account when assessing the viability and deliverability of new developments (para 173) and authorities must ensure that, where new infrastructure is required, there is a reasonable prospect that it can be delivered in a timely fashion (para 177).

- 2.7 All of this is wrapped up in the ‘tests of soundness’ by which local plans are assessed and the test that plans should be “positively prepared” which means they should be:

“.....based on a strategy which seeks to meet objectively assessed development and infrastructure requirements where it is reasonable to do so and consistent with achieving sustainable development.” (para 182).

3. Local Policy Background

- 3.1 In light of the above policy background it is no surprise that the provision of the new infrastructure necessary to support new development is a key feature of the council’s corporate priorities. As an important tool for delivering those priorities they feature heavily in the emerging Eastleigh Borough Local Plan 2016-2036 (EBLP). They appear at all levels from the plan vision through the objectives, strategic priorities and policies, specific infrastructure policies and in site specific policy allocations.

- 3.2 Picking out a few key elements of the plan, the vision of the local plan is:

“To ensure development in Eastleigh Borough and its communities delivers a strong and sustainable economy with an adequate supply of housing and infrastructure that supports improved standards of living for residents while protecting the distinct identity of towns and villages and preventing urban sprawl; promoting thriving and healthy communities; and maintaining an attractive and sustainable environment that residents value.”

- 3.3 Many of the individual plan objectives specifically mention the provision, improvement or protection of infrastructure as does the strategy which states (para 3.6)

“Alongside residential and employment development, there will be a need for new transport and utilities infrastructure, and for new green infrastructure and community infrastructure including schools and sport and recreation facilities.”

- 3.4 The plan contains specific strategic policies on green infrastructure (S10), community facilities (S11), transport (S12) and strategic footpath, cycleway and bridleway links (S13).
- 3.5 The single most significant new development proposal in the local plan is that for two wholly new communities to be created (the “Strategic Growth Option” or SGO) to the north of Bishopstoke and north and east of Fair Oak. This is addressed in Strategic Policy S5 of the local plan. The SGO is expected to deliver approximately 5,200 new dwellings in total (but only 3,350 within the plan period) along with 3 new primary schools, 1 new secondary school, a new district centre containing new retail and community facilities, new employment development, new or enhanced health service provision, new open space provision and green and blue infrastructure and links into existing networks as well as environmental improvements and enhancements and ecological and bio-diversity mitigation. Perhaps the most significant contribution the SGO will make to infrastructure provision in the borough is a new link road which will help take traffic away from existing congested roads between Eastleigh and Fair Oak and Eastleigh town centre and provide a new link to the north of existing routes between Fair Oak and the M3 motorway at Allbrook. The cost of delivering this road is estimated at approximately £41m.
- 3.6 These strategic policies are also reflected in the Development Management policies of the local plan in Chapter 5 and site specific allocations in Chapter 6. Key policies to mention are:
- DM1 – General Criteria for new development
 - DM2 – Environmentally Sustainable Development
 - MD3 – Adaptation to climate change
 - DM4 – Zero or low-carbon energy
 - DM5 – Managing flood risk
 - DM6 – Sustainable surface water management and watercourse management
 - DM7 – Flood defences, land reclamation and coastal protection
 - DM9 – Public utilities and communications
 - DM10 – Water and waste water
 - DM13 – General development criteria – transport
 - DM30 – Delivering affordable housing
 - DM34 – Protection of recreation and open space facilities
 - DM35 – Provision of recreation and open space facilities with new development
 - DM36 – New and enhanced recreation and open space facilities
 - DM38 – Community, leisure and cultural facilities
 - DM39 – Cemetery provision
 - DM40 – Funding infrastructure
- 3.7 In terms of the nature and extent of new infrastructure required this is largely a function of the amount of new development proposed in the local plan. That, in turn is derived from forecasts of the increase in population and household growth and is influenced by demographic factors such as a longer life expectancy, increasing birth rates, increasing marriage breakdown, net migration and levels of economic growth.
- 3.8 In response to assessments of housing and economic needs the EBLP is making provision for a net total of 14,580 new dwellings and 144,050 m² of new employment floorspace in the twenty-year period 1st April 2016 to 31st March 2036. That equates to an average annual level of provision of c729 new dwellings and 7,200m² of new employment floorspace. In terms of the impact of this new development on

infrastructure and services, the location and timing of the development is as important as the sheer quantum. Much of the proposed development in the local plan is already committed by virtue of existing planning permissions (c8,000 dwellings) and unidentified windfall site allowances (c1,800 dwellings).

3.9 The bulk of the new residential development is to be located in the SGO as noted in paragraph 3.5 above (3,350 dwellings). However, there are two carried forward allocations at Hedge End and Botley which were originally identified in the draft 2011-29 version of the local plan totalling approximately 1,000 dwellings. These allocations are carried forward in the emerging EBLP at Policies HE1 (650 dwellings) and BO2 (300-375 dwellings). Three smaller allocations are also carried forward at Mortimers Lane, Fair Oak (FO2, 30 dwellings), Chandlers Ford Precinct (CF1, 85 dwellings) and Land at Woodside Avenue, Eastleigh (E2, 80-100 dwellings).

3.10 The emerging EBLP also makes new provision for a further c700 dwellings on a number of smaller sites across the borough. These are the policy allocations listed below:

FO1 West of Durley Road, Fair Oak	73 dwellings
FO2 Land north of Mortimers Lane, Fair Oak	30 dwellings
FO3 East of Allington Lane, Fair Oak	38 dwellings
FO4 Lechlade, Burnetts Lane, Horton Heath	13 dwellings
FO5 Lane east of Knowle Lane, Fair Oak	30 dwellings
FO6 Foxholes Farm, Fir Tree Lane, Horton Heath	45 dwellings
BU1 Land north of Providence Hill, Bursledon	19 dwellings
BU2 Heath House Farm, Bursledon	38 dwellings
BU3 Land south east of Windmill Lane, Bursledon	50 dwellings
AL1 Land east of Allbrook Way, Allbrook	95 dwellings
AL2 Land west of Allbrook Way, Allbrook	45 dwellings
HE2 Land at Sundays Hill & north of Peewit Hill Close	106 dwellings
HE3 Land at Home Farm, St John's Road, Hedge End	16 dwellings
BO1 South of Maddoxford Lane & east of Crow Lane	30 dwellings
BO3 East of Kings Copse Avenue and Tanhouse Lane	70 dwellings
BO4 Land north of Myrtle Cottage, Winchester Road	22 dwellings

3.11 Policy DM24 lists all of those sites which already have the benefit of a valid planning permission or council resolution to grant planning permission. Policy DM25 lists 8 relatively small urban 'unneighbourly use' sites which are also identified for housing development (185 dwellings in total across the 8 sites)

3.12 The majority of the existing employment development comprises that already planned for in the Southampton Airport Economic Gateway (SAEG) (which comprises vacant land in the vicinity of the Eastleigh railway works, Chickenhall Lane industrial estates and the so-called 'northern business park' at Southampton International Airport).

3.13 In terms of infrastructure provision the local plan also continues to safeguard the route of the Chickenhall Lane Link Road (CLLR) in policies E6 (Eastleigh Riverside), E7 (Development opportunities adjoining Eastleigh Riverside) and E9 (Southampton Airport). Delivery of the CLLR is a long-standing ambition of the council and other partners and will achieve a range of benefits other than simply opening up new employment land for development. However, even though the CLLR is the single most expensive piece of infrastructure identified in the local plan at an estimated cost of £120m (at 2009 prices) its full implementation, while still a council aspiration, is

not now considered essential to the delivery of development identified in the EBLP as explained below.

4. Infrastructure Prioritisation, Funding & Delivery

Infrastructure Prioritisation

- 4.1 It is clear from the above that, firstly, it is vital to ensure that new infrastructure comes forward alongside new development and, secondly, that the needs and demands for new infrastructure are wide-ranging. There is a degree of perception amongst local communities that, in the past, the provision of infrastructure has not kept pace with the scale of development which has happened in recent years. While this is partly a consequence of the legal restrictions placed on the planning system, it is also due to the fact that the demand for new infrastructure and improvements to existing infrastructure often far outweighs the funding available to deliver them. This means that planning for infrastructure inevitably involves making difficult decisions about the prioritisation of one form of infrastructure or scheme over another. It can also be a difficult decision to determine what is essential infrastructure which is absolutely necessary in order to development to proceed compared to that which is merely desirable or a 'nice-to-have'. This difficulty is exacerbated as different individuals, communities and other stakeholders will have different views and perceptions about what is important.
- 4.2 The approach followed in previous assessments of infrastructure requirements and delivery in Eastleigh borough has been to distinguish between what is:
1. essential for the delivery of local plan policy objectives and allocations;
 2. desirable for the delivery of local plan policy objectives and allocations;
 3. desirable for the delivery of other objectives or strategies; or
 4. otherwise generally desirable.
- 4.3 This IDP updates and slightly revises the previous approach and applies 3 categories of prioritisation. It is considered that this 3-category prioritisation more accurately reflects current and emerging Government policy and guidance than the 4-category approach in that it is slightly more targeted and specific. The 3 categories are:
1. Schemes essential to the delivery of the local plan
 2. Other strategically important schemes the council wishes to deliver
 3. Other desirable local schemes.
- 4.4 Making the decision about what is essential and what is desirable is not a decision that the borough council can take alone. This IDP provides an initial EBC assessment and captures information from published sources and reflects discussions which have already taken place with other parties. These discussions will continue during the EBLP consultation process in the summer of 2018. EBC is the local planning authority with responsibility for preparing a local plan and determining planning applications for new development. However, other authorities, bodies and agencies have equally important statutory duties and responsibilities for managing and controlling the impacts of new development and the use of land be they impacts on the environment, on protected habitats and species and on local communities. These include bodies such as Highways England, Natural England, Historic England, the Environment Agency, water and sewerage undertakers, neighbouring authorities and perhaps most significant in terms of the number of statutory duties they undertake, Hampshire County Council (HCC).

- 4.5 The starting point in this IDP is that the schemes and projects identified in the main body of the report are those considered essential for the delivery of local plan policy (1) or strategically important for the delivery of other council objectives (2); those listed in the appendices are the locally desirable schemes (3).
- 4.6 There is one piece of infrastructure which does not neatly fit within this categorisation; namely the Chickenhall Lane Link Road (CLLR) – the largest single infrastructure scheme identified in this IDP (see section 6 below). While it may be needed in some shape or form to facilitate the release of employment land at the Southampton Airport Economic Gateway, the costs are thought to be prohibitive without Government or other external funding support. Accordingly, some form of alternative partial implementation arrangement may have to be devised to avoid the need for the full delivery of the CLLR. Therefore, implementation of the full road is not considered an essential prerequisite for delivery of development proposed in the EBLP. In the absence of any other means to address this or any alternative worked up highway schemes, this IDP simply splits the cost of this road between the top two infrastructure categories. Should further information be forthcoming during the course of preparing the EBLP, this approach will be revised. As also noted in Section 6, it may be the case that none of the CLLR is required at all.
- 4.7 In terms of the borough of Eastleigh, HCC is the local Highway Authority, Education Authority, Minerals & Waste Planning Authority, Lead Local Flood Authority and body with responsibility for social and community care, public health, community service provision, libraries and rights of way. HCC and the other statutory bodies identified in para 4.4 above are bound by a “Duty to Co-operate” (DtC) which was created in the Localism Act 2011 and subsequently incorporated into other legislation. The DtC places a legal duty on such bodies to engage constructively, actively and on an on-going basis on strategic cross-boundary matters. They all have an important contribution to make in helping decide what are strategic cross-boundary matters and how they should be best addressed. This is particularly the case for the EBLP and the SGO and associated infrastructure proposals which will have both direct and indirect impacts on adjoining authorities and how they carry out their statutory duties.
- 4.8 A further important consideration in the prioritisation of infrastructure projects is the availability of funding to ensure delivery of the infrastructure and the size of any funding gap. If it cannot be demonstrated that there is a reasonable prospect of the funding being available to deliver a project within the required timescale, or if the funding gap is so large that it is unlikely to be able to be bridged, it would not represent a ‘sound’ planning approach to afford that project high priority regardless of the benefits it might theoretically offer. This is encapsulated in paragraph 182 of the NPPF which sets out the so-called ‘tests of soundness’ against which local plans are assessed and which requires plans to be:
- ***Positively prepared*** – *the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;*
 - ***Justified*** – *the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;*
 - ***Effective*** – *the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and*

- **Consistent with national policy** – *the plan should enable the delivery of sustainable development in accordance with the policies in the Framework”* (my emphasis)

Infrastructure Funding

- 4.9 Funding for new infrastructure can come from a variety of sources. Some will come direct from the likes of utility companies who have a statutory ‘duty to connect’ meaning they are obliged to forward plan delivery of new and improved utilities in anticipation of planned new development. Funding for this infrastructure is ultimately passed on to customers through utility charges. Other infrastructure will be delivered directly or paid for indirectly (through ‘planning obligations’ or via CIL) by those promoting new development. Some may be funded by way of EU or UK Government grant issued either directly to one or other statutory body or via third party such as the Local Enterprise Partnership (in Eastleigh’s case the Solent LEP) or Homes England. Increasingly local authorities themselves are playing a more proactive role in forward funding infrastructure delivery via relatively cheap borrowing from the Public Works Loan Board and then recouping this with ‘profit’ over a longer term from developers or through appropriation of local taxation.
- 4.10 The anticipated funding sources for each particular element of infrastructure (where known) are set out in the individual infrastructure chapters which follow. However, a few high level examples are summarised below.

Developer Funding – CIL / s106

- 4.11 The Community Infrastructure Levy (CIL) is a planning charge on new development introduced by the Planning Act 2008 as a tool for local authorities in England and Wales to help deliver infrastructure to support the development of their area. This includes new or safer road schemes, flood defences, schools, hospitals and other health and social care facilities, park improvements, green spaces and leisure centres. It came into force on 6 April 2010 through the Community Infrastructure Levy Regulations 2010. All new development comprising one dwelling or more or net additional floorspace of 100m² or more may be liable for a charge under the CIL, if a local planning authority has chosen to set a charge in its area. It is not mandatory and the process of setting, consulting on and adopting CIL is far from straightforward. However, the regulations reduce the reliance which can be placed on securing planning obligations through s106 agreements (see below) making CIL a more attractive means of securing infrastructure funding for many authorities. The charge must not be set at a rate which would render development unviable and this is tested through a CIL examination which usually takes place alongside the local plan examination.
- 4.12 At present the borough council does not operate CIL. Consideration was given during the course of preparing the EBLP to introduce CIL alongside the local plan which was what happened previously with the failed 2011-2029 local plan. However, having given the matter full consideration, the council has decided not to introduce CIL in the borough. The ultimate conclusion of the assessment which under-pinned that decision was that:

In view of:

- *the complexity of the system*
- *the time-consuming process of introducing it (particularly in the light of time pressures on the introduction of the local plan as Eastleigh is one of 15*

authorities identified by the Minister of State for Housing, Communities & Local Government)

- *the uncertainty surrounding ever changing regulations*
 - *the large number of exempt forms of development*
 - *questions and uncertainty surrounding the long-term future role for CIL*
 - *the council's relative success at operating the planning obligations process and*
 - *the relatively limited pool of development from which CIL might be sought (in view of the scale of development already committed or likely to be CIL-exempt)*
- there is little to be gained in EBC pursuing the introduction of CIL alongside the emerging EBLP at this stage.*

4.13 'Planning Obligations' or 'developer contributions' are obligations placed on developers by local planning authorities as a means of making development which may otherwise be unacceptable, acceptable in planning terms. They are generally seen as a way of ensuring that the impacts of development on a locality are fully and properly addressed, mitigated or compensated for by those causing the impacts to arise. However, they cannot be used to 'buy' planning permission or as a means of providing benefits which do not address impacts caused. Planning obligations may only constitute a reason for granting planning permission if they meet certain tests; namely that they are:

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

4.14 Policies for seeking planning obligations should be set out in a local plan in order that there is transparency over what might be required of those bringing forward sites for development and in order that they can be tested at local plan examination. Obligations are usually sought using powers conferred on local planning authorities through s106 of the Town & Country Planning Act 1990 (as amended) and so are often known as 's106 agreements'. They can be used to deliver a wide range of benefits (provided they meet the above tests) but are typically used to secure a proportion of affordable housing on new housing sites or to secure new highway or junction improvements (which are secured through s278 of the Highways Act 1980 rather than s106).

4.15 Since the Government introduced CIL there are restrictions on the use of planning obligations to secure financial obligations from large numbers of schemes ('pooling' restrictions). Government has also declared that contributions should not be sought from developments of 10 units or less or those which have a maximum combined gross floorspace of not more than 1,000m². Nonetheless, planning obligations deliver many hundreds of millions of pounds of benefits from new developments each year. In Eastleigh a total of c£15m has been secured through s106 agreements over the past 7 years, an average of over £2m per year over that period (£15,852,441 in total secured 2011/12 to 2017/18 according to internal EBC monitoring).

Government Grants and Funding

4.16 Funding for infrastructure can also come from Government grants; often administered through an arms-length agency or 'quango' (quasi-autonomous national (or 'non') government organisation) such as Homes England, Regional Flood & Coastal Committees or Local Enterprise Partnerships.

- 4.17 Examples of national government grant schemes for infrastructure might include direct funding provided to the education authorities for the delivery of new and improved schools or funding for Highways England or the Highways Authority for the delivery of important highway infrastructure projects. Government grants are also made directly available to local authorities in the form of funds like the New Homes Bonus, the Housing Infrastructure Fund or funds specific to the delivery of new development (e.g. Garden Villages).
- 4.18 In terms of the latter the Borough Council was successful in securing funding from the Garden Villages fund which has helped pay for the masterplanning which is currently underway for the SGO. More significantly, (in terms of the sums involved) the Housing Infrastructure Fund (HIF), announced in July 2017, makes up to £2.3 billion of government funding available to local authorities to help ensure the right infrastructure is in place at the right time to unlock the delivery of high quality new homes in the areas of greatest housing demand.
- 4.19 The HIF is available over four years from 2017/18 to 2020/21 and provides:
- Marginal Viability Funding for smaller schemes with bids up to a value of £10m to forward fund infrastructure or remove other blockages which are preventing new housing developments coming forward.
 - Forward Funding for major strategic, high-impact infrastructure schemes with bids up to a value of £250m.
- 4.20 On 1st February 2018 Government announced that almost £20m of funding was to be allocated to Eastleigh through the Marginal Viability Fund. £10m was awarded towards the cost of the Botley Bypass and £9.3m towards the cost of delivering the West of Horton Heath Strategic Development Proposal².
- 4.21 The New Homes Bonus (NHB) is paid by Government to local authorities to reflect and incentivise housing growth in their areas. It is based on the amount of extra council tax revenue raised for new-build homes, conversions and long-term empty homes brought back into use and includes an extra payment for affordable homes. It is not ring-fenced. In the 2017-2018 allocation (year 7) Eastleigh Borough Council received £1.942m NHB. It is provisionally set to receive £1.718m in 2018-2019 (year 8)³. It takes the total received by EBC to over £13m since the first payments were made in 2011-2012.
- 4.22 Another example is government's £400 million Digital Infrastructure Investment Fund (DIIF)⁴ announced in July 2017 which will unlock over £1 billion for full fibre broadband, and improve broadband connections across the country. The fund, which is expected to more than double the government's £400 million investment, and unlock over £1 billion of capital in the sector, will be managed and invested on a commercial basis by private sector partners, generating a commercial return for the government. It is intended to ignite interest from private finance to invest in the sector, resulting in more alternative providers entering and expanding in the market.

² <https://www.gov.uk/government/news/866-million-investment-to-help-unlock-potential-200000-new-homes>

³ <https://www.gov.uk/government/publications/new-homes-bonus-provisional-allocations-2018-to-2019>

⁴ <https://www.gov.uk/government/news/billion-pound-connectivity-boost-to-make-buffering-a-thing-of-the-past>

Third-Party Funding

- 4.23 Government funding is also channelled through other bodies for spending in local areas. Hampshire County Council's 2018/2019 budget statement⁵ notes that it will spend £1.976bn in 2018/19. Of this £497.5m will be on adult health and social care, £859.6m on schools and £143.1m on the economy, transport & environment. Of this, in the 3-year period to 2021 it will spend up to £146m on new and extended school buildings, £120m on highways maintenance and £133m on new transport infrastructure. The budget statement notes that, of this £1.976bn, it receives £747.3m from the Government in the form of Dedicated Schools Grant, £173.3m in other specific government grants and £92.4m from general Government grants meaning over half of the County Council's annual expenditure (just over £1bn) is funded by central Government grant.
- 4.24 An example of Government working through an arms-length agency is funding for infrastructure and projects related to flood and coastal risk management which is allocated through Regional Flood & Coastal Committees (RFCCs). Government gives Grant in Aid (GiA) to the RFCCs who supplement this with a locally raised levy from their members and financial contributions from other partners and then allocate this to priority infrastructure schemes in their areas. Eastleigh borough falls within the Southern RFCC area⁶ which covers an area stretching from Hampshire across West and East Sussex to Kent. In 2018/19 the Southern RFCC has £43.5m of GiA for allocation across the area with £32.9m available in 2019/20 and £66.5m in 2020/21 (which is the end of the Government's latest 6-year programme announced in 2014) making £142.9m over the three-year period⁷.
- 4.25 The Solent Local Enterprise Partnership (LEP)⁸ has secured significant funding for new infrastructure projects in the sub-region through the Solent Growth Deal with Government. £124.8m was secured when the round 1 deal was announced in 2014. A further £27.1m was secured in round 2 and a further £31m in round 3 announced in 2017. While this funding is available for a wide range of business support initiatives it has also been used to fund various transport and other infrastructure schemes which helped support the local economy and unblock sites for development.
- 4.26 In the latest published Solent LEP budget statement (31st January 2017)⁹ it notes that the LEP has a budget of £195.96m of which £130.9m sits under the Strategic Theme of Infrastructure. The statement notes that in 2015/16 it spent £28.2m under this theme which rose to £34.1m in 2016/17. Recipients of LEP funding have included a large number of businesses of all size across the sub-region but also the County Council in the form of funding towards the provision of key infrastructure schemes including £25m towards the cost of delivering the Stubbington Bypass and £ multi-million awards for other transport projects across the Solent LEP Area. They also provided £9m of funding towards the £12m project to improve and extend Eastleigh College. It also provided £10.9m to develop a new industry-led skills centre at the Isle of Wight College.

⁵ <https://www.hants.gov.uk/aboutthecouncil/budgetspendingandperformance/budgetandcounciltax>

⁶ <https://www.gov.uk/government/groups/southern-regional-flood-and-coastal-committee>

⁷

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/674508/SRFCC Meeting Pack - 16 January 2018.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/674508/SRFCC_Meeting_Pack_-_16_January_2018.pdf)

⁸ <https://solentlep.org.uk/>

⁹ <https://solentlep.org.uk/media/1995/finance-summary-for-delegate-pack.pdf>

Prudential Borrowing

- 4.27 Since the introduction of the prudential regime in 2004, local authorities are free to finance capital projects by borrowing without government consent, provided that they can afford to service their debts out of their revenues. Local authorities are able to borrow from any willing lender in the UK or abroad but only in sterling. Most borrowing is via the Public Loans Works Board (PWLB), which provides 75% of borrowing, with the rest from other sources such as banks, building societies, the European Investment Bank and bonds.
- 4.28 The PWLB¹⁰ is a statutory body that issues loans to local authorities and other specified bodies from the National Loans Fund at preferential rates of interest. It is administered by the Debt Management Office which is an Executive Agency of HM Treasury. Since 2004, major local authorities have been able to borrow (mainly for capital projects) without government consent, provided they can afford the borrowing costs. They are required by law to “have regard” to the Prudential Code, published by the Chartered Institute of Public Finance and Accountancy (CIPFA) and the PWLB requires assurance from the authority that it is borrowing within relevant legislation and its borrowing powers. However, the PWLB does not require information on the purpose for a loan. Responsibility for local authority spending and borrowing decisions lies with the locally-elected members of the council, who are democratically accountable to their electorates. This provides the means for authorities to directly support the delivery of development and infrastructure in their areas should they choose to do so.

Other Local Funding

- 4.29 Finally, local councils in England have four main sources of funding:
- central Government grants
 - business rates
 - council tax
 - fees and charges
- 4.30 While there is no clear formula used by Government in allocating grants to individual authorities, in general terms, central government grants are declining which means authorities have to place more reliance on other funding sources in order to maintain service provision and delivery.
- 4.31 Business rates are paid by businesses to local councils. Prior to 2013 councils forwarded business rate receipts up to government which then re-distributed it to councils based on that particular government’s policy priorities. However, since 2013 councils keep half of the receipts gathered through business rates in their areas. Government announced in 2015 that, by 2020, authorities will be able to retain 100% of local business rates and will be free to cut business rates in order to attract business to locate in their areas¹¹.
- 4.32 Council tax is a local tax collected by district and unitary authorities with ‘precepts’ added by county councils and by police and fire authorities to fund local service delivery. Councils keep all council tax revenues locally but they are limited by law on the extent to which they are able to raise council tax each year. The rise ‘cap’ is

¹⁰ <http://www.dmo.gov.uk/responsibilities/local-authority-lending-pwlb>

¹¹ <https://www.gov.uk/government/news/chancellor-unveils-devolution-revolution>

typically 2% for district councils. Authorities are only able to raise council tax above this cap if this is approved by the local electorate through a local referendum.

- 4.33 While some local authority charges are set by government (e.g. planning and licensing fees) and while government prevents authorities charging for services such as education, libraries, using household waste recycling centres etc, authorities are able to place fees and charges on some discretionary services they provide such as using council-owned car parks and leisure facilities. These charges can generate considerable sums.
- 4.34 Finally authorities are able to borrow money to fund capital projects as described above. The main limit to that borrowing is how far the authorities are able to guarantee future income to pay off the debt meaning that borrowing is closely linked to the amount of revenue they receive through council tax and business rates. Authorities are unable to borrow in order to plug gaps in their everyday spending on services (revenue funding). However, some authorities, such as Eastleigh, have borrowed money in order to build up a property portfolio and use the surplus income from the rental stream (over and above servicing of the debt) to supplement their other sources of income.
- 4.35 The borough council has stated that, as of March 2017 the council will have secured £200m worth of assets generating an annual income of £5.5m.¹² This funding is available for whatever purpose the council chooses which could include the delivery of services or infrastructure which may unblock sites, particularly if the authority has a financial stake or interest in those sites.
- 4.36 While the above is a very high level and simplistic summary of the options potentially available to fund new infrastructure delivery it highlights that there are a number of options available to deliver new infrastructure should authorities wish to capitalise on them. It also illustrates that the borough council has been successful in both bidding for and securing Government funding towards development and infrastructure projects in the borough. There is nothing to indicate that this situation is likely to change going forward. And, as an authority promoting major growth in the form of the SGO the council is likely to be in a better position to secure future funding as work on the EBLP and the SGO progress.**

¹² <https://www.eastleigh.gov.uk/latest-news/investing-in-the-future-of-our-communities>

5. Evidence and Information on Infrastructure Needs in Eastleigh Borough

- 5.1 In order to identify the likely need for new infrastructure in the borough to support the scale, nature and location of development in the emerging local plan, published plans, strategies, policy statements and other publicly available reports of service and infrastructure providers were reviewed. The 2014 IDP produced by the borough council was also re-visited^{13 14}.
- 5.2 A particularly comprehensive and useful document was HCC's 'Hampshire Strategic Infrastructure Statement April 2017' (SIS)¹⁵ which, given the multiple statutory duties performed by the County Council, provides an up to date assessment of a range of key infrastructure covering road and transport schemes, schools, countryside schemes, social and community care, waste management, flood risk and public health schemes. Helpfully the SIS also reflects the infrastructure needs of the Hampshire Constabulary, Hampshire Fire & Rescue Service and NHS Clinical Commissioning Groups for Hampshire.
- 5.3 The HCC SIS alone identifies an infrastructure cost for Eastleigh Borough of almost £300m (£299,572,000) and identifies no source of funding to deliver it meaning that this total sum is the 'funding gap' to be filled (see footnote 13, p62). Approximately a further £1m (£890,000) is required for two specific flood risk management schemes in Chandlers Ford. These are not included in the main list as they do not specifically derive from issues caused by new development proposed in the local plan (see footnote 13, p35).
- 5.4 Finally all of this information was supplemented by the lists of projects and schemes identified by Eastleigh Borough Council's Local Area Committees as updated at March 2018 as part of the Community Investment Programme (CIP) initiative. The various data sources were updated and cross-checked to avoid overlap and duplication wherever possible and resulted in the prioritisation of infrastructure as described in paragraph 4.3.

6. Infrastructure Requirements by Category

- 6.1 As noted in section 1, infrastructure tends to be categorised under three headings of physical infrastructure, green infrastructure and social & community infrastructure. These categories are retained in this section with a more detailed breakdown of infrastructure types as follows:

- **Physical Infrastructure**
 - o Transport & Access
 - Roads
 - Rail
 - Bus
 - Air

¹³

https://meetings.eastleigh.gov.uk/documents/s50007911/CIL_InfrastructureDeliveryPlan_MainDocument_Appendix_2.pdf

¹⁴ https://meetings.eastleigh.gov.uk/documents/s50007912/CIL_InfrastructureDeliveryPlan_Appendix_2a.pdf

¹⁵ <http://documents.hants.gov.uk/planning-strategic/HampshireStrategicInfrastructureStatement2017.pdf>

- Utilities
 - Gas
 - Water Supply
 - Waste Water
 - Electricity
 - Renewable Energy
 - Telecommunications Infrastructure
 - Waste collection & recycling / disposal
- Flood Risk Management & Coastal Defence
- **Green Infrastructure**
 - Countryside Schemes
 - Outdoor Sports Facilities
 - Indoor Sports Facilities
 - Cemeteries / Burial Grounds
 - Allotments
 - Forest Park
- **Social & Community Infrastructure**
 - Education
 - Primary & Secondary Schools
 - Further Education
 - Special Educational Needs & Disabilities
 - Independent Schools
 - Health & General Practice
 - Specialist housing
 - Emergency Services
 - Police
 - Fire & Rescue
 - Ambulance
 - Community & Culture
 - Community Halls
 - Libraries

6.2 The remainder of this section summarises the key infrastructure requirements which are considered either essential to the delivery of the local plan or strategically important for the delivery of other corporate priorities. The longer list of the locally desirable schemes are set out by local area in Appendix 1 to this IDP.

PHYSICAL INFRASTRUCTURE

TRANSPORT & ACCESS

Roads

6.3 Highways England (formerly the Highways Agency) is responsible for managing the national strategic road network. Within Eastleigh Borough, this comprises the M3 and M27 motorways. Hampshire County Council is responsible for all other public roads in the borough. There is a programme of improvements planned to the motorway network in Eastleigh Borough including significant improvements at some junctions. Works have recently been undertaken to improve junction 5 of the M27 and consultation was undertaken at the end of 2017 on a programme of works to junction 8 and the Windhover Roundabout off junction 8 (the 'M27 Southampton Junctions')

scheme)¹⁶. Initial preparatory works have also commenced for the M27 junctions 4-11 smart motorway scheme. This is a £244m project to facilitate all-lane running on the hard shoulder along 15 miles of the M27 and improved connection with the M3 at junction 4. It is expected that this scheme will be implemented between 2018/19 and 2020/21. Future works during the plan period may also include turning the stretch of the M3 between junctions 14 and 12 northbound in the borough into a 'Smart Motorway' (hard-shoulder running). The HCC 2017 SIS estimates this will cost c£15m. There may be a need for works to junction 12 of the M3 to improve access when the new SGO link road is built. However, this is yet to be modelled and costed. None of these Highways England works are directly related to development proposals arising out of the local plan and aim to deal with general traffic congestion on the network. They are included in this IDP and in the summary table at the end of this section of the report for sake of completeness but are assumed to be fully funded by Government.

- 6.4 Hampshire County Council is the Highway Authority covering Eastleigh Borough and is responsible for managing the non-strategic road network. In 2012 HCC, in consultation with individual district councils, prepared a suite of individual district Transport Statements, including one for Eastleigh Borough. The Eastleigh Transport Statement, which was adopted in September 2012¹⁷ and updated in December 2013¹⁸, sets out HCC's transport strategy for Eastleigh Borough, along with a package of sustainable transport measures to improve accessibility and modal choice within the borough.
- 6.5 It should be noted that the 2013 Statement is in the process of being updated and any material amendments will be reflected in a future review of this IDP.
- 6.6 Strategic Policy S12 of the EBLP identifies the key pieces of new and improved transport infrastructure which will be required in support of the local plan. In terms of road projects it identifies the following key schemes:
- A new link road connecting the north of Bishopstoke, Fair Oak strategic growth option with M3 Junction 12 via Allbrook, with associated changes / new junctions to the existing network where required. This new road is the subject of a separate Strategic Policy S6 which outlines the requirements for and implications of this new link road in greater detail;
 - The Botley bypass, comprising a new road bypassing Botley to the north of the village and improvements to Woodhouse Lane;
 - A new road linking Burnetts Lane and Bubb Lane, serving the Chalcroft Business Park and new development west of Horton Heath;
 - A new road to the south of Hedge End bypassing the Sunday's Hill junction between Heath House Lane and Bursledon Road (the Sunday's Hill bypass);
 - A new road to the south of Hedge End linking the western end of the Sunday's Hill bypass with St John's Road;
 - A range of local junction improvements across the borough.

Essential EBLP Schemes

¹⁶ <http://roads.highways.gov.uk/projects/m27-southampton-junctions/>

¹⁷ <http://www3.hants.gov.uk/eastleigh-transport-statement-final-2012.pdf>

¹⁸

<http://documents.hants.gov.uk/transport/EBCTransportStatementPostAdoptionLiveSchemesDecember2013.pdf>

- 6.7 Strategic Policy S12 also captures the Highways England motorway improvement schemes referred to above as well as a number of public transport and walking/cycling improvements which are captured in this IDP below.

SGO Link Road

- 6.8 Looking at the key schemes in greater detail, the new Allbrook Hill to Fair Oak SGO link road connects the new SGO development with the strategic road network at junction 12 of the M3. It has 4 phases:
- Phase 1 from the Allbrook Way (A335) to the junction of Allbrook Hill (B3335) & Pitmore Road
 - Phase 2 from the Allbrook Hill / Pitmore Road junction along the B3335 to the north of the junction with Wardle Road including the realignment of the road in the vicinity of the road-under-rail bridge to improve the traverse for larger vehicles
 - Phase 3 from the B3335 north of Wardle Road through the new development to Winchester Road, Fair Oak (B3354)
 - Phase 4 from the B3354 through the new development to Mortimers Lane, Fair Oak (B3037)
- 6.9 Parts of Phases 2 and 3 lie outside of the administrative Eastleigh borough boundary and within the Winchester City Council area. It is estimated that the road will cost c£41m to build. An allowance also needs to be made for the acquisition of land to deliver Phase 1 which is outside the main development envelope of the SGO. It is the council's expectation that the developer of the SGO will fund this scheme in its entirety. Further information is provided in section 8 of this IDP.

Botley Bypass

- 6.10 The Botley bypass will help significantly to address current traffic congestion and air quality issues both in the village centre and beyond. It will also facilitate the delivery of two sites allocated in the draft 2011-29 version of the local plan which are carried forward into the EBLP as policies HE1 and BO2 (see paragraph 3.9 above). The two sites are almost exclusively owned by Hampshire County Council. Pre-application public consultation took place on high level masterplans for the two sites at the end of 2017.
- 6.11 The 1.8km bypass will divert traffic from the main A334 through Botley, north from Maypole roundabout onto an improved Woodhouse Lane, and then south east onto the new Bypass running to the south of the railway line which would then re-join the A334 at the junction near to Pinkmead Farm. The estimated cost of the bypass is £26m. HCC granted planning permission for the construction of the bypass in November 2017 and, in January 2018, committed the funds to enable ground surveys, environmental mitigation work and land acquisitions to go ahead.¹⁹ HCC is currently (at February 2018) progressing with the detailed design of the scheme and will be looking to start the improvements to Woodhouse Lane in 2019. Works to construct the bypass are likely to follow in 2020/21.²⁰ It is understood that the land on which the bypass will be built within Eastleigh borough is owned by HCC. It is furthermore understood that the part of the bypass that lies on land within Winchester City Council's area is owned by the Highwood Group (who are working with the council to bring forward a number of strategic scale developments within the

¹⁹ <https://www.hants.gov.uk/news/jan25botleybypass>

²⁰ <https://www.hants.gov.uk/transport/transportchemes/botleybypass>

borough). On the 1st February 2018 Government announced the allocation of £10m funding towards the cost of delivering the Botley Bypass. The expectation is that the remaining £16m will be funded from development occurring in the vicinity and HCC capital grants.²¹

Chickenhall Lane Link Road

- 6.12 The Chickenhall Lane Link Road (CLLR) is a long-standing aspiration of the borough council, the county council, the Solent LEP, landowners and other partners and stakeholders to create a bypass for Eastleigh town centre which will improve traffic congestion and air quality problems. It would run from junction 5 of the M27 through land at Southampton International Airport crossing the Eastleigh to Portsmouth railway line to join the existing Chickenhall Lane and emerge on Bishopstoke Road. Like Botley Village centre, the main routes leading into Eastleigh town centre from junction 5 of the M27 and junction 13 of the M3 are declared an Air Quality Management Area. Equally importantly, however, the CLLR would open up land allocated for employment development at the Eastleigh Riverside and Southampton International Airport allocated at policies E6, E7 and E9 of the EBLP. These policies also safeguard the route of the CLLR. Implementation of the full CLLR was costed at c£120m at 2009 prices. As well as featuring in the 2013 Eastleigh Transport Statement the £120m cost of delivering the CLLR is listed in the 2017 HCC SIS (again, a significant proportion of this cost is a DfT contingency allowance rather than the actual cost of constructing the road).
- 6.13 The relatively high cost of the CLLR is largely a consequence of the need to cross a number of mainline railway lines, an airport safety zone at the northern end of the airport runway (which is likely to require land-remodelling and possible construction of a new tunnel) and a number of other topographical and utility re-alignment difficulties. It has been suggested that the delivery of the full CLLR might not be viable given the land values arising from new commercial development. Nonetheless, the land remains safeguarded and all parties are adopting a 'flexible and phased' approach to the issue in order to allow alternative proposals to be considered which can take best advantage of all appropriate funding and emerging development opportunities. More detail about the CLLR is provided in the Employment Background Paper which has been prepared in support of the emerging EBLP. And as noted in section 4 above, while the full route remains safeguarded it is considered that partial implementation of the route is likely to be all that is necessary to unlock development proposed in the EBLP.
- 6.14 It should also be noted that it may transpire that the CLLR may not be needed at all. As explained in the EBLP Employment Background Paper, there is over 100,000m² of employment space potentially available at the Southampton Airport Economic Gateway (SAEG). It may require implementation of the full CLLR to facilitate delivery of this quantum of floorspace. However, the EBLP only needs to deliver c30,000m² of this floorspace within the plan period to meet its local plan employment floorspace target. That target was based on historic assessments of employment floorspace need in the borough. The council has commissioned an update of this background work in the light of more recent economic trends and other considerations which may find that this floorspace target should be lower. If this proves to be the case there may no longer be a need to deliver land at the SAEG to meet the local plan employment floorspace target (albeit it will remain an important local plan aspiration given the sub-regionally important economic role this site plays). If it transpires that there is no need for the employment land, there would be no need for even partial

²¹ <https://www.hants.gov.uk/news/feb1botleybypass>

implementation of the CLLR during the plan period meaning the essential local plan infrastructure costs would not include any cost allowance for delivery of any part of the CLLR. This issue may be revisited once the results of the employment needs update are available during Summer 2018.

Bubb Lane / Burnetts Lane Link

- 6.15 The new link road between Bubb Lane and Burnetts Lane will create new roundabout junctions between the entrance to the Chalcroft Business Park (Burnett's Lane) and the B3342 (Bubb Lane) to the north of the railway line. It is proposed in association with a planning application (O/14/75735) proposing the development of c950 dwellings to the west of Horton Heath which was originally allocated in the draft 2011-2029 local plan. The planning application was granted permission on 22nd December 2017. HCC's 2017 SIS costs this scheme at £2m. It was announced by Government in February 2018 that EBC was awarded £9.3m in MVF funding to facilitate the delivery of the Bubb Lane to Burnetts Lane link along with the Allington Lane to Fir Tree Lane Strategic Link also necessary as a result of the West of Horton Heath and Fir Tree Lane planning permissions. The MVF bid cost the Bubb Lane to Burnetts Lane link at £5.3m and the Allington Lane to Fir Tree Lane strategic link at £3.55m. This is based on a more detailed and up to date assessment for a revised scheme compared to the initial cost in the HCC SIS.

Sundays Hill Bypass

- 6.16 The Sundays Hill bypass is under construction in association with the development of 250 dwellings on land east of Dodwell Lane and north of Pylands Lane Bursledon. The original outline planning permission (O/12/71522) was granted in November 2013 and the reserved matters (R/14/75595 and R/15/76606) in June 2015 and September 2016 respectively. The site was originally allocated for residential development and the provision of the new road under Policies BU3 and BU4 HE2 of the draft 2011-2029 local plan. The Sundays Hill Bypass was estimated in the HCC 2013 Eastleigh Transport Statement at a cost of £4.3m.
- 6.17 The proposed extension of the Sunday's Hill Bypass to St John's Road is associated with land also allocated in the draft 2011-2029 local plan but under policy HE2 for residential development and policy HE4 for employment development with the road itself allocated under policy HE8. These allocations are carried forward as Policies HE2 and HE4 of the EBLP. There is no separate policy for the completion of the Sundays Hill bypass to link with St John's Road but it is required under policies HE2 and HE4. The St John's Road link was estimated in the 2013 HCC statement at a cost of £2.04m. The Council made a resolution to grant planning permission for this final part of the bypass on the 12th March 2018 which is being funded by development allocated (and subsequently permitted) under policies HE2 and HE4.

Local Junction Improvements

- 6.18 The transport modelling work undertaken in support of the local plan has identified a number of highway and junction improvements and related works which are considered necessary to mitigate the impacts of new development proposed in the EBLP. The cost of these works ranges from £1m to £1.6m depending on the detailed intervention option chosen. Assuming the worst-case scenario of the highest cost this results in a cost of £1.6m which needs to be funded from new development in the borough. The interventions are summarised by junction below with full details provided in the transport modelling report.

Junction	Low cost estimate	High cost estimate
Winchester Road / Mortimers Lane widening	£379,000	£572,000
Winchester Road / Mortimers Lane traffic signals	£156,000	£222,000
Denhams Corner	£116,000	£199,000
Maypole Roundabout	£139,000	£225,000
A27 Swaythling Road	£101,000	£155,000
Allington Lane Railway Bridge	£160,000	£243,000
Total	£1,051,000	£1,616,000

Strategically Important Schemes

6.19 The County Council's 2017 SIS identifies a number of other road improvements in the borough including a number of the local junction improvements listed in Policy S12 of the EBLP and summarised at paragraph 6.6 above. These schemes are not considered to be essential to the delivery of development in the EBLP. However, they are necessary to achieve wider council objectives and so are fully supported by the council. The schemes are as follows:

- Bishopstoke Road Corridor. This includes improvements to the Twyford Road Roundabout and rail bridge junction at the western and to the junction of Botley Road, Eastleigh Road and Stubbington Way at the eastern end. It also includes junction improvements at the Chickenhall Lane / Bishopstoke Road mini-roundabout. Estimated cost £7.5m.
- A27 Windhover Roundabout to Swanwick (Providence Hill). This includes works to improve capacity along the A27 and access from Lowford. Estimated cost £1m.
- Traffic management improvements at the Burnetts Lane / Botley Road / Knowle Lane junction to prevent delays along the Botley Road corridor. Cost unknown.
- Charles Watts Way to Tollbar Way junction capacity improvements to include signals £250k
- Hamble Lane (A3025) to Windhover Roundabout improvements to include capacity improvements at the Tesco roundabout, Jurd Way junction and the Portsmouth Road junction. Cost estimate £5m.

6.20 In addition, the SYSTRA Eastleigh Local Plan Transport Modelling Assessment includes a number of additional schemes which are not yet costed. Excluding schemes for which the funding is already committed through new development, these are:

- Denhams Corner roundabout improvements (over and above those already committed)
- Maypole Roundabout further improvements

6.21 The HCC SIS also identifies a number of other road-related initiatives in the form of two Park & Ride proposals at junctions 5 and 8 of the M27. These are costed at £7m and £5m respectively (see footnote 13, p63). Again, while generally desirable to achieve wider strategic objectives, they are not be considered essential to the delivery of the EBLP.

- 6.22 The expectation is that, in the main, these strategically important schemes will be funded from new development in the vicinity. It is less clear at the time of drafting this IDP how the two park and ride schemes will be funded. It is understood that HCC is keen on implementing improvements to the Bishopstoke Road Corridor and part of its long term programme of highway improvements. Clarification was sought from HCC on these points. However, HCC advised that they would respond to the IDP in full once it was published and provide the necessary updates at that time. As none of these schemes are considered essential to the delivery of the EBLP that position was accepted.
- 6.23 In addition to these local Highway Authority schemes, Highways England (HE) is proposing a number of major improvements on the strategic highway network in Eastleigh borough. In terms of this IDP these schemes are assumed to be fully funded by Government and so do not feature in the local plan infrastructure cost.
- 6.24 Firstly the “M27 Southampton Junctions Improvements Scheme”²² is a £130m project to improve the route into and out of Southampton via the A3024 corridor between the M27 junction 8 and the Windhover Roundabout to Southampton city centre. It involves a number of junction improvements along the A3024 in Southampton along with new and improved rail bridges. In Eastleigh borough the project involves slip road widening, the introduction of traffic signals and improved pedestrian and cycle facilities at the M27 junction 8 roundabout and widening of junction entry lanes, introduction of traffic signals and improved pedestrian and cycle facilities at the Windhover roundabout. HE undertook public consultation on the project in September and October 2017. The timetable for the project following this consultation is the announcement of a preferred route in early 2018, detailed design in winter 2019 and a start of works in spring 2020.
- 6.25 Secondly, HE is proposing two SMART motorway schemes on parts of the M3 and M27 motorways which traverse the borough. The M3 junction 9 to 14 scheme²³ was announced by Government in 2015 and will allow all-lane running between the A34 junction north of Winchester to the M27 smart motorway scheme (see below). Both schemes are part of the long standing objective to improve connections between the central south coast ports and the midlands and rest of the UK which will also see improvements to the roundabout at junction 9²⁴ itself to create seamless running between the M3 and the A34 avoiding the need to use the current junction 9 roundabout which causes substantial congestion. The 13km stretch of the motorway between junctions 8 and 14 will see All Lane Running (ALR) (hard shoulder) between junctions 9 to 13 and controlled motorways between junctions 13 to 14 and junction 14 to the M27 link. The scheme will involve new CCTV cameras and electronic information signs and signals on new gantries, the creation of new emergency refuge areas, the creation of safe areas on the junction 11 and 12 slip roads and the hardening of the central reservation and installation of reinforced barriers. It is a £139m scheme which is anticipated to start in March 2020 and take 2 years to complete.
- 6.26 Thirdly, the M27 junctions 4 to 11 SMART motorway scheme²⁵ will see upgrades to the M27 to allow hard shoulder running to create a dual, four lane motorway. Implementing these improvements on this 24km stretch of motorway is estimated to cost £244m. It is currently at the design stage and is due to commence in 2018/19.

²² <http://roads.highways.gov.uk/projects/m27-southampton-junctions/>

²³ <http://roads.highways.gov.uk/projects/m3-junctions-9-to-14-smart-motorway/>

²⁴ <http://roads.highways.gov.uk/projects/m3-junction-9-improvements/>

²⁵ <http://roads.highways.gov.uk/projects/m27-junctions-4-to-11-smart-motorway/>

- 6.27 In addition to these to these listed schemes is a large number of smaller localised schemes included in Hampshire County Council's Eastleigh Borough Transport Statement schedule of transport improvements which was last updated in December 2013. While most of these schemes cannot be considered essential to the delivery of allocations and proposals contained in the EBLP they have none the less been identified as schemes worthy of further investigation, feasibility testing and, in some cases, implementation as desirable initiatives in their own right. Accordingly the full list of those schemes which meet the definition of "infrastructure" (i.e the vast majority of schemes but excluding school travel plans) is listed by area in Appendix 1 to the IDP.
- 6.28 In summary new road infrastructure costs which are essential in support of policies and proposals contained in the EBLP plan for which funding is not already identified or committed are as follows (costs approximate) with the other strategically important schemes listed in the second table:

<u>Essential EBLP Scheme</u>	<u>Cost</u>	<u>Funding</u>	<u>Shortfall</u>
- Chickenhall Lane Link Road *	£60m	£0	£60m
- Botley Bypass	£26m	£26m	£0m
- SGO link road	£41m	£41m	£0
- Sundays Hill Bypass	£4.3m	£4.3m	£0
- Sundays Hill / St John's Road link	£2m	£2	£0m
- Bubb Lane – Burnetts Lane Link	£5.3m	£5.3m	£0
- Allington Lane – Firtree Lane Link	£3.5m	£3.5m	£0m
- Local Junction Improvements	£1.6m	£0	£1.6m
Total	£142.1m	£66.1m	£61.6m
<u>Strategically Important Scheme</u>	<u>Cost</u>	<u>Funding</u>	<u>Shortfall</u>
- Chickenhall Lane Link Road*	£60m	£0	£60m
- Bishopstoke Road Corridor	£7.5m	£0	£7.5m
- A27 Providence Hill / Windhover	£1m	£0	£1m
- Charles Watts Way/Tollbar Way	£0.25m	£0	£0.25m
- Hamble Lane	£5m	£0	£5m
- P&R junction 5	£7m	£0	£7m
- P&R junction 8	£5m	£0	£5m
- M27 Southampton Junctions	£130m	£130m	£0m
- M3 Junctions 9-14 Smart Motorway	£139m	£139m	£0m
- M27 Junction 4-11 Smart Motorway	£244m	£244m	£0m
Total	£598.75m	£513m	£85.75m

**As noted above, implementation of the full £120m CLLR is not thought to be required in order to deliver development proposed in the EBLP. It is not possible at this stage, to attribute a specific cost to what, if anything, would be needed. However it is considered more likely that a cost of 50% of the £120m is more realistic than assuming the full £120m. This is acknowledged to be somewhat arbitrary and an 'unknown' But it is considered a reasonable and precautionary approach rather than assuming full delivery of the £120m CLLR which would be unrealistic. Hence £60m is categorised as 'essential' to facilitate the release of c30,000m² of employment land at the SAEG and £60m 'strategically important' purely for the purposes of this IDP. This should not be seen as undermining the council's commitment to the scheme. This apportionment is purely an estimate for the purposes of this IDP.*

Rail

- 6.29 Eastleigh Borough is served by a main-line railway (London-Weymouth), as well as other lines linking the borough to Fareham/Portsmouth to the east and Romsey/Salisbury to the north-west. There are seven passenger railway stations within the borough.

- Bursledon
- Chandlers Ford
- Eastleigh
- Hamble Halt
- Hedge End
- Netley
- Southampton Airport Parkway

6.30 There is also a station at Botley but it is just across the border within the Winchester City Council area.

6.31 The rail industry is seeing growing demand and is suffering from capacity issues at certain times, and on certain routes through the wider area. There has been significant investment in the facilities available at the railway stations in recent years including additional car parking facilities which have been provided at Southampton Airport Parkway. Future plans include improvements to Eastleigh railway station including the provision of an extra platform, the doubling of the Eastleigh-Fareham railway line, additional car parking at Hamble and Hedge End railway stations and improving access to Southampton Airport Parkway station from the east. However, there are no immediate plans or funding identified to deliver any of these enhancements.

6.32 The HCC SIS identifies a variety of improvements at Hedge End Station. These include station interchange improvements, possible improvements to the car park, enhanced pedestrian/cycle links, bus interchange enhancements and improvements to the footbridge. The SIS identifies a cost of £500k for these works. It also identifies improvements to Hamble Halt to include improved pedestrian and cycle access to the station and provision of a car park. It indicates a cost of £1m for these works (see footnote 13, p63).

6.33 In summary, none of these schemes are considered essential to the delivery of development proposed in the EBLP. Rather they are strategically important to the achievement of wider council objectives. The total rail infrastructure costs of these schemes are as follows:

<u>Strategically Important Scheme</u>	<u>Cost</u>	<u>Funding</u>	<u>Shortfall</u>
- Imps to Hedge End Station	£500k	£0	£500k
- Improvements to Hamble Halt	£1m	£0	£1m
Total	£1.5m	£0	£1.5m

6.34 There are some more locally desirable rail-related projects listed in the HCC Eastleigh Transport Statement schedule of transport improvements summarised by area at Appendix 1 to this IDP.

Bus

6.35 The borough is relatively well-served with bus routes which are run by First Hampshire, Bluestar, Velvet, Uni-link, Brijan, Stagecoach, and Xelabus. However bus use has been on the decline, with the 2011 census indicating a proportional decrease in the use of buses, minibuses or coaches for purposes of travelling to work relative to the findings of the 2001 census. This decline affects the viability of services and accessibility to the community.

- 6.36 The development proposed in the Local Plan will increase the population within the catchment areas of these routes, thus helping to sustain these services in the future.
- 6.37 The 2017 HCC SIS identifies a number of bus-related infrastructure improvements in the borough (see footnote 13, p63). The first is a bus only link between the A27 and the A3024 which will provide an alternative to buses having to use the congested M27 j8 roundabout and the Windhover Roundabout. The cost estimate for these works is stated to be £12m. Bus priority improvements to j7 of the M27 are also identified at a cost of £5m. None of these schemes are considered essential to the delivery of the EBLP.
- 6.38 In summary, while these schemes are considered important to the delivery of wider corporate objectives, they are not essential to the delivery of the local plan. The bus infrastructure costs are as follows:

	<u>Strategically Important Scheme</u>	<u>Cost</u>	<u>Funding</u>	<u>Shortfall</u>
-	Bus-only link A27 – A3024	£12m	£0	£12m
-	Bus priority j7 M27	£5m	£0	£5m
	Total	£17m	£0	£17m

- 6.39 In addition the HCC Eastleigh Transport Statement schedule of transport improvements summarised at Appendix 1 to this IDP includes a number of smaller scale bus-related infrastructure projects across the borough – primarily improvements and upgrades to existing stops, shelters and so on.

Air

- 6.40 Southampton International Airport is located to the south of Eastleigh town, close to junction 5 of the M27. In 2017, the airport served 2 million passengers, an increase of 16% since 2013. This is significant as there had been a slight decrease in passenger numbers since the financial crisis of 2007/8, reflecting national trends.
- 6.41 A masterplan²⁶ was prepared by the owners of the airport in 2006 which indicated that a growth in passenger numbers to 6 million by 2030 would be possible. Although this illustrates the potential of the airport to expand, whether or not these projections are realised will largely depend on future economic circumstances and the emerging national aviation policy framework. A new, updated masterplan is expected to be published during 2018.
- 6.42 The road and public transport infrastructure around the airport has undergone recent improvements including significant improvement to junction 5 of the M27.
- 6.43 Any additional infrastructure improvements that are associated with the airport's future development, including contributions towards the delivery of the CLLR (see paragraphs 6.12 & 6.13 above), would be expected to be funded by the airport, or their partners.

UTILITIES

Gas

²⁶ https://www.southamptonairport.com/media/1051/southampton_masterplan_final.pdf

- 6.44 Centrica is the company responsible for transporting gas through the National Transmission System (NTS), which is the high-pressure system that transports gas from the import terminals to major centres of population and some large industrial users, such as power stations.
- 6.45 Twelve Local Distribution Zones (LDZs) contain pipes operating at lower pressure, which eventually supply the consumer. The LDZs are managed within eight Gas Distribution Networks (GDNs). The distribution network in Hampshire is owned and managed by Scotia Gas Networks, operating as SGN (Southern Gas Networks). SGN supplies gas to 5.9 million homes across Scotland and the south of England
- 6.46 Within Eastleigh Borough, there is currently a regional high pressure transmission pipe that runs west to east across the borough in the vicinity of the Stoneham area, south of Eastleigh along with an intermediate pressure distribution pipe that runs south to north, close to the eastern boundary of the borough.
- 6.47 Gas distribution companies are required to update annually Long Term Development Statements (LTDS) and Demand Forecasting Documents setting their forecasts of future demand for gas over a 10 year period. The latest LTDS for SGN was published in October 2017²⁷. Despite taking into account an increase in housebuilding and population across the SGN area on the next ten years, the company actually predicts a net reduction in annual demand of 8.2% by the end of the forecast period compared to the beginning across its three LDZs (Scotland, South East England & Southern England). Broadly speaking, the 3 LDZ areas cover:
- Scotland – the whole of Scotland
 - South East – East & West Sussex, Kent, Surrey and London south of the Thames
 - Southern – Dorset, Hampshire, Isle of Wight, Berkshire, Oxfordshire & Buckinghamshire
- 6.48 There are a number of reasons for this forecast reduction:
- increasing energy efficiency and installation of new energy efficiency technologies (e.g. smart meters) in the building and use of new buildings;
 - retro-fitting of efficiency measures in existing buildings;
 - changes in energy tariffs and increasing energy bills resulting in a change in consumer behaviour;
 - increasing take-up of renewable technologies; and
 - government's commitment to meeting climate change targets.
- 6.49 It should be noted that these forecast reductions were made prior to the June 2017 general election after which the new government released a number of policy papers on energy and potential future energy strategies. This suggests that the forecast reductions may be higher still in the next annual update of the LTDS. Accordingly, there is no identified need to expand the existing gas distribution network within the borough to accommodate additional gas demands arising out of proposals in the EBLP. Any new local connections as may be required as a result of new development will be delivered through established processes.

²⁷ <https://www.sgn.co.uk/uploadedFiles/Marketing/Pages/Publications/Docs-Long-Term-Development-Statements/SGN-LTDS-2017.pdf>

Water supply

- 6.50 Southern Water is the water supplier to the borough. Across the Southern Water area, the majority of the water supplied originates from groundwater (70%), with a further 23% abstracted from the Rivers Test and Itchen. Only 7% comes from surface water impounding reservoirs. In October 2014 Southern Water published its Water Resources Management Plan which outlines how the company intends to secure its water supply in the period up to 2040.
- 6.51 Eastleigh borough lies within Southern Water's Western water supply area. In this area, North Hampshire sources all of its water from groundwater. In South Hampshire, only one-third of supply comes from groundwater with two-thirds being extracted from the Rivers Test & Itchen.
- 6.52 The Test & Itchen Rivers are internationally protected under EU law for their species and habitats. They are an extremely important and rare resource as chalk streams. The Environment Agency very closely monitors the effect of water supply extractions from these rivers in order to ensure the conservation of the important resource. The EA has powers to limit extractions for water supply in times of low flow. In order to guarantee long-term security of supply the WRMP proposes a 22km pipeline is built to link two water supply works at Testwood, near Southampton and Otterbourne near Winchester. These works supply Eastleigh borough. The pipeline would run from the west of the borough and to the north of Chandlers Ford / Hiltigbury and would not cross the borough. Construction of the pipeline would allow transfers of water between the Test and the Itchen to address reductions in the drought abstraction licence for the Itchen. However, more recently it has been proposed that abstraction licence reductions be introduced on the Test meaning alternative solutions may have to be found.
- 6.53 A public inquiry into these (and other) proposals was held in March 2018. Whatever solution finally emerges is likely to be expensive. However, water companies have a duty to supply water to new development. As the cost of new infrastructure is ultimately borne by the customer the provision of new water supply infrastructure does not raise additional cost issues for the EBLP. Southern Water has confirmed that it does not envisage the supply of water acting as a constraint to the development strategy identified in the EBLP. The ultimate position on this will not be known until after the results of the public inquiry are published.

Waste water

- 6.54 Within the borough, waste water (and the foul drainage network) is the responsibility of Southern Water. Water companies have a legal obligation under Section 94 of the Water Resources Act 1991 to provide additional capacity as and when required. The costs of providing any new infrastructure and upgrading the existing system to cope with the additional demands placed upon it are expected to be borne by the developer.
- 6.55 The main waste water treatment works (WWTW) located in the borough is Chickenhall at Eastleigh, although there is also a smaller works at Botley. Peel Common WWTW, near Fareham treats a significant amount of wastewater from the eastern part of the borough, including parts of Hedge End. WWTW at Portswood and Woolston treat waste water from West End and within the Hamble Peninsula.
- 6.56 The Chickenhall WWTW serves Eastleigh and surrounding areas and discharges to the River Itchen. The River Itchen is designated as a riverine Special Area of

Conservation (SAC) under the Habitats Directive. The discharge consent for the works has been modified as part of the Habitat Regulations Review of Consent process. Discharge limits have been tightened to protect the integrity of the SAC.

- 6.57 Sand filters have been installed at the works as part of the phosphate removal treatment process. As a consequence, the Environment Agency concluded that this has led to a significant reduction in the levels of endocrine disrupting hormones discharged.
- 6.58 It is possible that housing allocations within the districts of Eastleigh, Winchester, and Test Valley could connect to Chickenhall WWTW. Redevelopment of Eastleigh Riverside could also have an impact on capacity. It is very difficult to predict the level of flow from this area before the types of industry (or other uses) to be included are known.
- 6.59 Previous evaluations of the capacity at Chickenhall WWTW concluded that there would be sufficient capacity within the consent to accommodate the housing figures previously stipulated in the South East Plan. These calculations did not include an assessment of the foul water flow from the employment zone or any windfall development that may also occur.
- 6.60 If works are required, however, to improve capacity of the treatment works, these will be funded by the water company and/or developers directly.

Electricity

- 6.61 National Grid owns and maintains the high-voltage electricity transmission system in England, and operates the system across Great Britain. Scottish and Southern Energy Power Distribution plc (S&SEPD) is the local Distribution Network Operator (DNO) covering the whole of Hampshire. S&SEPD are the owners and operators of the network of towers and cables that bring electricity from the high-voltage transmission network to homes and businesses. Southern Electric Power Distribution plc (SEPD) (part of Scottish and Southern Energy group) is the company which then supplies and sells electricity to domestic, commercial and smaller industrial premises.
- 6.62 Energy Supply companies are required as a condition of their Electricity Distribution Standard Licence Condition 25 to produce a Long Term Development Statement (LTDS) for assessment by the government regulator (OFGEM). The current LTDS was produced in November 2017 and covers the period 2017/18 to 2021/22. The only references to infrastructure in Eastleigh borough in that document are:
- proposed works to the Nursling Grid Supply Point to install an additional 33kV circuit to Supply Bishopstoke & Velmore from Hedge End and to establish a normally open point for the circuit from Netley Common to Hedge End. This will increase the firm capacity in the group and increase the transfer capacity between the two Bulk Supply Points;
 - Proposed replacement of the A1MT and A2MT (transformers) at Netley Common sub-station; and
 - the decommissioning of transformers at Netley Common in the Botley Wood Grid Supply Point.
- 6.63 It is not envisaged that the provision additional energy-related infrastructure will act as a constraint to the levels of growth envisaged in the EBLP though there will be electricity infrastructure costs associated with specific development sites (e.g. undergrounding of cables) which will be borne by the developers of those sites.

Renewable energy

- 6.64 The borough council is committed to encouraging renewable energy schemes within the borough in order to reduce carbon emissions and reliance on non-renewable fuels. The renewable energy market is developing rapidly, with some funding available from central government to deliver schemes. Privately funded solar arrays have been built in recent years at Chalcroft Farm to the west of Horton Heath (with a smaller scheme at the Chalcroft Distribution Centre) and on the former Netley Landfill Site. A new Energy Recovery Centre (ERC) is proposed by HCC (as Waste Disposal Authority) on a site at Chickenhall Lane, Eastleigh. The ERC comprises an Advanced Conversion Technology 8-12MWe pyrolysis plant and an Anaerobic Digestion 2-3MWe facility with integrated education centre schemes and a 1MWe Photovoltaic Solar Array (CS/17/81541).
- 6.65 The Borough Council has already installed a number of PV panels on its buildings and runs a combined heat and powered scheme, biomass boiler and other schemes on land within its ownership. Additional schemes are currently being identified. In all cases, these will be funded where there is a strong business case and as such, will not be dependent on public subsidy.

Telecommunications infrastructure

- 6.66 BT is responsible for the static broadband network across the country. Access to high speed broad-band is an increasingly important consideration in business operations, working practises and for personal use within the home.
- 6.67 BT is currently rolling out 'high speed' broadband across the borough, although high speed coverage already includes a large majority of the borough. Hampshire County Council has invested £13m of public funds to the Hampshire Superfast Broadband project. Additional funding has been forthcoming from the district and borough councils, central government and BT taking the total to £38m. The project anticipates achieving superfast broadband coverage across 95% of premises in the County by September 2018.
- 6.68 The scope of influence of the planning system with regard to telecommunications development is somewhat limited. The General Permitted Development Order (1995 and subsequent amendments) enables a significant amount of telecommunications development to take place with only limited local authority control over siting and design.

Waste collection and recycling/disposal

- 6.69 HCC is the waste *disposal* authority for Hampshire, whilst EBC is a waste *collection* authority. HCC has awarded the contract for the disposal of all municipal waste and the operation of waste management infrastructure in Hampshire to Veolia Environmental Services. Within Eastleigh Borough, there are also 4 household waste recycling centres (HWRCs) at Eastleigh, Fair Oak, Hedge End and Netley which are operated by Hopkins Recycling Ltd on behalf of HCC. A significant amount of the borough's waste is currently either recycled or used to fuel energy recovery facilities.
- 6.70 Waste forecasts have indicated that there is no need for additional disposal or processing infrastructure across Hampshire in the period up to 2025 largely due to improved recycling rates. However, HCC has advised that the delivery of c14,500

new dwellings in the borough in the period up to 2036 is likely to have an impact on the operation of the existing HWRC facilities in the borough in the latter part of the plan period.

- 6.71 The Eastleigh HWRC was recently re-located from its former site in Woodside Avenue to a new site at Stoney Croft Rise (off Chestnut Avenue).
- 6.72 HCC is currently part way through a transformation and efficiency programme which has seen a number of recent consultations on changes and rationalisation of the provision of HWRCs across the county including suggesting the closure of some facilities and amending the hours of operation at others. HCC is also investigating opportunities for charging for the use of HWRCs though this is currently specifically prevented by Government legislation. It is likely that there will be further changes to the provision of waste disposal facilities and service across the borough during the plan period. However, this is likely to be as much a consequence of HCC service reviews as it is new development proposed in the EBLP.

FLOOD RISK MANAGEMENT & COASTAL DEFENCE

Flood Risk Management

- 6.73 The Flood and Water Management Act 2010 and the Flood Regulations 2009 identify a number of risk management authorities, their roles and responsibilities. The Environment Agency (EA) is responsible for managing flood risk from main rivers, the sea and reservoirs. The EA has an overarching role to play in the management of flood risk including the administering and determining applications for flood defence funding, through the partnership approach. The EA is also responsible for the production and implementation of the National Flood and Coastal Erosion Risk Management Strategy.
- 6.74 The Lead Local Flood Authority (LLFA) is responsible for the preparation of the Local Flood Risk Management Strategy. The LLFA in this area is Hampshire County Council and its role is to co-ordinate the activity of flood risk management agencies in relation to managing local flood risk. This includes duties to:
- Prepare, maintain, apply and monitor a strategy to address local flood risk;
 - Designate features that have a significant effect on flood risk;
 - Establish publicly accessible register of flood risk management assets;
 - Investigate significant flood events ;
 - Provide advice to Local Planning Authorities on the design, implementation and maintenance of Sustainable Drainage Systems (SuDS).
- 6.75 The PUSH Strategic Flood Risk Assessment (SFRA) concluded that the primary flood risk to the borough is from rivers (fluvial flooding). The River Itchen and the Monks Brook have extensive flood outlines which cover a number of existing developed areas in the Borough, including parts of Chandler's Ford, Eastleigh town centre and Bishopstoke. The secondary source of flood risk to Eastleigh borough is from the sea. The small parts of the Borough which are currently at risk of flooding from the sea are at low-lying parts of Netley, Hamble and Bursledon. There have also been some historic instances of groundwater flooding at the northern boundary of the Borough, marking the location where the South Downs chalk ends and the River Itchen meets less permeable bedrock. Eastleigh has also been susceptible to some

flooding from other sources including surface water and flooding caused by infrastructure failure.

- 6.76 The Environment Agency produces Catchment Flood Management Plans (CFMP) in order to understand the factors that contribute to flood risk within river catchments now and in the future. Each plan identifies the most sustainable policies and actions to manage the risks of flooding within the catchment over the next 50 to 100 years. The Rivers Test and Itchen, and the South East Hampshire CFMPs are relevant to the borough. The Borough Council, Hampshire County Council and other agencies will continue to work together to identify infrastructure requirements to reduce and/or mitigate flood risk from the above sources.
- 6.77 Funding for flood risk management schemes is collected, allocated and distributed for local flood projects by Regional Flood & Coastal Committees (RFCCs). It is awarded Government funding through the EA and collects a levy from Member authorities which is then allocated to priority projects identified in local levy programmes. Eastleigh borough falls within the Southern RFCC area. The HCC SIS 2017 (see footnote 13, p35) identifies a flood alleviation scheme for Monks Brook in Chandlers Ford in the 6-year (2015/16 – 2020/21) Flood & Coastal Erosion Management Grant in Aid and/or RFCC local levy programme. This scheme has an estimated cost of £645,000. A further scheme at School Lane, Chandlers Ford is identified in the FCERM 7+ years pipeline (2020/21 onwards) with a cost of £245,000.
- 6.78 These projects are not necessary as a consequence of new development proposed in the local plan but are considered necessary to address existing flooding problems. Accordingly they do not feature in the area schedules. However, reference to them is included in this IDP for sake of completeness.

Coastal defence work

- 6.79 Eastleigh Borough has coastal management responsibilities for its coastline on Southampton Water. Along with neighbouring authorities and other relevant bodies, a joint North Solent Shoreline Management Plan has been produced which has identified schemes for flood defences and coast protection.
- 6.80 On part of Netley foreshore there has been significant erosion of intertidal areas and cliff toe with a consequential risk of cliff collapse and the undermining of nearly 100 property foundations. A project has been completed to repair and defend the coastline from further erosion and avoid potential loss of property.

GREEN INFRASTRUCTURE

Countryside schemes

- 6.81 Green infrastructure (GI) relates to the active planning and management of networks of multifunctional open spaces, such as those which support biodiversity but which also improve our quality of life by improving access to natural areas. Corridors such as footpaths, cycleways and bridleways therefore form an integral part of the borough's green infrastructure. Parks, play areas and other amenity green spaces also form part of the network.
- 6.82 A Countryside Recreation Network (CRN) is a Hampshire County Council initiative to increase accessibility to the countryside and improve the area's green infrastructure.

The CRN is envisaged as an easy-to-use, easy-to follow shared walking, cycling and horse riding network linking communities and countryside across Hampshire. This network will include local linkages to transport hubs, local amenities and areas of interest to encourage car-free travel. The CRN would function as the links to and from the wider countryside including existing and planned green spaces and provide high quality, useful missing links in the network.

6.83 The CRN is one range of initiatives through which HCC is implementing the Hampshire Countryside Access Plan 2015-2025 (CAP). The main issues identified in the CAP include:

- Condition of the rights of way network
- Getting to the countryside from urban areas
- Using roads as part of the access network
- Connectivity of routes
- Impacts on land management
- Information provision
- Meeting the needs of all users
- Joint working with other countryside interests

6.84 In light of these issues, the CRN initiative and other background information, a number of aspirational green infrastructure links are proposed as part of the emerging local plan, to create an extensive and coherent strategic network across the borough. The provision, protection and enhancement of green infrastructure will be delivered through (amongst other things) working with developers to provide and enhance green infrastructure within development schemes. In this regard it should be noted that there will be a considerable element of GI provision at the new SGO. Early work on master-planning of the SGO indicates that up to as much as 40% of the SGO will be 'green' with the likelihood of additional land in the developers ownership outside of the SGO development boundary also being provided as green infrastructure. While this is considered essential GI in terms of delivery of the local plan, as this will be provided by the developers of the SGO it is not costed separately here.

6.85 The HCC SIS identifies a number of countryside schemes which the county council as Rights of Way Authority and managing body for a number of country parks in the borough wishes to deliver (see footnote 13, p66). Perhaps not surprisingly they focus on improving the country park visitor experience but they also include a general reference to improving access to the countryside. The council is supportive of these schemes to achieve wider corporate objectives. However none are essential to facilitate the delivery of development proposed in the EBLP. Accordingly they are all classed as 'strategically important' rather than schemes being 'essential' to the delivery of the local plan. The schemes are as follows:

<u>Strategically Important Scheme</u>	<u>Cost</u>	<u>Funding</u>	<u>Shortfall</u>
Manor Farm CP Visitor Improvements	£2.5m	£1.2m	£1.3m
Manor Farm CP Access Improvements	£2.5m	£0	£2.5m
Manor Farm CP Pylands Lane resurfacing	£500k	£0	£500k
RVCP Visitor Facility Improvements	£3.7m	£0	£3.7m
RVCP Sustainable Transport Corridor Imps	£2.5m	£0	£2.5m
Eastleigh CAP rural network access imp	£100k	£20k	£80k
Total	£11.8m	£1.22m	£10.58m

- 6.86 In addition to the HCC-owned country parks the borough council also owns and manages two country parks in the borough at West End (Itchen Valley Country Park) and Eastleigh (Lakeside Country Park). Policy E11 of the EBLP proposes an area of 3.6ha is allocated as a western extension to the Lakeside Country Park to include a new footway and cycle link to Stoneham Lane. This is being brought forward alongside a residential development of 1,100 dwellings at Stoneham Park / Chestnut Avenue / Stoneham Lane (O/15/76023 and subsequent reserved matters).
- 6.87 A wholly new country park is proposed in Policy HO1 of the EBLP which allocates 10.5ha of land to the south of Bursledon Road for use as a country park. This park is being funded and brought forward alongside a residential development of 200 dwellings on adjacent land to the east (F/18/82322).

Outdoor Sports Facilities

- 6.88 Although outdoor sports facilities often form part of the borough's green infrastructure, the requirements for these are driven by standards which are based on local population levels, and nationally applied standards of facility provision per 1,000 population. The council commissioned an update of its Sports Facility Needs Assessment and its Playing Pitch Strategy both of which were originally produced in 2014. This updated assessment²⁸ was published in March 2017. In terms of playing pitches the study concluded that, in the absence of a surplus of pitch provision, there is an identified need to retain all existing sports grounds and active recreation areas that are currently in use in order to meet both current identified needs and those projected to 2036. In terms of the quality of facilities the main recommendations identified a need for enhancements and improvements at existing facilities in order to enhance the quality of the provision, expand their capacity and improve the user experience.
- 6.89 Two new major sports hub facilities are proposed as follows:

<u>Essential EBLP Scheme</u>	<u>Cost</u>	<u>Funding</u>	<u>Shortfall</u>
Monks Brook (Eastleigh) – new sports hub etc	£3.5m	£3.5m	£0
Berrywood (Hedge End) – new FA Parklife Hub	£3.5m	£3.5m	£0
Total	£7m	£7m	£0

- 6.90 In terms of new provision, the EBLP makes a number of allocations for outdoor sports facilities as follows.
- 6.91 Firstly, Policy E10 allocates 18.3ha to the south of junction 5 of the M27 for playing fields and ancillary facilities. This is the manifestation of the Monks Brook Sports Hub identified in paragraph 6.87 above. It is being brought forward in association with the development of land at Chestnut Avenue / Stoneham Lane for 1,100 dwellings (O/15/76023 and subsequent reserved matters).
- 6.92 The “Berrywood” hub is provided for in Policy HE1 which allocates 51.1ha of land to the west of Woodhouse Lane, Hedge End for approximately 650 dwellings and associated facilities including a “Sports Hub”. The site owners (Hampshire County Council) undertook pre-application consultation on its proposals for the Policy HE1 allocation site and the (almost) adjacent Policy BO2 site (Land west of Uplands Farm

²⁸ <https://www.eastleigh.gov.uk/media/1655/draft-eastleigh-sports-facility-and-playing-pitches-report.pdf>

Botley) known as the “Uplands Farm Estate” consultation between 23rd September and 20th October 2017. The BO2 site is actually in a number of ownerships but HCC is co-ordinating the formulation of development proposals for the whole area. The consultation proposed up to 1,025 houses on the two sites along with a local centre, 1,000m² of employment space, public open space, additional allotments and a new secondary school on the Woodhouse Lane site and sports pitches, a sports hall with changing facilities and courts, and a multi-use games area comprising 3x courts. The proposals anticipate that the school facilities would be available for use by community groups outside school hours. The site will be brought forward to a timescale which prioritises the delivery of the new school which needs to open for the start of the academic year in September 2020 (see Education section below). As both of these schemes are allocated in the local plan and relate to development being brought forward through the local plan they are considered essential schemes. However, as they are being funded by developers there is no funding shortfall.

- 6.93 Secondly, Policy WE4 of the EBLP identifies land at the Ageas Bowl as being suitable for further outdoor sports and recreation purposes.
- 6.94 Further provision is made for new outdoor sports and recreation facilities in other recently permitted large scale developments at Stoneham Lane / Chestnut Avenue (1,100 dwellings), Boorley Green (1,400 dwellings), West of Horton Heath (1,400 dwellings). Provision is also made for a range of new Green Infrastructure and sports pitch provision in the SGO allocated at Strategic Policy S5 of the EBLP (paragraph 4.38). This provision is in accordance with policies DM34, 35 and 36 which seek to protect existing facilities, encourage the provision of new facilities in association with new development and permit the provision of new facilities in appropriate locations respectively.
- 6.95 In addition to new facilities, the refurbishment and maintenance of open space needs to be considered. The full list of sports pitch improvements and upgrades identified in the March 2017 update of the Sports Facility Needs Assessment and Playing Pitch Strategy are captured in the detailed area schedules included at Appendix 1 to this IDP. Including the two new £3.5m sports hubs identified above, the total cost of all schemes identified in Table 5.1 of the Assessment / Strategy is £9.885m. In addition, a further £1.735m is identified in Table 5.2 for other priority sports facility projects making an overall total cost of outdoor sports facilities of £11.62m. However, only £7m of this for the two sports hubs are essential to the local plan and these are to be funded by development which is either underway or already committed. This leaves £4.62m of desirable schemes to be funded.
- 6.96 The council has prepared a Planning Obligations Supplementary Planning Document²⁹ and a background paper which supports it.³⁰ Although these documents were adopted in July 2008 they are still used by Development Management officers, in so far as this is consistent with current legislation, to negotiate with developers for the provision of, and contribution towards, new areas of open space and improvements to existing facilities. This SPD sets out the minimum levels of provision which are expected and the level of contributions which will be sought per dwellings towards different aspects of public open space including sums for on-going maintenance.

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<https://www.eastleigh.gov.uk/media/1529/supplementary20planning20document20adopted202008-1.pdf>

³⁰ <https://www.eastleigh.gov.uk/media/1528/1adopted-background-july08.pdf>

Indoor Sports Facilities

- 6.97 According to the March 2017 update of the Sports Facility Needs Assessment and Playing Pitch Strategy, there are currently 42 indoor sports facilities within the borough, including publicly accessible facilities within schools and colleges. The study concluded that the expansion of sports hall and swimming pool capacity provided by the replacement Fleming Park Leisure Centre, the new four court hall at the Hiltingbury Rec and the facilities proposed alongside large-scale developments permitted in recent years will significantly improve the quantity and quality of provision in the borough. The policy emphasis should be on protecting (and where possible and in certain older facilities) enhancing that provision as funding and investment opportunities arise.

Cemeteries / Burial Grounds

- 6.98 Responsibility for the provision and management of cemeteries lies with the Parish Councils. However, EBC is responsible in Eastleigh Town which is not parished and EBC manages the borough's largest cemetery at Brookwood Avenue, Eastleigh. In agreement with the parish councils EBC also manages cemeteries in Allbrook, North Boyatt and Chandlers Ford & Hiltingbury. While there is some spare capacity at Brookwood Avenue parish councils have identified a need for additional cemetery provision in Bishopstoke, Botley, Chandlers Ford and Hedge End.
- 6.99 Policy HE7 of the EBLP proposes to allocate a site at Kanes Hill, Hedge End for a new cemetery to meet an identified need in that area. However, in other areas the development of new cemeteries is guided by Policy DM39 of the local plan which enables further provision to be made as needs arise over the plan period.

Allotments

- 6.100 There are currently 23 allotment sites within Eastleigh Borough. The Borough Council manages and maintains 7 of the allotment sites (333 plots) which are located in the northern part of the borough. The remaining 16 sites are managed and maintained by parish and town councils and private organisations.
- 6.101 The borough council commissioned an open spaces assessment in 2017 which included an assessment of the supply and demand of allotments. Against the national Society of Allotment and Leisure Growers standard of 0.125ha of allotment provision per 1,000 population, the borough is currently well provided for with a supply of 0.2ha per 1,000 population. The only area not currently meeting the quantitative standard is Chandlers Ford & Hiltingbury Parish though, with a growing population during the plan period, Bishopstoke and Fair Oak & Horton Heath parishes are also projected to fall short of the standard by 2036. As well as containing a quantitative element, the standard also includes a catchment / distance standard of 900m. Parts of Hedge End, West End and the southern part of Hamble will also fall short of meeting the accessibility standard (of 900m).
- 6.102 The EBLP contains Policy BU8 which allocates a new site of approximately 2ha for public open space (including allotments) at Long Lane, Bursledon. Policy BO2, land west of Uplands Farm, Botley, includes as criterion (vii) the retention of the existing allotments on site as well as additional provision of 1.2ha of new allotments within the site. The new 1,400 dwellings development currently underway to the north and east of Boorley Green (R/16/79470) is also making provision for new allotments.

6.103 The EBLP also contains Strategic Policy S10 on Green Infrastructure which seeks to retain and enhance the borough's GI network. It specifically refers to "*opportunities for local food growing including allotments, community orchards and farms*" at criterion viii. That policy also refers to policies DM 34 and DM35 which seek to protect and retain existing open space (DM34), make provision for new open space (including allotments) to specified standards of provision (0.125ha per 1,000 population / 900m straight line distance) in the case of allotments.

Forest Park

6.104 The South West Hampshire Forest Park is a sub-regional initiative proposed in the PUSH Green Infrastructure Implementation Framework (October 2012). It relates to 400ha of existing woodland in southern Test Valley extending into Southampton City and Eastleigh Borough. The proposal is to improve public access to the woodland, improve its nature conservation value improve informal recreation opportunities for local residents. The aim is to create a more attractive and accessible facility which will increase its carrying capacity and so act as an alternative to people using more environmentally sensitive locations for their recreation. The estimated cost of delivering the requirement improvements is approximately £5m. The project involves negotiating with landowners and tenants (including the Forestry Commission) to secure public access to existing woodland and related land, the provision of additional visitor facilities and improving the management of these areas to encourage wildlife and employment,

6.105 Although none of the proposed Forest Park falls within Eastleigh Borough's administrative boundary, the woodland areas of Hut Wood, Hicknor Hill and Home Wood immediately adjoin the borough's western boundary. Home Wood is physically separated from the rest of the proposed Forest Park by the existing M3 motorway. It also immediately adjoins the proposed development of 1,100 dwellings at land south of Chestnut Avenue. It is therefore considered appropriate that a contribution towards the cost of bringing this element of Forest Park forward is borne by development within the borough. But this is not essential to the delivery of the EBLP.

SOCIAL & COMMUNITY INFRASTRUCTURE

Education

Primary and secondary schools

6.106 Hampshire County Council is the education authority for the borough and is responsible for planning the provision of primary and secondary school places, and securing an appropriate balance between supply and demand. It has a statutory duty to ensure a sufficiency of school places for Hampshire children. The County Council responds to change through the annually updated School Places Plan, which is based in part upon projected dwelling numbers and looks five years ahead. There are five primary school planning areas in the borough (Hamble, Hedge End / West End, Fair Oak, Chandlers Ford and Eastleigh). These planning areas are based on the areas served by clusters of secondary schools. The Borough is divided into four secondary school planning areas (Southern Parishes, Hamble, Chandlers Ford and Eastleigh).

6.107 The County Council produces a School Places Plan on a regular basis; the most recent being The Hampshire School Places Plan 2018-2022³¹. It predicts future school place demand through to 2022 and compares it with the projected capacity of schools at that time and the impact of planned new development. As a 'rule of thumb', need for new school places as result of new residential development averages out across Hampshire at 30 primary school places and 21 secondary places for every 100 new dwellings.

6.108 The Borough Council has previously had discussions with Hampshire County Council about the longer term educational needs of the borough. Consequently the HCC 2017 SIS sets out the following educational provision in Eastleigh Borough. It should be noted that these schemes are considered essential to the delivery of the local plan but, in accordance with the approach adopted in the HCC SIS schedule (see footnote 13) are assumed to be fully funded through a combination of Government grant, county council funding and financial contributions in accordance with HCC guidelines from the developers of new housing sites.. The list of schemes is summarised below:

Scheme Proposal	Indicative timescale for delivery	Total Cost/ indicative cost	Identified funding	Estimated funding shortfall	Proposed funding source(s) to meet shortfall	Commentary
Saint James CE Primary - 210 places	Provided for 2017	£4,358,000	£4,358,000	£0		Demand for places related to housing developments in the area and associated pupil population growth.
Boorley Green - New Primary school - 420 primary places	Provided for 2018	£8,500,000	£8,500,000	£0		
Kings Copse Primary - 105 places	Expansion for 2019	£2,000,000	£2,000,000	£0		
Chestnut Avenue - New Primary school - 315 primary places	Provided for 2019	£5,500,000	£5,500,000	£0		
New Free 4-16 School for Horton Heath/Hedge End Area - Up to 630 new primary places and up to 1350 secondary places (phased)	Phase 1 (420 primary and 1050 secondary places) provided for 2019 or later	tbc	tbc	tbc	Future developer funding & DfE Free School Programme	Free School approved by DfE – details on funding awaited in March 2017. Timing dependent on local housing approvals.
Total Cost		£20,358,000	£20,358,000	£0		

6.109 The 2018-22 School Places Plan identifies the following priorities arising out of new development proposals in the emerging EBLP.

County Council Programmed New Schools and Expansions 2018-2022:

- 2018: Bursledon Junior School (expansion to 3FE)
- 2019 Kings Copse Primary (expansion to 1.5FE)
- 2019 Boorley Park 2FE New Primary Academy
- 2020 Chestnut Avenue 1 ½ FE New Primary Academy
- 2020 Deer Park 7FE New Secondary Academy
- 2021 Hamble Primary School (expansion to 2FE)
- 2022 Boorley Gardens 1 ½ FE New Primary Academy
- 2022 Horton Heath 2FE New Primary Academy

6.110 A list of all the borough's schools is attached at Appendix 2 to this IDP³²

6.111 This provision reflects the development proposed in the EBLP and, in turn, is reflected in the EBLP which allocates new schools in Policies HE1 (Deer Park Secondary Academy). The Chestnut Avenue and Boorley Green schools are being

³¹ <https://www.hants.gov.uk/educationandlearning/schoolplacesplan>

³² <https://www.hants.gov.uk/educationandlearning/schoolplacesplan>

brought forward alongside strategic scale developments in Eastleigh and Boorley Green / Hedge End. The Eastleigh extract from the 2018-2022 school places plan is attached at Appendix 3 to this IDP.

- 6.112 What is not yet factored in the HCC assessment is the new school provision to be delivered as part of the SGO development at Bishopstoke & Fair Oak. Strategic Policy S5 of the local plan requires the provision of 1 new secondary school and 3 new primary schools with a combined capacity of 12 forms of entry. The SGO viability assessment³³ made an estimate of a cost of £10.972m for the provision of 19.95ha serviced school land (which equates to c£550k per ha) on which to deliver these three schools. The viability assessment did not factor in the cost of actually building the schools. However, after taking into account usual land acquisition and construction costs, developer profit, the usual fees and contingencies and known development and policy costs (sustainable construction, affordable housing etc and £41m for the construction of a new link road) the viability assessment left a residual sum (or “s106 surplus”) of c£81m which would potentially be available to pay for externalities such as contributions towards the cost of building the schools.
- 6.113 In terms of the cost of actually building the schools, HCC has been accused in the past of seeking abnormally high sums from developers to construct new schools. The County Council’s May 2017 document “Developers Contributions towards Children’s Services Facilities”³⁴ quotes a cost of £8.66m (£20,620 per pupil place (ppp)) for a new 2FE (420 place) primary school. It quotes £21.46m for a new 6FE (900 place) secondary school (£23,849 ppp). Taking these costs together would make the cost of building the 4 SGO schools £47.44m (3x£8.66m + £21.46m).
- 6.114 To counter these criticisms HCC, in conjunction with East Riding of Yorkshire Council and the Education Funding Agency, initiated a national school delivery cost benchmarking exercise³⁵ which sought to compare the cost of building different types and size of school across the country. The most up to date version of this work is dated February 2017.
- 6.115 For primary schools, the average new build cost per school place came out at £19,051 although the 20th / 80th percentile range was from £15,168 to £23,439 based on a sample size of 51 schemes. This assumes a new build school on a greenfield site and takes into account infrastructure and external work costs. For rebuild and extensions the average cost was £13,760 with a 20th / 80th percentile range from £10,092 to £17,544. Rebuild and extension for the majority of builds with a sample size of 319 projects. For refurbishments, the average cost per pupil was £10,594 in a range £6,209 to £15,424 based on a sample size of 58 schemes.
- 6.116 The benchmarking exercise did look at secondary school costs. However, as might be expected, the sample sizes were much smaller making the cost benchmarks less accurate, particularly for new build and refurbishments. However, on the same basis as primary schools the secondary costs per pupil place were:

	Av £ ppp	Low	High	Sample
New Build	£20,235	£17,719	£22,933	5
Rebuild & Extension	£15,493	£11,880	£18,760	78

³³ <https://www.eastleigh.gov.uk/media/2071/appendix-12-viability-of-sgo-report.pdf>

³⁴ <https://www.hants.gov.uk/educationandlearning/schoolplacesplan>

³⁵ <http://documents.hants.gov.uk/education/NationalSchoolDeliveryCostBenchmarking-PrimarySecondarySENSc.pdf>

Refurbishment	£13,483	-	-	2
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6.117 Applying these average costs to the three schools proposed for the SGO would mean the following approximate build costs for the 4 SGO schools (all assumed to be new build with 1FE = 30 pupils x 7 years = 210 pupil places, 2FE = 420 etc for primary schools and 1FE = 30 pupils x 5 years = 150 pupil places etc for secondary schools). The plan's stated capacity of 12FE is arbitrarily split between the 4 schools at 6FE for the secondary and 3x2FE for the 3 primaries).

	<u>Av £ ppp</u>	<u>Pupils</u>	<u>Total £</u>
New 6FE Secondary	£20,235	900	£18,211,500
New 2FE Primary	£19,051	420	£8,001,420
New 2FE Primary	£19,051	420	£8,001,420
New 2 FE Primary	£19,051	420	£8,001,420

		Total	£42,215,760

6.118 This would suggest that applying the benchmark costs rather than the HCC Developers Contributions guide costs results in the 4 SGO schools being £5.22m cheaper using the former rather than the latter (£47.44m - £42.22m).

6.119 However, applying the same calculation but using the 20th and 80th percentile price per pupil place figures rather than the average produces the following numbers:

	<u>Av £ ppp</u>	<u>Av £ ppp</u>	<u>Pupils</u>	<u>Total £</u>	<u>Total £</u>
	<u>Low</u>	<u>High</u>		<u>Low</u>	<u>High</u>
New 6FE Secondary	£17,719	£22,933	900	£15.95m	£20.64m
New 2FE Primary	£15,168	£23,439	420	£6.37m	£9.844m
New 2FE Primary	£15,168	£23,439	420	£6.37m	£9.844m
New 2 FE Primary	£15,168	£23,439	420	£6.37m	£9.844m
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			Total	£35.06m	£50.172m

6.120 These figures suggest that, while the average benchmark costs (£42.22m) are cheaper than the HCC Developer Contributions guide costs (£47.44m) the County Council's developer contributions guideline costs are well within the 80th percentile benchmarking costs (£50.172m).

6.121 Accordingly, in calculating the school build costs for the SGO it is considered that the benchmarking study cost of £42.22m (see paragraph 6.116 above) is a more reasonable figure to assume in this IDP than the County Council's estimate of £47.44m. This is on top of the estimated land acquisition costs of £10.972m identified in the SGO viability study.³⁶ It is assumed in this IDP that these schools would be funded from the 's106 surplus' of c£81m identified in the SGO viability study (see paragraph 6.110 above).

6.122 To summarise, the totality of new primary and secondary education in the borough is as follows. All schemes are considered essential to the delivery of the local plan but all are considered to be funded as described above.

<u>Essential EBLP Scheme</u>	<u>Cost</u>	<u>Funding</u>	<u>Shortfall</u>
St James C of E Primary	£4.36m	£4.36m	£0

³⁶ <https://www.eastleigh.gov.uk/media/2071/appendix-12-viability-of-sgo-report.pdf>

New Boorley Green Primary	£8.5m	£8.5m	£0
Kings Copse Primary expansion	£2m	£2m	£0
Chestnut Avenue Primary	£5.5m	£5.5m	£0
Hedge End / Horton Heath new Free School	?	?	?
Bursledon Junior expansion	?	?	?
SGO Primary / Secondary provision	£42.22m	£42.22m	£0
Total	£62.58m	£62.58m	£0

Further education

- 6.123 There are two tertiary colleges in Eastleigh Town. Barton Peveril Sixth Form College focuses on academic study, mainly A levels in preparation for people entering higher education and hosts approximately 3,400 full time students. Eastleigh College focuses on vocational training for employment in the workforce. Both colleges have undergone significant redevelopment in recent years. A new 2,000m² science centre building was opened at the end of 2015 at Barton Peveril College at a cost of £5 million. A new science and technology centre was opened at Eastleigh College in 2017, the final stage in a £12.4million transformation project at the college to expand its facilities. The majority of the funding for this project was provided by the Solent LEP.
- 6.124 In view of these recent upgrades and improvements there are no further known requirements for further education provision arising out of the development proposals in the EBLP.

Special Educational Needs & Disabilities (SEND)

- 6.125 Although the County Council aims to accommodate children with special educational needs & disabilities within mainstream schools, it is sometimes necessary for special schools and units attached to mainstream schools to cater for specific needs. There are 7 units providing 52 places attached to mainstream primary schools and 2 units providing 40 places at secondary schools as follows:³⁷

School	Area	SEND Places
Cherbourg Primary School	Eastleigh	7
Hiltingbury Infant & Junior Schools	Chandlers Ford	12
Kings Copse Primary School	Hedge End	9
Shakespeare Junior School	Eastleigh	10
Stoke Park Infant & Junior Schools	Bishopstoke	14
Crestwood College for Business & Enterprise	Eastleigh	22
The Toynbee	Chandlers Ford	18

- 6.126 Unlike primary and secondary schools, need is determined at a county-wide level because special educational needs generally relate to areas broader than single districts/ boroughs.
- 6.127 The borough has one special school secondary for the 11-16 age range at Lakeside, Chandlers Ford which has 84 SEND places

Independent Schools

³⁷ <http://documents.hants.gov.uk/childrens-services/sen-provision-in-hampshire-2015-2016.pdf>

6.128 There are three independent schools located in the borough as listed below.

School	Area	Age range	Student Count
Sherbourne House	Chandler's Ford	3-11	267
Woodhill Preparatory School	Botley	3-11	60
The Kings School	Fair Oak	3-16	231

Health & General Practice

6.129 The provision of primary healthcare across the borough is the responsibility of the West Hampshire Clinical Commissioning Group. The West Hampshire CCG covers a population of over ½ million people across a geographical area of 2,242km (866 square miles) from Fordingbridge & Ringwood in the west to New Alresford in the east and Whitchurch in the north. Eastleigh borough is split between three of 6 localities in the group; Eastleigh North & Test Valley South (covering the Eastleigh Town, Chandlers Ford & Hiltisbury areas in the borough and the Romsey area in southern Test Valley), the Eastleigh Southern Parishes which includes most of the rest of the borough and parts of the western wards of Fareham borough with the exception of the Fair Oak & Horton Heath area which falls within the Mid Hampshire Locality area.

6.130 The CCG produces a 'locality plan' for each of its locality areas. Locality Plans for the three Eastleigh borough localities were produced in August 2016 and each covers the period 2016/17 to 2018/19. The Eastleigh North & Test Valley South Locality Plan identifies that there are six surgery practices (some practices cover two separate surgery buildings) in the borough:

- Archers Practice (Eastleigh Health Centre), Newtown Road, Eastleigh – 7,000 patients, 4 GPs
- Boyatt Wood Surgery, Shakespeare Road, Eastleigh – 6,000 patients, 5 GPs
- Fryern Surgery, Oakmount Road, Chandlers Ford – 10,000 patients, 8 GPs
- Park Surgery & St Francis, Hursley Road / Pilgrims Close, Chandlers Ford – 15,000 patients, 8 GPs
- Parkside Family Practice (Eastleigh Health Centre), Newtown Road, Eastleigh – 8,600 patients, 5 GPs
- St Andrews Surgery, Market Street, Eastleigh – 9,700 patients, 6 GPs

NB Brownhill Surgery in Brownhill Road, Chandlers Ford closed on 30th November 2017 on the retirement of its GP and its 7,000 patients were transferred to other surgeries. The patient figures do not reflect this situation.

6.131 In terms of new infrastructure the locality plan identifies the need to develop an outline business case for the development of a Primary Care 'Hub' model in Eastleigh town. This has yet to be progressed in terms of identification of a site or any feasibility or detailed costing work. However, the West Hampshire CCG, together with Eastleigh Borough Council, are continuing to explore options for the future of GP services in Eastleigh. One of the options being considered is to co-locate the three town centre GP practices in one building. This will allow them to share some facilities in a refurbished building fit for a modern medical centre, alongside other community health and wellbeing services. This proposal is to be subject to public consultation during Summer 2018. The Community Investment Programme for the Eastleigh

Local Area Committee Area identifies a need for £700k to fund this project. Accordingly, this £700k is identified as a strategically important infrastructure requirement in this IDP as EBC's contribution to the CCG towards the cost of delivering the facility. It is, however, already covered by existing developer contributions.

6.132 The Eastleigh Southern Parishes Locality Plan lists the following surgeries within the Southern Parishes area:

- Bursledon Surgery, Lowford Centre, Lowford – 3,800, 2 GPs
- Blackthorn Health Centre, Satchell Lane, Bursledon – 12,500, 7 GPs
- Hedge End Medical Centre, Lower Northam Road, Hedge End – 13,500, 8 GPs
- St Luke's & Botley, St Luke's Close, Hedge End / Mortimer Road, Botley – 12,800, 5 GPs
- West End Surgery, Moorgreen Road, West End – 7,500, 5 GPs

6.133 In terms of new infrastructure provision the plan identifies the need to develop a strategic business case for the development of a Primary Care 'Hub' at Moorgreen Hospital, West End. However, there is no further detail on how or when this will be delivered.

6.134 The Mid Hampshire Locality Plan encompasses the Stokewood Surgery on Fair Oak Road, in Bishopstoke Parish which has 17,000 patients and 11 GPs. It does not identify any specific infrastructure requirements which affect the Eastleigh borough area.

6.135 Taken together this means there are 12 surgery practices in the borough (14 actual surgeries) employing 75 GPs (not necessarily all full-time) serving approximately 130,400 patients. The 2016 government mid-year estimate of the population of Eastleigh borough is 129,635.

6.136 When the CCGs were created in 2013 County and Unitary authorities were given responsibility for promoting and protecting the public's health. A Hampshire Health & Wellbeing Board was created which facilitates joint working and an integration of health service provision across the health sector. Consequently, the HCC SIS also addresses health infrastructure. It captures the need identified in the CCG locality plans for a new health hub to be provided as a high priority in the Eastleigh area.

6.137 In recognition of the growth proposed in the borough, particularly in respect of the SGO north of Bishopstoke and north & east of Fair Oak, Strategic Policy S5 of the EBLP for the SGO requires at criterion 8 that:

“The developer will provide health services either through provision on site as part of the district centre or a financial contribution to the expansion of the existing Stokewood Surgery to create a community health hub as agreed by the Council and Clinical Commissioning Group”

6.138 Strategic Policy S11 commits the borough council to work with the health authorities (amongst others) to deliver the full range of community facilities required as a result of new development proposed in the plan. Policy Bi1 of the EBLP actually allocates land to the south of Stokewood Surgery, Bishopstoke for healthcare uses to support the provision of healthcare facilities in Bishopstoke Parish. The land in question is owned by the borough council. Implementation of this policy has not been costed as the precise form the development take will emerge as master-planning of the SGO evolves.

6.139 The nearest it is possible to get to estimating the cost of a new health centre is through the application of standard cost-multipliers. www.costmodelling.com quotes a cost of £1.5m to build a standard 2,000m² group practice surgery / health centre at Q2 2018 prices. This would be exclusive of furnishings, external work and allowances for risk (contingencies) fees and VAT. Adding in 20% to cover external works, 15% for contingencies and 5% for professional fees would give an estimate of £2.1m.

6.140 Until such a time as a detailed assessment can be made £2.1m is identified as an essential infrastructure cost in this IDP. However, it is assumed that the funding for this facility would be provided by the SGO developers from the anticipated s106 'surplus' identified in the council's viability assessment of the SGO.

6.141 The summary of health infrastructure cost is as follows:

<u>Essential EBLP Scheme</u>	<u>Cost</u>	<u>Funding</u>	<u>Shortfall</u>
SGO Health Centre	£2.1m	£2.1m	£0
<u>Strategically Important Scheme</u>	<u>Cost</u>	<u>Funding</u>	<u>Shortfall</u>
Eastleigh Primary Care Hub	£700k	£700k	£0

Specialised Housing Accommodation

6.142 A number of groups are in need of specialist accommodation, for example those with mental health problems, physical disabilities, learning difficulties, young people leaving home and the elderly.

6.143 The Borough Council works closely with its partners to increase housing options that improve choice for those with special needs, ensuring that the limited resources available are used effectively. Where feasible, support is given for people to remain in their own homes although it is recognised that there is also a need to provide for specialist accommodation.

6.144 With an ageing population it is essential that the needs of older people are considered in terms of meeting their housing needs effectively. While some of the housing needs of older people will be met through provision of general needs accommodation, for an increasing number, specialist provision will be required.

6.145 Extra Care housing is defined as "purpose-built accommodation in which varying amounts of care and support can be offered and where some services are shared". The principal aim of Extra Care is to offer older people a 'home for life' avoiding the need for them to be moved from care setting to care setting 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.

6.146 HCC's 2017 SIS (see footnote 13, p67) identifies a need for almost 400 units of extra care in the borough. 72 units are attributed to a scheme to extend the Surrey Court facility in Chandlers Ford but a further 318 units are required in schemes yet to be

identified across the borough. The cost and funding for these additional units are to be determined.

- 6.147 Policy DM27 of the EBLP seeks to facilitate the delivery of specialised housing for older people. It states:

New development should seek to respond to the requirements of an ageing population by increasing the supply of specialist housing and accessible housing in accordance with policy DM31.

The Council will support the provision of accommodation suitable for the needs of older people. Proposals should be:

- *located in sustainable locations within the urban edge with good access to the local transport network;*
- *close to local facilities that residents can use, ideally Extra Care housing should be in or close to local centre;*
- *well integrated into the local community.*

- 6.148 Policy DM31 of the EBLP also sets accessibility standards for new residential development to ensure it meets the requirements of those with restricted mobility.

Emergency Services

Police

- 6.149 Hampshire Constabulary is the police service in Hampshire providing policing services to Eastleigh Borough (the Eastleigh and Hedge End local policing area). The area is broken down into:

- Eastleigh West (which broadly covers Chandlers Ford & Hiltingbury);
- Eastleigh Central (Eastleigh Town)
- Eastleigh East (Bishopstoke, Fair Oak & Horton Heath)
- Hedge End North (Hedge End, West End & Botley)
- Hedge End South (Hamble, Bursledon and Netley)

- 6.150 All areas of the borough are served by Eastleigh Police Station in Leigh Road, Eastleigh. It is understood that plans are being prepared to close Eastleigh Police Station and relocate the facility to the Hampshire Fire & Rescue HQ site further west along Leigh Road, close to the M3, as part of the rationalisation and sharing of services between the Hampshire Police and Fire & Rescue Services. Hampshire Constabulary relocated its Strategic Headquarters to the Fire & Rescue HQ site in 2015. Should this happen it will be funded from Hampshire Fire & Rescue Service and Hampshire Constabulary budgets and through the proceeds from the sale and redevelopment of the existing police station site.

- 6.151 The Hampshire Constabulary Southern Support & Training HQ is located within the borough off Hamble Lane between Hamble and Netley. HCC's SIS 2017 recognises on page 50 that new housing growth may sometimes require the provision of new police stations. However, the ability to deliver these is largely dictated by Government funding and the need for new provision is balanced by the fact that Hampshire Constabulary is rationalising its estate and is closing a number of existing facilities and merging service provision with other emergency services. This is

happening in Eastleigh borough as identified earlier in this IDP. However, the SIS ultimately notes that, in the short to medium term, there will be no need for additional funding to be sought from external sources to fund additional infrastructure provision. The same point is made in respect of Fire & Rescue Service infrastructure on page 51 of the SIS.

Fire and Rescue

6.152 The Hampshire Fire and Rescue Service Plan 2015-2020 is a five-year plan setting out the future direction of travel of the service. It stresses the strong links with Hampshire Constabulary and also the ambulance service and Hampshire County Council. However, there is no identified need for additional infrastructure to support proposed future development at this time, with the Service seeking to maximise the efficiency of its existing assets/facilities.

Ambulance

6.153 Ambulance services are provided by the South Central Ambulance Service NHS Trust. One of the key strategies of the Trust is to implement a hub and spoke model. Eastleigh Borough is within the Southampton and New Forest hub area, with resource centres at Nursling and Eastleigh (incorporating the Hazardous Area Resource Team) already operational.

6.154 The Trust published a 5 Year Strategy Summary (2014-2019) setting out a broad strategy for future investment in the ambulance service. Whilst a number of key strategic projects have been identified, none directly relate to Eastleigh Borough.

COMMUNITY AND CULTURAL FACILITIES

Community Halls

6.155 According to the previous local plan Community Infrastructure Background Paper there were 58 community halls within the borough in 2011. These halls are important community assets which are used by a variety of different groups. This IDP makes provision for the development of new community halls and improvements to existing halls during the plan period, including providing additional capacity for some halls (see Appendix 1 – various CIP schemes).

6.156 On large strategic housing sites new community facilities will be expected to be provided to serve the needs of the local community. These facilities will be funded by the developer.

Libraries

6.157 In April 2016 HCC published its Library Service Transformation Strategy to 2020 report.³⁸ The strategy is founded on service modernisation and efficiency which will transform the library service to meet the changing requirements of library service users and reflect budget pressures being placed on all County Council services. In 2014-15 the Hampshire library service cost approximately £12.5m to deliver equating to an average cost per active member of £70.85 or £2.10 per issue. The library service must make £1.7m of savings from these running costs by 2020. Half of this

³⁸

<http://documents.hants.gov.uk/libraries/LibraryServiceTransformationStrategyto2020ApprovedVersion.pdf>

(£860,000) has already been implemented or identified through staff restructures and ending the lending of CDs and DVDs and ending the mobile library service.

6.158 The Strategy establishes a 4-tier model for Hampshire libraries in order to standardise the approach to service delivery across similar facilities within those tiers. The categorisation of the 7 libraries in Eastleigh borough using this tiered approach is as follows:

Tier 1 – Chandlers Ford

Tier 2 – Eastleigh & Hedge End

Tier 3 – Fair Oak, Netley & West End

Tier 4 - Bursledon

6.159 For Tier 1 facilities the aim is for the facility to offer the widest range of facilities. They will be managed by HCC and centrally located in the highest populated areas and aim to open 6 days a week and some evenings. Tier 2 will be managed by HCC and be centrally located in medium to small towns and open 5 days per week during normal office hours but will still offer the full range of facilities. Tier 3 will be managed by HCC but with community support conveniently located in smaller towns and larger villages often in a shared community hub building and will aim to open 3 days per week. It will offer a wide range of facilities but limited learning events and support and peripheral activity. Finally Tier 4 facilities will be managed by the community in partnership with HCC and run by volunteers in smaller villages in shared public buildings with opening hours to be determined by the community. They will offer a limited range of facilities unless the local community decide and are able to support and deliver more. This happened in Bursledon in 2015 with the opening of the Lowford Centre which accommodates a GP surgery, the Parish Council office, community facilities run by the Bursledon & District Community Association and the parish-run library.

6.160 In 2017 HCC commenced a review of Tier 3 libraries with a view to re-categorising some as Tier 4 facilities. However, any change in categorisation will only happen after a period of active engagement and consultation with library users and local communities. As a result of budget cuts imposed on the library service, HCC will particularly seek out opportunities for savings by moving libraries into shared public buildings (the “community hub” approach) in order to reduce operating costs. Actions such as these are identified as the main means for the service to make the other half of the £1.7m budget savings target. There are examples of this in Eastleigh and Chandlers Ford libraries when the Registration Offices was co-located in Eastleigh Library and the Caterpillar Hill Sure Start Children’s Centre was opened in the Chandlers Ford library.

6.161 In 2014/15 HCC undertook a library needs assessment which, amongst other things, looked at the quality of the library buildings and location for Tier 1, 2 & 3 facilities. The results for the Eastleigh libraries were as follows:

<u>Library</u>	<u>Tier</u>	<u>Location Suitability</u>	<u>Building Suitability</u>	<u>Building Condition</u>
Chandlers Ford	1	Good	Good	Good
Eastleigh	2	Poor	Poor	Poor
Fair Oak	3	Adequate	Poor	Good

Hedge End	2	Good	Good	Good
Netley	3	Good	Poor	Good
West End	3	Good	Good	Good

7. Infrastructure Projects Summary

- 7.1 This IDP identifies what are considered the key pieces of infrastructure necessary either to support the development proposed in the local plan or to achieve wider corporate objectives or priorities. The appendices to the IDP include a longer list of schemes and projects which, while important locally, are not considered essential to the delivery of the local plan. The total cost of the infrastructure identified in this report is summarised by category below. Where an infrastructure category does not appear in this list it is because there are no known specific or costed schemes identified from which funding might be sought from new development. That is not to say there may be no requirements for infrastructure from a future development in any given area; simply that it has not been possible to identify any specific projects at this point in time in this IDP.
- 7.2 This IDP establishes a total cost of the infrastructure considered essential to the delivery of the EBLP of £215.38m. However, funding is identified or anticipated to the tune of £153.78m leaving a potential **funding shortfall for infrastructure essential to the delivery of the EBLP of £61.6m**. This shortfall assumes that funding for schools comes forward as envisaged in HCC's 2017 SIS and that the SGO and other large scale development currently in the pipeline deliver the infrastructure that is required to support them. The vast majority of this £61.6m shortfall comprises an estimate of the funding needed to deliver part of the CLLR. As established earlier in this paper, further work on employment floorspace needs may determine that none of the CLLR may be needed during the local plan period.

Essential EBLP Infrastructure:

	Cost	Funding	Shortfall
Physical Infrastructure			
Transport & Access			
Roads	£143.7m	£82.1m	£61.6m
<i>Total Physical Infrastructure</i>	<i>£142.1m</i>	<i>£82.1m</i>	<i>£61.6m</i>
Green Infrastructure			
Outdoor Sports Facilities	£7m	£7m	£0m
<i>Total Green Infrastructure</i>	<i>£7m</i>	<i>£7m</i>	<i>£0</i>
Social & Community Infrastructure			
Primary & Secondary Schools	£62.58m	£62.58m	£0m
Health Infrastructure	£2.1m	£2.1m	£0m
<i>Total Social & Community</i>	<i>£64.68m</i>	<i>£0m</i>	
Total – essential infrastructure	£215.38m	£153.78m	£61.6m

- 7.3 In addition, a total infrastructure cost of £629.75m is identified for infrastructure which, while not essential to the delivery of the local plan, is nonetheless important for the achievement of wider corporate strategic objectives. Identified or anticipated funding of £514.92m towards the cost of these schemes leaves a **funding shortfall for these other strategically important infrastructure projects of £114.83m**.

Strategically Important Infrastructure:

	Cost	Funding	Shortfall
Physical Infrastructure			
Transport & Access			
Roads	£598.75m	£513m	£85.75m
Rail	£1.5m	£0m	£1.5m
Bus	£17m	£0m	£17m
<i>Total Physical Infrastructure</i>	<i>£617.25m</i>	<i>£513m</i>	<i>£104.25m</i>
Green Infrastructure			
Countryside Schemes	£11.8m	£1.22m	£10.58m
<i>Total Green Infrastructure</i>	<i>£11.8m</i>	<i>£1.22m</i>	<i>£10.58m</i>
Social & Community Infrastructure			
Health Infrastructure	£0.7m	£0.7m	£0m
<i>Total Social & Community</i>	<i>£0.7m</i>	<i>£0.7m</i>	<i>£0m</i>
Total – important infrastructure	£629.75m	£514.92m	£114.83m

- 7.4 Taking the two together the total funding cost for essential and strategically important infrastructure projects is £845.13m. Taking into account identified / anticipated funding of £668.7m leaves a **total funding shortfall for essential and strategically important infrastructure of £176.43m** (of which £120m is for the CLLR).
- 7.5 This shortfall of c£176m compares with the HCC SIS total identified infrastructure cost for Eastleigh Borough of c£300m. The difference between the two relates primarily to the difference in cost assumptions for the three HE promoted schemes and how these will be funded. The HCC SIS allows for much lower costs for the two Smart Motorway schemes (£30m and £15m) whereas Highways England identifies the costs of these schemes (albeit running beyond the borough of Eastleigh) at £244m and £139m. The HCC SIS does not appear to include the £130m Southampton Junctions scheme. Perhaps more significantly, the HCC SIS has identified no funding towards the implementation of these schemes. This IDP assumes that, as HE schemes, these will either be fully funded by Government or they will not happen as the schemes are primarily to address existing deficiencies in the strategic highway network rather than being needed directly as a result of new development proposed in the EBLP.
- 7.6 It is clear that the key infrastructure cost over the lifetime of the local plan period is for highway schemes whether these be the Chickenhall Lane Link Road, the Botley Bypass, the new SGO link road or the Highways England schemes to improve the motorway network as it runs through the borough. The largest single unfunded project is the Chickenhall Lane Link Road about which there is considerable uncertainty despite the fact that it remains a key strategic infrastructure project. This IDP has attempted to address that uncertainty by splitting the cost of implementing the CLLR in full such that only part of this cost is considered essential to the delivery of the local plan. In the absence of any alternative scheme proposals, designs or costings it is not possible at this stage to establish a more precise or accurate apportionment. In any event, it may prove not to be needed at all.
- 7.7 In addition to the costs identified above, the schedules contained in Appendix 1 to this IDP contain summary details of a large number of further schemes and projects identified through other initiatives. While these projects may not be essential to the delivery of the EBLP, or other strategic corporate objectives, they are nonetheless important locally and will help deliver wider local plan priorities and objectives.

- 7.8 The cost of these additional ‘desirable’ schemes (excluding the aforementioned strategic schemes – shown in blue) by area is as follows:

<u>Parish / Area</u>	<u>Funding Shortfall</u>
Allbrook & North Boyatt	£1.815m
Bishopstoke	£17.217m - £20.591m
Fair Oak & Horton Heath	£2.691m - £7.591m
Bursledon	£1.493m
Hamble	£0.615m
Hound	£0.76m
Chandlers Ford & Hiltingbury	£7.285m
Eastleigh	£37.156m
Hedge End	£8.59m - £8.99m
West End	£1.757m
Botley	£4.705m

Total	£84.084m - £92.758m

- 7.9 Taken together, the funding gap for the essential, strategically important and local infrastructure projects results in a **total funding shortfall of £260.519m to £269.188m.**

- 7.10 It is worth reiterating, however, that the vast majority of the funding shortfall for infrastructure deemed necessary for the delivery the EBLP comprises an estimate of £60m for implementation of part of the CLLR. It is anticipated that the cost of delivering this road, if it is needed, will be forthcoming primarily from the development of land opened up by the provision of that road. If it is not needed, all that is required to facilitate the delivery of the local plan is some £1.0m to £1.6m required for local highway improvements, funding for which will be sought through developer contributions from the large amount of development planned in the borough.

8. Strategic Growth Option north of Bishopstoke and north & east of Fair Oak

- 8.1 The largest single new development project in the borough is the development of two new mixed use communities to the north of Bishopstoke and the north & east of Fair Oak. The Strategic Growth Option (SGO) is a £1.5bn project. The list of infrastructure required to support it is extensive. Whilst the borough council’s starting point is the expectation that the SGO developers will fund the entirety of the infrastructure needed to support the development (something previously committed to by the developers), it is acknowledged that the infrastructure bill is a large one and that additional external funding may be required.

Main Assessment

- 8.2 This assessment is based on the SGO Viability Appraisal of May 2018. The assessment is similar to that which appeared in the June 2018 IDP. The difference is that the additional costs have been expanded by adding costs for the M3 junction 12, environmental measures and local junction improvements, and some further explanation of costs is provided, as set out below.

SGO Viability Appraisal – Dixon Searle Partnership (DSP) – May 2018

- 8.3 The high-level SGO viability appraisal³⁹ produced on EBC’s behalf by the Dixon Searle Partnership (DSP) in May for the June 2018 ‘regulation 19’ consultation identifies a total development value of the SGO of £1,483m. This matches with the total development costs (including the developer’s profit) as follows:

SGO Development area land acquisition costs	£75m
Non-residential serviced land costs	£21.1m
Construction costs	£569.5m
Site works and infrastructure allowance (£32k per unit)	£166.4m
5% Construction contingency allowance	£29.5m
Known EBLP policy costs	£23.9m
Off-site highway costs (SGO link road construction)	£41m
School Construction Costs	£42.2m
Section 106 surplus	£36.0m
Professional & legal fees	£78.3m
Disposal Fees	£38.1m
Finance Costs	£111.6m
Developer Profit (20% mkt, 6% aff. h, 15% emp)	£250.1m

Total	£1,483m

- 8.4 These costs include the specified infrastructure and policy costs above (including site works and infrastructure, known EBLP policy costs, the SGO link road and schools) and also a £36 million ‘section 106’ surplus available for additional costs relating to other infrastructure.

Additional Costs

- 8.5 These additional costs will include the following infrastructure and policy costs which have been identified in this IDP, but are not accounted for in the May 2018 SGO viability assessment:

Additional s106 costs (estimated):

SGO link road Phase 1 land acquisition costs	£4.4m
Revised estimate of SGO Link Road Phase 4 Costs	£4.1m
Additional cost of Itchen Bridge Option H4	£2.1m
M3 Junction 12 improvements (including contingencies)	£10.1m
Environmental measures	£5.2m
Local junction improvements in Fair Oak	£1m
Health Centre	£2.1m

Total	£29.0m

- 8.6 The environmental measures above include costs associated with visitor management (provision of a part-time warden calculated on an in-perpetuity basis), access management, the provision of green bridges and habitat improvements.
- 8.7 Of the £36 million available for additional costs, subtracting the £29 million leaves £7m potentially still available to fund other infrastructure requirements.

³⁹ <https://www.eastleigh.gov.uk/media/3447/viability-sgo-final-note-and-app1.pdf>

Potential Variables

- 8.8 Based on Hampshire County Council guidance, the number of primary and secondary school pupils living within the SGO can be identified. Based on the national school delivery cost benchmarking study, the construction cost of schools to accommodate these pupils will be £42.2 million (as set out in paragraphs 6.106 to 6.122 of this report). This is the figure included in the May 2018 DSP appraisal above. Based on Hampshire County Council's guidance, the construction cost of schools to accommodate these pupils would be £51 million. This higher figure is factored in to the October 2018 DSP sensitivity testing below. There has been some suggestion from Hampshire County Council that primary school pupil yields per dwelling may rise. If that were the case, either of the costs above would rise. However it should also be noted that the above costs are total costs. Hampshire County Council have a statutory duty to provide school places, and at least some of the total funding above could therefore come from the public sector.
- 8.9 There may be additional costs not yet accounted for associated with improvements to junction 12 of the M3 where the new SGO link road will join the strategic road network. The key outstanding unknown cost relates to whether or not the motorway bridge needs significant strengthening. Discussions are progressing with both Highways England and HCC as the highway authorities to confirm whether significant additional works are required.
- 8.10 To balance against these potential additional infrastructure costs, however, as noted above, the SGO viability assessment is a high level study. There is considerable contingency already built into a number of the costs identified above.
- 8.11 In addition to a specific construction contingency allowance of 5% (£29.5m), the cost estimates in paragraph 8.3 include a site works and infrastructure allowance of £166.4m derived from the application of a £32k per dwelling allowance. This is standard practice in carrying out development viability assessments as recommended in the 'Harman Report' (Viability Testing Local Plans – Advice for planning practitioners, June 2012)⁴⁰. The £32k per dwelling allowance is actually higher than the £17k to £23k per dwelling Harman Report allowance, which factored across 5,200 dwellings creates significant flexibility for further infrastructure provision.
- 8.12 While recent and more detailed work has increased the overall cost of the SGO link road (as reflect in paragraph 8.5 above and in more detail below) there is also considerable contingency built into the original cost estimate of £41m for the construction of the SGO link road. When HCC originally estimated the cost for the construction of the road it followed the methodology advised by the Department for Transport (DfT). Accordingly it includes a considerable uplift or 'optimism bias' (44%) to take into account uncertainty.
- 8.13 The "Eastleigh Strategic Transport Study for the North Bishopstoke and Allbrook Hill Relief Road options feasibility report", produced by HCC in 2016 includes a reference to "DfT TAG Unit A1.2 Scheme Costs Table 8"⁴¹. This document, dated July 2017, includes section 3.5 on "Optimism Bias". Table 8 under that heading recommends optimism bias uplifts for different types of infrastructure project at different stages in their lifecycle. For roads it recommends a 44% uplift is applied to schemes at Stage 1

⁴⁰ <http://www.nhbc.co.uk/NewsandComment/Documents/filedownload.47339.en.pdf>

⁴¹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/625380/TAG_unit_a1.2_cost_estimation_jul17.pdf

of their lifecycle (Stage 1 for road schemes being defined in Table 7 of the document as “Strategic Outline Business Case”). Stages 2 and 3 are “Outline Business Case” and “Full Business Case” respectively and the methodology recommends uplifts of 15% and 3% respectively at these stages; the principle being the greater the uncertainty and potential for unforeseen circumstances to arise, the greater the level of optimism bias required. The nearer a scheme is to implementation the more the uncertainties have been identified and addressed so the smaller the uplift required.

- 8.14 This HCC study estimated the cost of the length of the SGO link road from Allbrook to Winchester Road at £31.15m. A subsequent estimate of £9.6m was agreed between EBC and HCC for the final section of the SGO link road from Winchester Road to Mortimers Lane giving the total estimated link road construction cost of c£41m.
- 8.15 Appendix K to the Transport Study notes that, of the £31.15m construction cost, £9.5m comprised the DfT 44% optimism bias. The actual construction cost, therefore was £21.63m. However, even this £21.63m cost included a £3.37m “risk register” allowance to cover for known and costed risks such as delays, unforeseen ground conditions, HRA costs, mitigation requirements, statutory undertaker diversions and so on. Table 7.1 of the study also notes that the calculation included a construction contingency of 15% (£1.8m). Of the £31.15m scheme costing, therefore, it would appear that £14.67m (almost half of the cost estimate) comprised risk contingency allowances in one form or another.
- 8.16 While it is clearly right that the scheme should have been costed in this way in accordance with DfT guidelines, it is obvious that there is considerable contingency built in to that road cost estimate to potentially absorb some additional costs without the overall cost of the road scheme increasing. There may even be a degree of overlap between the £3.37m risk register allowance, the £1.8m construction contingency and the £9.5m DfT optimism bias allowance.
- 8.17 Further work which has been carried out since the original estimate was made have discovered that this £9.6m estimate for the stretch of the link road between Winchester Road and Mortimers Lane (Phase 4 as it is described at paragraph 6.8 above) was not calculated in the same way as the initial assessment of Phases 1-3. A recalculation of this on the same basis as Phases 1-3 increases the cost of this stretch of the link road from £9.6m to £13.7m; an increase of £4.1m which takes the total cost of the road from £41m to £45.1m. Rather than change the £41m road cost (which is now longstanding and is widely understood) this extra £4.1m is captured as a cost to be drawn from the £36m s106 sum (see paragraph 8.3 above). In addition, more detailed design work on an improved road bridge crossing of the River Itchen adjacent to the rail bridge adds an estimated £2.1m to the cost of the road taking the total cost of the SGO link road from the original estimate of £41m to £47.2m (41+ 4.1+2.1). The current (June 2018) costing of the link road is as set out in the table below.

	Allbrook Hill Relief Road	Highbridge Road	NBLR to Winchester Road	NBLR Winchester Road to Mortimers Lane	Total
Local Plan Policy S6 Phase	Phase 1	Phase 2	Phase 3	Phase 4	
Civils	£2,222,504	£2,340,208	£8,534,473	£5,230,806	£18,327,991
Civils Contingency	£333,376	£351,031	£1,280,171	£784,621	£2,749,199
Intelligent Transport Systems	0	0	£85,000	£85,000	£170,000
Landscaping	£57,785	£60,845	£221,896	£136,001	£476,527
Fees, Supervision, Support, Investigations	£761,438	£726,225	£2,943,918	£1,809,748	£6,241,329
Risk Register (incl utilities and inflation)	£626,498	£338,233	£2,405,769	£1,464,626	£4,835,126
Optimism Bias	£1,760,705	£1,679,279	£6,807,340	£4,184,753	£14,432,077
TOTAL	£5,762,306	£5,495,821	£22,287,567	£13,695,555	£47,241,249

- 8.18 To balance against the increased road costs it should be noted that there is the potential for some degree of overlap between the various costings of the different highway functions the SGO link road may perform along its total length. Along its full 4.13 mile (6.65km) length, different stretches of the road will function variously as internal estate road and main distributor road / bypass. The road is costed at £41m (now £47.2m) on the basis of the construction of a bypass. The £32,000 per dwelling site works and infrastructure allowance built into the DSP SGO viability appraisal would also be addressing those parts of the link road which performed an internal estate road function. So, again, there is the potential for overlap between these cost allowances. In this respect, it should be noted that this potential overlap would relate to half of the distance of phase 3 and all of phase 4 of the link road, so is likely to be a significant cost overlap. Ultimately, only time will tell what these costs turn out to be. But it is right that allowance is built into the viability assessment to allow for the risk inherent in all of these uncertainties; provided it is understood that these allowances already exist.
- 8.19 Pulling these considerations together the following table summarises the various factors which could cause the cost of delivering the SGO to be higher or lower than current expectations.

Factors which could increase the cost of delivering the SGO	Factors which could reduce the cost of delivering the SGO
General	
Under-estimating land acquisition cost	Land acquisition cost over-estimated
Over-estimating sales prices / revenue	Sales prices / revenues under-estimated
Additional infrastructure required	Cost of infrastructure over-estimated
Cost of infrastructure under-estimated	External funding towards cost of infrastructure
Insufficient flexibility / contingency	Overly cautious contingency allowances
Specific	
£250k/ha / £75m land acquisition too low	£250k/ha / £75m land acquisition too high
Market housing sales value of £3,750.04/m ² overly optimistic	Market housing sales value of £3,750.04/m ² overly cautious
Possible higher than standard infrastructure build costs in some areas due to environmental considerations	High level of contingency already built-in and potential for overlap between contingency allowances.
Cost of strengthening motorway bridges as part of the improvements to M3 j12 if needed	HCC, Government or other funding contributes towards the cost of funding infrastructure. Possibility of third party upfront funding of infrastructure to be recouped as scheme implemented.
Possible costs for additional community facilities	£32,000 per unit / £166.4m site works & infrastructure cost too high – Harman Range £17,000-£23,000 per unit
	Potential overlap between cost allowances given the various functions the new SGO link road might perform.
	44%+ Contingency built into £41m road cost

Conclusion

- 8.20 At this relatively early stage in the planning of the SGO it is not considered unreasonable for there to be a high degree of uncertainty and so flexibility built into the assessment of the cost of delivering the SGO. These costs will be refined as the planning and design of the SGO evolves and more 'unknowns' become 'knowns'. However, if any significant unforeseen costs arise over and above what is already allowed for by way of contingency allowances, extra allowances, and the residual identified s106 surplus, this could result in an infrastructure funding deficit higher than that identified in the IDP. Should that situation arise, the council would look to work with funding partners such as central Government, the Solent LEP, Hampshire County Council and others as well as using what fund-raising ability it has in its own right as a local authority (see section 4 of this IDP) to ensure that the funding is secured to facilitate the delivery of this sub-regionally important development ; a

development which will deliver 5,200 houses, 30,000m² of new employment floorspace, a range of new community facilities and local services and significant transport improvements.

Sensitivity Testing

8.21 This section has been added in the October 2018 version of the IDP. In light of the representations received following the regulation 19 consultation, and the ongoing 'duty to co-operate', the Council commissioned Dixon Searle Partnership (DSP) to undertake some 'what if' scenarios around their main scenario set out above. The 'what ifs' relate to the following variables:

- Number of dwellings (5,200 or 5,500 dwellings [as per masterplan and addendum]);
- Developer's profit (20%, 17.5% or 15%);
- Land value (£250,000, £300,000 or £350,000 per hectare)

8.22 The 'what if' scenarios are set out in an additional DSP document submitted in October 2018. The Council advised on the latest infrastructure costs. These are incorporated into the latest DSP assessment as total figures and relate back to the increases set out in paragraph 8.5. The table below provides more information to ease comparison. The other inputs remain generally as stated in paragraph 8.3⁴².

Infrastructure Category in DSP Oct. '18 report	Cost in DSP Oct. '18 report	Notes
Link Road	£51.6 million	The May '18 DSP report included £41 mil. The £10.6 mil increase to £51.6 mil represents the £4.4 mil land acquisition, £4.1 mil extra costs, and £2.1 mil Itchen bridge costs set out at para 8.5.
M3 Junction 12	£10.1 million	As per paragraph 8.5
School construction costs	£51 million	The May '18 DSP report included a cost of £42.2 million (para. 8.3). The increase of £8.8 mil to £51 mil is explained at para. 8.8.
Environmental and other local infrastructure	£8.3 million	The £5.2 mil environmental, £1 mil Fair Oak junction improvement and £2.1 mil health centre costs set out at para 8.5

8.23 The October 2018 assessment sets out the figures in a slightly different way to the May 2018 assessment. The October assessment concludes with a surplus or deficit figure. Based on all the inputs above, a surplus suggests the development could fully fund all the infrastructure costs as set out above, with potentially the ability to fund some further infrastructure. A deficit suggests a need for some public sector gap funding. The surplus / deficit figures are set out in the latest DSP report in the table at paragraph 3.2.

8.24 Scenario 1 in the October 2018 DSP report is the closest to the May 2018 DSP scenario, because it is based on 5,200 dwellings, a 20% developer profit and land values of £250,000 / ha. However, because of the differences between the two assessments (set out in the preceding paragraph, and in footnote 42) the conclusions in each report cannot be compared in precise mathematical terms. The important

⁴² There are some changes to the education and employment site areas and relating to the phasing of the link road as set out in the DSP Oct. '18 report at para. 2.5 and 2.6.

points are the overall picture, and the comparisons within the October '18 DSP report.

- 8.25 Overall the DSP report (Oct '18) tested 18 'what if' scenarios. 14 of these generated a surplus, which would suggest (based on all the inputs used) that the development could fund the infrastructure listed. The remaining 4 scenarios generated a deficit, which would suggest the need for some public sector gap funding or involvement. In such a scenario, the Council would work with Government and other bodies to secure gap funding and/or become more involved itself, as set out in paragraph 8.20 above.
- 8.26 An indication of the effect of the number of dwellings in the SGO can be summarised as follows. For the 5,200 dwelling scenario there is a surplus for 6 of the 9 scenarios; and for the 5,500 dwelling scenario there is a surplus for 8 of the 9 scenarios.
- 8.27 In the context of a long term development appraisal, it is considered that the information contained in the 'what if' scenarios above and in supporting evidence continues to indicate a reasonable prospect that the SGO and its supporting infrastructure can be delivered. Based on most of the above scenarios the development would be able to fund the infrastructure listed. Based on some (i.e. the deficit) scenarios assistance would be needed from public sector funding and / or involvement. The conclusion to the main assessment above (paragraph 8.20) sets out the actions the Council would take if this situation were to arise. The Council's paper "Delivering a new community North of Bishopstoke and Fair Oak" (October 2018) elaborates on this further.

9. Conclusion

- 9.1 As set out in the introduction to this document, the objective of the IDP is to identify the key infrastructure required to support the development set out in the Local Plan. Such infrastructure is required to ensure that future development is accompanied by the services and facilities needed to deliver sustainable communities.
- 9.2 A shortfall in secured funding is to be expected at this time given that the IDP is identifying the infrastructure needs through to 2036 and it includes some major infrastructure projects such as the £120m Chickenhall Lane Link Road. This one scheme alone comprises the majority of the identified funding shortfall. That shortfall will be even larger if it transpires that new development does not fund key pieces of infrastructure along the lines identified in this IDP. However, this IDP will be used as a tool to negotiate with developers for financial contributions towards the delivery of these projects.
- 9.3 Either way, the council will continue to work with its partners, infrastructure providers, landowners and developers to ensure that sufficient funding is secured and allocated in the future to deliver the key infrastructure identified in this IDP.

Appendix 1 – Infrastructure Projects by Parish

Note 1: Many of the costs identified in the HCC Transport Schemes lists in this Appendix (the lower cost figures in particular) cover the costs of feasibility studies and assessments rather than the costs of implementing the projects on the ground.

Note 2: Schemes shown in blue are counted in the totals for each area in this appendix but are also counted in the main report as strategic infrastructure schemes and so are excluded from the local schemes summary table at paragraph 7.8 of the main report. i.e. they are not counted in the £84.119m - £92.739m totals.

1. Allbrook & North Boyatt

HCC Eastleigh Borough Council Transport Statement Schemes (2013)

<u>Cost</u>	
- 114 – Allbrook Hill traffic management / environmental improvements	£200k
- 196 – Woodside Ave to Bosville & Allbrook Knoll cycleway provision	£150k
- 197 – Boyatt Wood leisure cycling route	£25k

Total	£375k

Local Plan

6.4.75 to 6.4.81 – reference to provision of Allbrook Hill Relief Road as part of the development of the SGO under Strategic Policy S5

CIP Schemes

Boyatt Wood Countryside Area – access & biodiversity management plan	£50k
Boyatt Wood CA – improved footway and north-south cycle route	£300k
Pitmore Road – new community building	£700k
Energy efficiency improvements to scout hut	£50k
Improvements to allotments	£20k
ASB infrastructure – gates, bollards etc	£20k
Convert litter bins to dual use	£20k
Replacement benches	£15k
New public open space off Allbrook Meadows	?
Allbrook Knoll – improved landscaping	£10k
Chartwell Close play equipment	£50k
Boyatt Wood Countryside Site – range of environmental improvements	£200k
Riverside POS – environmental enhancements	£5k

Total	£1.44m

Allbrook & North Boyatt Total £1.815m

2. Bishopstoke, Fair Oak & Horton Heath

A Bishopstoke

Local Plan Transport Schemes (para 6.1.15 & 6.1.16):

- [Bishopstoke Road Corridor \(Station Hill / Twyford Road Roundabout, Chickenhall Lane Roundabout, Bishopstoke / Riverside junction\)](#). HCC SIS 2017 cost at £7.5m

HCC Eastleigh Borough Council Transport Statement Schemes (2013)

<u>Cost</u>	
- 011 - Access to Eastleigh Riverside (access improvements to existing network)	£15m
Pre-feasibility scoping	
- 077 – Bishopstoke Road Eastleigh Approaches environmental enhancements	£100k
- 113 - Church Road traffic management & accessibility improvements	£50k
- 198 - Extend Bishopstoke Road cycleway eastwards beyond Itchen	£300k
- 208 - Bishopstoke Road / Riverside junction improvements & signalisation	£100k
- 221 - Stoke Park Woods E-W green cycleway	£10k
- 297 – Sedgwick Road / West Drive junction – solar lighting for bus shelter	£2k
- 415 - Bishopstoke to IVCP and Mansbridge Cycle Route	£300k

Total	£5.862m

Local Plan

Policy B11 Bishopstoke Surgery Healthcare Allocation

CIL Reg 123 List schemes

Mount Hospital connection to Itchen Valley Way including footbridge over river
Stoke Common Road via Stoke Park Woods to Fair Oak green network pedestrian and cycleway link extension
Bishopstoke to Eastleigh to Itchen Valley Country Park & Mansbridge – strategic footpath / cycleway / bridleway

<u>CIP Schemes</u>	<u>Cost</u>
Otter Close Play Area	£66k
Brookfield Open Space Play Area	£65k
Brookfield Multi-Use Games Area	£70k
Enhanced visitor interpretation facilities etc at Stoke Park Woods	£5k - £99k
Refurbishment / Rebuild of Bishopstoke Memorial Hall	£500k - £1.5m
New permanent parish office with public access	£200k - £900k
New community building at St Paul's Church	£184k - £834k
Improve / extend Bishopstoke Community Association building	£200k - £1m
Replacement of facilities at Y-Zone Youth Centre	£10k - £100k
Improved paving and drainage at Whalesmead shopping area	£50k
Various verge parking protection measures	£2k - £100k
New dropped kerbs and tactile paving around the parish	£3k - £45k

Total	£1.355m -

£4.729m

Bishopstoke Total £24.717m - £28.091m
Excluding Strategic (£7.5m) £17.217m - £20.591m

B Fair Oak & Horton Heath

Local Plan Transport Schemes

- Policy FO9 Junction Improvements in Fair Oak
- 6.1.45 Allington Lane/ Fair Oak Road & Sandy Lane/Fair Oak Road junction improvements to be delivered as part of the West of Horton Heath / Fir Tree Lane developments
- 6.1.48 Botley Road / Eastleigh Road / Stubbington Way junction – to be delivered as above
- 6.1.53 Need for new allotments identified in the Open Space Needs Assessment

HCC Eastleigh Borough Council Transport Statement Schemes (2013)

<u>Cost</u>	
- 120 - Winchester Road footway extension north of Mortimers Lane	£25k
- 199 - Botley Road multi-modal access improvements	£100k
- 207 – Botley Road / Eastleigh Road / Stubbington Way Improvements	£50k
- 259 – Botley Road / Mortimers Lane junction widening and safety imp's	£25k
- 260 – Mortimers Lane east of Glebe Court – new footway on north side	£25k
- 290 – Fair Oak Road / Haig Road bus stop on north side	£5k
- 317 – Sandy Lane – bus shelter at stop by Victena Road	£10k
- 365 – Fir Tree Lane - new and upgraded passing places & traffic calming	£50k
- 366 – Sandy Lane HGV ban / restrictions	£6k
- 367 – Botley Road HH - ped crossing improvements nr Texaco garage	£20k
- 405 – Fair Oak Road / Allington Lane junction improvements	£100k
- 414 – Strategic pedestrian / cycle route from Botley Road to SDNP	£200k

	Total £616k

Policy S5 - SGO north of Bishopstoke & north and east of Fair Oak

- SGO link road (Policy S6)	£41m
- 3 primary schools (each 2FE) (420 places) (£19,051 per pupil place)	£8mx3
	£24m
- 1 secondary school – 6FE (900 places) (£20,235 per pupil place)	£18.2m
- Land acquisition costs for the above 4 schools	£10.97m
- Health Improvements (possibly Bi1 above)	
- Other standard s106 contributions to open space, GI, highway improvements etc	

	Total £94.17m

HCC 2018-2022 School Places Plan

- 2022: Horton Heath 2fe New Primary Academy

Sports Facility Needs Assessment & Playing Pitch Strategy Schemes

<u>Cost</u>	<i>Short Term:</i>	
Lapstone PFs – changing room extension and 2 nd cricket pitch feasibility		£215k
	<i>Medium Term:</i>	
Wyvern College – MUGA re-surfacing		£50k
Fair Oak Squash Club – enhance ancillary facilities		£75k

	Total	£340k

CIP Schemes

- New Century Park - Demolition of scout hut and provision of new car park etc
- New play equipment for existing play area
- New Allotments
- Extension to Fair Oak Village Hall

- Extension to Fair Oak Library	£500k
- Refurb and new landscaping at Chamberlayne Arms Square	£200k
- Lapstone Playing Fields – new changing room	£50k
- Upgrade and enhance village centre	£100k - £5m
- Dean Road footpath improvements	£50k
- New footpath to r/o no's 18/19 Mortimers Lane	£50k
- Horton Heath Community Centre – improvements and extension	£90k
- New West of Horton Heath Community Centre (funded)	£0

Total	£1.735m - 6.635m

Fair Oak & Horton Heath Total **£96.861m - £101.761m**
Excluding Strategic (£94.17m) **£2.691m - £7.591m**

3. Bursledon, Hamble & Hound

C Bursledon

Local Plan Transport Schemes

- 6.2.25 - Sundays Hill Bypass
- 6.2.28 – Hamble Lane Junction Improvements
- 6.2.30 – M27 j 8 & Windhover Roundabout improvements

HCC Eastleigh Borough Council Transport Statement Schemes (2013)

<u>Cost</u>	
- 005 – Windhover Roundabout – capacity imps, full signalisation etc	£18m
- 007 – Windhover Roundabout Park & Ride	£5m
- 010 – M27 j8 junction optimisation & bus priority measures	£5m
- 421 – A27 Windhover to Swanwick capacity improvements	£1m
- 422 – A3025 Portsmouth Road cycle route	£500k
- 423 – A3024 Bursledon Road cycle route	£250k
- 108 – The Grove, Footpath upgrading & lighting	£10k
- 109 – Hamble Lane and Portsmouth Road corridor & junction improvements	£200k
- 121 – Boundary Road – extension to grasscrete	£10k
- 122 – Boundary Road – link path to Hamble Lane at southern end	£10k
- 125 – Grange Road – footway between Portsmouth Road & Woolston Road	£50k
- 126 – Grange Road – footway from Woolston Road south to opp Mill House	£50k
- 202 – Portsmouth Road/Lowford Hill/Bridge Road multi-modal improvements	£150k
- 220 – Hamble via Badnams Copse & Mallards Moor to Bursledon Station extend green network	£10k
- 257 – Hamble Lane pedestrian crossing opp car boot site	£50k
- 285 – Hungerford Lane / Kew Lane – new pedestrian lay-bys	£30k
- 320 – Hamble Lane / Jurd Way junction capacity improvements	£30k
- 370 – Portsmouth Road, Lowford – new bus shelter and raised kerbs	£8k
- 408 – Hamble Lane / Jurd Way – junction capacity improvements	£65k

Total	£30.433m

Local Plan

- Policy BU8 – 2ha of new public open space at Long Lane Bursledon

Sports Facility Needs and PPS Update March 2017 schemes:

Medium Term:

Bursledon Rec – resurfacing of tennis courts and provision of new court £60k

HCC2018 – 2022 School Places Plan

- 2018 expand Bursledon Junior School to 3FE

CIL Regulation 123 list

Bursledon Windmill & Woods ?

Pilands Youth Shelter

Manor Farm CP – improved access to Dodwell Lane for walkers, cyclists & horse riders

Bursledon Total £30.493m
(Excluding Strategic £29m) £1.493m

D Hamble

HCC Eastleigh Borough Council Transport Statement Schemes (2013)

<u>Cost</u>	
- 393 – Hamble rail station improvements including car park & access imps	£1m
NB this is a policy allocation of the local plan at Policy HA1	
- 131 – Satchell Lane footway extension from Mercury Gardens to Marina	£50k
- 146 – Police Training Centre leisure cycle route	£25k
- 147 – Hamble Peninsula Cycle route links along Hamble Lane to Village Centre	£30k
- 148 – Beaulieu Road to Baron Road cycle link	£5k
- 149 – Baron Road to Hamble Lane cycle link	£10k
- 150 – North of Spitfire Way cycle link	£10k
- 216 – Hamble College pedestrian & cyclist safety measures	£10k
- 258 – Hamble Station widen footway / cycleway	£75k

Total	£1.215m

HCC 2018 – 2022 School Places Plan

- 2021 - Expand Hamble Primary School to 2FE

Sports Facility Needs and PPS Update March 2017 schemes:

<u>Cost</u>	<u>Medium Term:</u>	
VT Sports Ground – replacement pavilion		£400k

CIL Reg 123 List:

Hamble via Badnam Copse & Mallards Moor to Bursledon Station extension to green network

Hamble Total £1.615m
Excluding Strategic (£1m) £0.615m

E Hound

HCC Eastleigh Borough Council Transport Statement Schemes (2013)

<u>Cost</u>	
- 110 – Grange Road / Woolston Road junction improvements & footway	£100k
- 111 – A335 Portsmouth Road / Grange Road junction improvements	£100k
- 124 – Portsmouth Road footway between Pound Road & Pickwell Farm	£20k
- 127 – Victoria Road cycle route to RVCP	£5k
- 128 – Woolston Road footway at junction with Ingleside and Stenbury Way	£20k
- 129 – Woolston Road south side footway from Stenbury Way to Roll Call PH	£20k
- 130 – Ingleside – new footway	£30k
- 143 – Cycle route Hamble Lane via Lovers Lane to RVCP	£90k
- 144 – Leisure cycle route RVCP to Hound Road	£25k
- 145 – Station Road – cycle links to Hamble & Netley schools	£50k
- 151 – Butlocks Heath – conversion of footpaths to cycleways	£25k
- 268 – Off road cycle route from Hound Way	£100k
- 283 – Priory Road pedestrian refuge at junction with St Edwards Road	£20k
- 307 – Toucan crossing Hound Road to aid school related crossings	£80k
- 385 – St Mary's Road / Station Road junction improvements	£50k
- 402 – Portsmouth Road / Pound Road junction – new pedestrian refuge	£25k

Hound Total £760k

Local Plan

- Policy HO1 New Country Park land south of Bursledon Road – to be funded by development already permitted off Hamble Lane

4. Chandlers Ford & Hiltingbury

HCC Eastleigh Borough Council Transport Statement Schemes (2013)

<u>Cost</u>	
- 189 – Southampton to Chandlers Ford cycle route via Hut Hill	£250k
- 102 – Merdon Avenue / Kingsway junction improvements (roundabout)	£46k
- 132 – Kingsway public realm improvements inc cycle parking	£50k
- 136 – Leigh Road / Falkland Road pedestrian refuge to access shops	£65k
- 177 – Hiltingbury Road cycleway (north side)	£150k
- 178 – Winchester Road / Hiltingbury Road cycle crossing facility	£100k
- 179 – Leigh Road to Hursley Road (along Bournemouth Road) cycleway	£250k
- 180 – Chandlers Ford Station to Oakmount Road cycleway	£150k
- 181 – Oakmount Road to Peverells Wood Avenue cycleway	£75k
- 182 – Peverells Wood Avenue to Thornden School cycleway	£75k
- 183 – Ridgeway Close to Winchester Road cycleway	£75k
- 184 – Leigh Road cycleway (Oakmount Road to Bournemouth Road	£150k
- 185 – Various routes to Fryern Arcade Shopping Centre	£50k
- 186 – Claudius Gardens to Birch Grove cycle link	£10k
- 187 – Treloyhan Close to Chalvington Road cycle link	£5k
- 188 – Templars Way cycle link	£150k
- 190 – School Lane / Templars Way cycle link	£100k
- 190 – Brickfield Lane cycle link	£80k
- 193, 194 & 195 – Baddesley Road to North Millers Dale cycle link	£150k
- 201 – Bournemouth Road – borough boundary to Leigh Road cycle route	£100k
- 247 – Link path North End Copse to Somerset Crescent	£20k
- 248 – Wide Lane Links under M27, j5 and Stoneham Lane	£200k
- 262 – New crossing point on Kings Road	£25k
- 271 – Cycle route Thornden School to Otterbourne Hill	£20k
- 272 – Pedestrian & cycle signage improvements at Chandlers Ford Station	£20k
- 273 – Improved pedestrian crossing facilities at Chandlers Ford Station	£10k
- 274 – Extend rain canopy to cover cycle park	£5k
- 275 – RTI displays at Chandlers Ford Station	£10k
- 277 – Bus stop works along Hiltingbury Road	£20k
- 278 – Bus stop works Valley Park	£20k
- 279 – Bus stop works Velmore Estate	£20k
- 288 – New bus shelter at junction of Bournemouth Road / Castle Lane	£10k
- 289 – Pennine Way to Cherwell Gardens pedestrian link under rail track	£10k
- 291 – Bodycoats Road speed reduction measures	£25k
- 294 – Pedestrian refuge on roundabout at Winchester Road / Hursley Road	£5k
- 296 – Stop line kerb bollards at Bournemouth Road Picador Vauxhall	£30k
- 304 – Pedestrian crossing island at Ashdown Road / Hiltingbury Road junction	£25k
- 305 – Footway widening Winchester Road at Thornden & Lakeside Schools	£10k
- 311 – Bus shelter on Templars Way opp Lulworth Close junction	£100k
- 316 – New mini-roundabout Templars Way entrance to Hants Corporate Park	£6k
- 381 & 382 – Bodycoats Road bus shelters at stops	£50k
- 390 – Chalvington Road traffic management measures to reduce rat-running	£6k
- 391 – Winchester Road footway widening north of Peverells Wood Road	£75k
- 396 – Mayflower Close bollards and footway improvements	£10k
- 398 – Winchester Road / Hiltingbury Road junction improvements	£4k
- 400 – M3 underpass between Falkland Road and Kingfisher Road	
- 406 – Bus shelter at junction of Leigh Road and Bournemouth Road	

Total	£4.813m

<u>Sports Facility Needs and PPS Update March 2017 schemes:</u>	<u>Cost</u>
<i>Short Term:</i>	
Hiltingbury Rec – pitch improvements	tbc
Hiltingbury Rec – new 4-court sports hall etc	£1.5m
Toynbee School – resurfacing of pitches	£250k
Thornden School – resurfacing hockey AGP	£200k
<i>Long Term:</i>	
Hiltingbury Rec – Floodlights to 4 tennis courts	£40k

Total	£1.99m

CIL Reg 123 List

Hursley Road / Hiltingbury Road to Flexford Bridge / Baddesley Road new cycle route

<u>CIP Schemes</u>	<u>Cost</u>
Public Art at Jubilee Gardens	£15k
Improvements to Ramalley Car Park	£40k
Rebuild car park at Hiltingbury Rec	£60k
Re-modelling of Hiltingbury Lakes to water garden	?
Ramalley Copse woodland play area	?
Outdoor fitness equipment at Hiltingbury Rec - £20k per item	?
BMX track at western end of Hiltingbury Rec	£150k
New play area west of Hursley Road	£50k
Tennis Court lighting at Hiltingbury Rec	£50k
New lighting between Osborne Close & Mount Drive	£5k
Petanque Court at Hiltingbury Rec	£2.5k
Artificial all-weather pitch at Hiltingbury Rec	£100k
New bus shelters at Leigh Road and Cuckoo Bushes (not identified by HCC)	£10k

Total	£482.5k

Chandlers Ford & Hiltingbury Total **£7.285m**

5. Eastleigh

Local Plan

Policy E5 – contributions from all town centre developments to provide improvements to public realm.

Policy E6 Eastleigh Riverside – new access from Bishopstoke Road, pedestrian / cycle link across the railway between Barton Park and Eastleigh town centre / station, safeguarding route of CLLR, financial contributions towards improvements at junction 5 and other off-site works

Policy E7 Development opportunities adjoining Eastleigh Riverside – safeguarding of and contributions towards CLLR

Policy E8 Junction Improvements, Eastleigh – already captured in HCC costings. Twyford Road / Romsey Road roundabout, Chickenhall Lane / Bishopstoke Road junction, various locations in relation to Chestnut Avenue development.

Policy E9 Southampton Airport – new access which would not prevent future implementation of CLLR, contributions towards CLLR

Policy E10 Land south of M27 junction 5 – allocated for playing fields (FA Parklife football hub)

Policy E11 Western extension to Lakeside Country Park to inc new footway / cycle way to connect Stoneham Lane and the Lakeside country park. Also listed in CIP as £240k identified (s106 from Stoneham development)

HCC Eastleigh Borough Council Transport Statement Schemes (2013)

<u>Cost</u>	
- 001 – M27, junction 5 capacity improvements and full signalisation	£7m
- 002 – Chickenhall Lane Link Road	£120m
- 008 – M27, junction 5 Park & Ride	£7m
- 011 – Access to Eastleigh Riverside – improvements to existing network	£15m
- 024 – Completion of Old Stoneham Lane cycle route to Southampton City	£1m
- 012 – Archers Road railway bridge replacement	£1.5m
- 013 – Campbell Road pedestrian access improvements	£250k
- 014 – Twyford Road accessibility improvements over railway bridge	£750k
- 015 – Passfield Avenue to Chestnut Avenue / Monks Way cycle way	£20k
- 016 – Monks Way / Cheriton Road to South Street cycle way	£20k
- 018 – Leigh Road (south side) Oakmount Road to Bournemouth Road cycleway	£200k
- 022 – Leigh Road (south) Dew Lane to The Point cycle way	£100k
- 023 – Eastleigh to Bishopstoke Road cycle way	£150k
- 026 – Leigh Road, Passfield Road, Woodside Ave cycleway – also 260, 261 & 326	£1m
- 028 – Leigh Road M3 slip southbound pedestrian crossing improvements	£50k
- 029 – Newtown Road traffic management & accessibility improvements	£50k
- 030 – Pirelli Estate 20mph zone	£20k
- 031 – Mitchell Road – improved footways and pedestrian crossing points	£200k
- 033 – Bishopstoke Road – footway north side between Collins House & rec grnd	£30k
- 034 – Passfield / Chestnut Avenue improved pedestrian crossings to colleges	£100k

- 035 – Old Stoneham Lane – new footway to Church & EFC ground £50k
- 036 – Leigh Road service road alternative pedestrian / cycleway access £50k
- 037 – Derby Road / Nutbeem Road junction new bus shelters £20k
- 038 – Leigh Road & M3 slip northbound pedestrian crossing improvements £50k
- 039 – Mitchell Way – cycleway to Parkway Station to connect to new footbridge £80k
- 041 – Chestnut Avenue at B&Q – new bus shelter £10k
- 042 – Twyford Road signalised ped crossing and build-outs and rail bridge £120k
- 043 – Chestnut Avenue new pedestrian crossing to Barton Peveril £80k
- 044 – Eastleigh Station – improve capacity and safety of ped crossing etc £300k
- 049 – Town Centre – Electric Vehicle Club layby and scheme extension £15k
- 050 – Station Hill to Market Street cycleway kerb improvements £30k
- 052 – Leigh Road / Toynbee Road junction ped safety improvements £5k
- 055 – Town Centre pedestrian / cycleway rout signing improvements £40k
- 058 – Barton Road / Bishopstoke Road junction kerb improvements £2k
- 060 – Chestnut Avenue / Arnold Road junction crossing improvements £30k
- 061 – Derby Road crossing improvements High Street / Desborough Rd £30k
- 064 – Southampton Road / Leigh Road junction crossing improvements in 044
- 065 – R/o Lidl car park – pedestrian / cycle link to station £80k
- 066 – Eastleigh Bus Station – improvements to waiting areas & taxi rank £500k
- 067 – Town Centre – taxi rank signing improvements £10k
- 068 – Chestnut Avenue – improved bus stop facilities at Asda £10k
- 069 – Swan centre car park Blenheim Road exit improvements £5k
- 070 – Southampton Road / Chestnut Avenue junction improvements £75k
- 071 – Derby Road / Desborough Road junction safety improvements £25k
- 073 – Chickenhall Lane / Bishopstoke Road roundabout improvements in 002
- 074 – Twyford Road/Romsey Road/Station Hill roundabout safetyimps £1m
- 075 – Blenheim Road environmental improvements £500k
- 076 – The Recreation Ground pedestrian and cycle accessibility improvements £5k
- 077 – Bishopstoke Road town centre approach environmental enhancements £100k
- 078 - Regal Walk to Multi-Storey car park pedestrian improvements £50k
- 079 – Wells Place east-west pedestrian link improvements £100k
- 080 – Wells Place to Blenheim Road pedestrian improvements £50k
- 083 – Town centre car parks – electric charging points £50k
- 084 – High Street improved pedestrian links north to south through TC £200k
- 085 – Derby Road / Scott Road / Tennyson Road junction improvements £75k
- 086 – Passfield Avenue / Locksley Road crossing – upgrade to Toucan £75k
- 087 – Romsey Road footway improvements near Eastleigh House £50k
- 088 – Newtown Road / Romsey Road junction improvements £50k
- 090 – High Street pedestrian crossing improvements £5k
- 091 – Well Place tactile pavement upgrade £1k
- 092 – Desborough Road / Factory Road junction tactile paving £2k
- 093 – The Point, Leigh Road tactile paving £2k
- 095 – Blenheim Road at St Andrews Church crossing enhancements £50k
- 103 – Between Shakespeare Road & St Catherine's Road footpath lighting £20k
- 200 – Leigh Road / Tollgate / Falkland Road new cycleway £150k
- 206 – Romsey Road / Upper Market Street junction improvements £150k
- 218 – Lawn Road traffic management and accessibility improvements £10k
- 249 – Stoneham Way btwn Chestnut Ave & Doncaster Drove new ped link £50k
- 252 – Woodside Avenue – cycle / ped crossing south of Parham Drive £75k
- 253 – Woodside Avenue – new crossing – part of Woodside Ave development £50k
- 267 – Shakespeare Road – replace raised table and new zebra crossing £50k
- 286 – Woodside Ave between Shakespeare Road & B&Q – short new footway £5k
- 299 – Chestnut Avenue opposite B&Q – new bus shelter £5k

- 313 – Rookwood Close to Chartwell Close new footpath	£10k
- 360 – Wide Lane / South Street junction footway & crossing improvements	£20k
- 364 – Passfield Avenue nr Locksley Road upgrade crossing to a Toucan	£70k
- 368 – Romsey Road footway to east of Eastleigh House improvements	£10k
- 369 – Station Hill – lay-by and junction alts to improve roundabout capacity	£15k
- 371 – Romsey Road subway pedestrian / cycle de-segregation	£2k
- 376 – Romsey Road Toucan Crossing – relocate bollards	£2k
- 377 – Blenheim Road by St Andrew’s Church crossing enhancements	£2k
- 383 – Leigh Road / Romsey Road signalised junction cycle bypass	£20k
- 403 – Eastleigh Bus Station kerb realignment	£13k
- 413 – Lakeside to Hut Hill via Stoneham GI pedestrian /cycle route	£200k
- 420 – Bus Station enhanced departure information screens	£60k

	Total £159.411m

HCC School Places Plan 2018-2022

- 2020: Chestnut Avenue 1½fe New Primary Academy as part of Stoneham / Chestnut Avenue development

Sports Facility Needs and PPS Update March 2017 schemes:

Short Term:

	<u>Cost</u>
Fleming Park pitch reinstatement – part of redevelopment	n/a
Hardmoor PFs – pitch reinstatement and new pitches	tbc
Monks Brook – new sports hub, pitches etc	£3.5m
Wide Lane Sports Ground – new shelter / store	£50k
Crestwood Shakespeare Campus – resurface hockey AGP	£200k
The Hub – training lights and gym extension	£45k
Toynbee School – replacement roof for sports hall	tbc

Medium Term:

Wide Lane Sports Ground – resurface hockey AGP	£200k
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Long Term:

Trojans SG – feasibility of 2 nd hockey AGP	£15k
Wide Lane SG – covering 4 courts	tbc

Total £4.01m

CIL Reg 123 list

- Pavilion on the park picnic site
- Improvements to Fleming Park Golf Course ?? Is this still relevant now golf course abandoned?

CIP Schemes

- Fleming Park Golf Course – way markers on all-weather trail (£5k funding identified)*
- Fleming Park Golf Course – Seating alongside all-weather trail (£10k funding identified)*
- Fleming Park Golf Course – picnic sites (£30k funding identified)*
- Fleming Park Golf Course – M3 underpass improvements (£45k funding identified)*
- Fleming Park Golf Course – outdoor exercise equipment
£50k
- Fleming Park Golf Course – Outdoor pursuits activities £80k
- Fleming Park Golf Course - Improved street lighting ?
- Fleming Park Golf Course – replacement youth shelter £10k
- Fleming Park Golf Course – future replacement of play equipment £150k
- Lawn Road – enhancement scheme for play area and open space (£100k funding identified)*
- Lawn Road – future replacement of plan area £100k
- Grantham Green – major enhancement scheme (£100k funding identified)*

Grantham Green – future replacement of plan area	£100k
<i>Leigh Road Rec – standardise bins & benches (£8k funding identified)</i>	
Leigh Road Rec – refurbishment of Romsey Road railings and shrub beds	£100k
Leigh Road Rec – resurfacing of paths and other landscape improvements	£150k
Leigh Road Rec – future replacement of play area	£200k
Bishopstoke Playing Fields – removal of public toilets and creation of parking	£50k
Bishopstoke PFs – provision of overflow grasscrete spaces to south of hub building	£20k
Bishopstoke PFs – enhancement scheme for PFs and play area	£100k
Bishopstoke PFs – future replacement of all-weather pitch surface	£150k
Bishopstoke PFs – future replacement of play equipment	£100k
Campbell Road Play Area – small scale improvements to grass & play area	£20k
Campbell Road Play Area – future replacement of play area	£80k
<i>Pirelli Park – Phase 1 project (£234k funding identified)</i>	
Pirelli Park – replacement of play equipment	£100k
<i>Freespace – tarmac berms and track improvements (335k funding identified)</i>	
Freespace – upgrade for skate park equipment	£40k
Freespace – eventual replacement of skate park and extension of skate bowl	£400k
<i>Cheriton Road Open Space – creation of new play area (£60k funding identified)</i>	
Caustons Play Area – possible removal of play area and site re-landscaping	£15k
Market Street Play Area South – replacement of play equipment	£50k
<i>Market Street Play Area North – conversion to permit parking (£35k funding identified)</i>	
<i>Market Street MUGA – conversion to community garden (£10k funding identified)</i>	
Chamberlayne Arms Square GIA – refurb, landscaping etc (£20k identified)	£250k
Swan Centre Car Park – new lighting (£96k funding identified)	
Litter bins across LAC area – conversion to dual use	£50k
Passfield Avenue (& elsewhere) – replace dead / dying trees	£50k
Eastleigh Town Centre CCTV replacement	£100k
Extensions of CCTV to other areas	£70k
ASB deterrents – bollards, gates, dragons teeth etc	£20k
Replacement public toilets at Eastleigh bus station	£150k
<i>Wells Place – new seating (£7k funding identified)</i>	
<i>Free wifi infrastructure in Eastleigh Town Centre (£40k funding identified)</i>	
<i>Replacement lighting in Market Place ((£25k funding identified)</i>	
Leigh Road re-paving	£600k
Mobile TV screen for public events and town centre noticeboards	£95k
Re-paving courtesy pedestrian crossings in Market Street & High Street	£35k
Wells Place re-paving	£500k
Falkland Court Local Centre – public realm improvements	£150k
<i>Public Art at The Sidings (£8k funding identified)</i>	
New public art at gateway entrances to town	£100k
<i>Relocate public art Barton Peveril to town centre (£11k funding identified)</i>	

	Total £4.235m

Eastleigh Total £167.656m
Excluding Strategic (£130.5m) £37.156m

6. Hedge End, West End & Botley

F Hedge End

Local Plan

Policy HE1 Land west of Woodhouse Lane, Hedge End

650 houses but also requires community facilities including a new secondary school, local centre, sports hub and public open space.

The new secondary school appears in HCC's 2018 to 2022 school places plan as "Deer Park new secondary academy 7FE" for delivery in 2020. It is to be built with scope for expansion to 9FE

The school places plan also proposes an extension to the capacity of Kings Copse Primary School to 1.5FE by 2019

Policy HE2 Land at Sundays Hill and land north of Peewit Hill Close

106 dwellings but also requires completion of the Sundays Hill bypass part 2, part 1 of which is currently under construction, through the site to St John's Road

6.5.29 refers to further improvements at the Maypole Roundabout over and above those currently underway (at January 2018)

6.5.31 refers to improvements at junction 7 of the M27 captured in the HCC programme and identified as essential scheme in the main body of this IDP

6.5.33 & Policy HE6 Hedge End Railway Station identify a need for improvements to Hedge End Station which is captured in the HCC programme and identified as an essential scheme in the main body of this IDP.

Need for a new cemetery on land to the east of Kanes Hill is identified in Policy HE7

<u>HCC Eastleigh Borough Council Transport Statement Schemes (2013)</u>	<u>Cost</u>
- 006 – Botley Road (B3033) bus-only connection A27 to A3024	£12m
- 009 – M27 junction 7 junction optimisation and bus priority measures	£5m
- 418 – Hedge End Station improvements	£500k
- 098 – Netley Firs Road / Firs Drive junction – new footway	£25k
- 099 – Upper Northam Close – new footway	£25k
- 101 – Granada Road – new footway	£25k
- 107 – Hedge End Village Centre public realm / env improvements	£500k
- 112 – Freegrounds Road / Sherborne Way junction improvements & calming	£65k
- 133 – Shamblehurst Lane South bus shelter near Grange Park Mobile Home Site	£8k
- 135 – Botley Road / Tollbar Way junction improvements	£200k
- 159 – St John's Road cycle link West End Road to Foord Road	£100k
- 160 – St John's Road cycle link Foord Road to Upper Northam Road	£100k
- 161 – Maypole Roundabout improvements (underway)	£200k
- 162 – Upper Northam Road cycle link	£100k
- 164 – St John's Road cycle link to Woodside Way	£50k
- 170 – Turnpike Way cycle link 1	£50k
- 171 – Turnpike Way cycle link 2	£80k
- 172 – Wildern Lane cycle link to Tamarisk Road & Merlin Gardens	£20k
- 174 – Sherwood Avenue cycle link to Cranbourne Park etc	£50k

- 209 – Charles Watts Way / Tollbar Way junction improvements & signalisation	£250k
- 214 – Drummond Road new bus shelter on northern side	£10k
- 222 – Locke Road to Pavilion Road footpath enhancements	£10k
- 223 – Woodhouse Lane new footway / cycleway	£75k
- 225 – Marl Road to Brook Lane footpath enhancements	£10k
- 227 – Grange Park to Hedge End Station footpath upgrade	£10k
- 228 – Grange Park East footpath upgrade	£10k
- 229 – Charles Watts Way footpath upgrade to Hedge End Library	£80k
- 230 – Foord Road new footway	£25k
- 231 – Grange Road new footway to link to Botleigh Grange	£25k
- 236 – Tollbar Way to Moorgreen Road footpath link	£50k
- 237 – Winchester Road to Hedge End Station footpath along railway line	£15k
- 238 – Woodhouse Lane footpath link to Grange Park	£10k
- 242 – Kings Copse Avenue to Tanhouse Way track resurfacing	£15k
- 243 – Boorley Green to Hedge End Station GI enhancements	£15k
- 244 – Maunsell Way enhanced speed limit signage	£15k
- 246 – Ratcliffe Road 20mph speed limit	£10k
- 254 – Kings Copse Avenue new footway	£50k
- 255 – Allington Lane to Hedge End GI link	£50k
- 256 – Grange Road junction with Barton Drive improvements	£15k
- 266 – East of Locke Road / Grange Road roundabout – signalised crossing	£80k
- 282 – Cerne Close junction nr Hedge End Station new bus stops	£20k
- 292 – Tollbar Way North nr PC World new bus shelter	£5k
- 306 – Drainage improvement to footpath between Wildern Lane & Tamarisk Rd	£10k
- 308 – Woodhouse Lane – new yellow lines at junction with Pavilion Road	£15k
- 309 – Bubb Lane / Burnetts Lane footpath / cycleway link	£50k
- 318 – Downs Farm – improved signing	£50k
- 361 – Charterhouse Way pedestrian / cycle link to Barfoot Road	£25k
- 379 – Lower Northam Road footpath improvements	£15k
- 384 – Lower Northam Road adj Barleycorn Pub - bus stop improvements	£27k
- 395 – Locke Road bus stop improvements	£2k
- 399 – Upper Northam Road – pedestrian refuge close to The Grange	£30k
- 407 – Maunsell Way pedestrian crossing improvements	£40k
- 417 – Woodhouse Lane cycle link from Maypole Roundabout to Pavilion Road	£150k
- 424 – Kanes Hill / Thornhill Park junction capacity improvements	£250k

	Total £20.617m

Sports Facility Needs and PPS Update March 2017 schemes:

Short Term:

Norman Rodaway Sports Ground – upgraded changing facilities	£40k
Greta Park Rec Ground – upgraded changing facilities	£50k
Wildern School – new junior pitch	£50k
Wildern School – replacement roof for pool hall	tbc
Turnpike Way – car parking and pitch improvements	£100k

Medium Term:

Norman Rodaway SG – Floodlight main pitch	£100k
Wildern School – extension of MUGA or new full size AGP	£200k or £600k
Freegrounds JS – feasibility of convert hard court to MUGA	£15k
Land east of Berrywood – new FA Parklife Hub in south of Borough	£3.5m

Long Term:

Woodhouse Lane Rec – floodlights to 3 tennis courts	£30k
Woodhouse Lane Rec – feasibility for community café	£15k

Total £4.1m - £4.5m

CIL Reg 123 list schemes:

Lower Northam Road pedestrian refuge, speed reduction measures and cycle route

<u>CIP Schemes</u>	<u>Cost</u>
Wildern School – replacement of swimming pool roof (see above)	£700k
Wildern School – pool spectator seating	£30k
Wildern School – new all-weather pitch	£400k
Berry Theatre improvements	?
The Box youth centre – café, outdoor area and minibus	£35k
Hedge End Library extension	£700k
Drummond Centre – various improvements	£230k
Hedge End Village Hall – minor improvements	£2k
Hedge End Youth & Community Association building upgrade	£250k
Local path access improvements	?
Norman Rodaway Pavilion & Rec – various imps to hall, changing rooms, pitches	£278k
Locke Road Play Area – replace equipment	£85k
Woodhouse Lane Skate Park Improvements	£45k
Turnpike Way Rec / Nature Reserve – various improvements	£170k
Greta Park Improvements to facilities, changing rooms & pitches	£170k
Grange Park Greenway – upgrade to paths, signage etc	£30k
Safety improvements to pedestrian routes, esp to schools	£250k
Hedge End Town Centre regeneration enhancements, - toilets, CCTV, landscaping	£980k
Aspen Close Play Area – renewal of equipment	£40k
Westward Road Play area – renewal of equipment	£60k
Beattie Rise play area improvements	£95k
St John’s rec - paddling pool, play area and seating improvements	£263k
Nelsons Gardens Play Area – renewal	£60k
Woodhouse Lane development – various projects to be funded by development	?

	Total £4.873m

Hedge End Total £29.59m - £29.99m
Excluding Strategic (£21m) £8.59m - £8.99m

G West End

Policies WE1 Chalcroft Business Park, Burnetts Lane and WE2 Land adjoining Chalcroft Business Park are employment allocations which requires the delivery of a new road between Bubb Lane and Burnetts Lane to serve the business park and the permitted West of Horton Heath development. This new link road is also referenced at paragraph 6.5.55.

6.5.56 also refers to improvements to the A27 Mansbridge Road / Swaythling Road / Allington Lane / Townhill Way junction in relation to the SGO development (Strategic Policy S5)

<u>HCC Eastleigh Borough Council Transport Statement Schemes (2013)</u>	<u>Cost</u>
- 097 – Kanes Hill Roundabout to Thornhill Park Road bus stop/crossing imp	£16k
- 115 – Southern Road – new footway	£25k
- 117 – West End Road junction with Beauworth Avenue ped/cycle crossing	£25k
- 152 – Moorhill Road conversion of footway to shared foot/cycleway	£25k
- 153 – Kanes Hill cycle link	£50k
- 157 – Moorhill Road – new crossing, refuge and other improvements	£15k
- 158 – West End Road dropped kerbs and junction narrowing	£20k
- 165 – Swaythling Road to High Street cycle link	£180k
- 166 – High Street cycle link	£50k
- 167 – Townhill Way cycle link to Ullswater Avenue	£80k
- 168 – Townhill Way borough boundary to Allington Lane cycle link	£50k
- 175 – Beechwood Rise to Wilderness Heights cycle link	£10k
- 176 – Windermere Road to Swincombe Rise cycle link	£25k
- 234 – Allington Lane / Quob Lane pedestrian / cycle link	£50k
- 235 – Moorgreen Road to Botley Road via Moorlands Farm link path	£50k
- 264 – West End Road, Church Hill to High Street footpath improvements	£75k
- 265 – West End Road Chalk Hill to Church Hill footpath improvements	£80k
- 276 – Telegraph Road / Moorhill Road junction new ‘missing link’ footway	£15k
- 280 – Rose Bowl real time bus and rail passenger information	£10k
- 284 – A27 Swaythling Road cycle route link Cutbush Lane to Townhill Way	£20k
- 310 – Atlantic Park View 20mph restriction	£10k
- 362 – Romill Close speed limit reduction 60-30mph	£25k
- 380 – Mansbridge Road / Hatch Bottom / Romill Close bus stop improvements	£15k
- 386 – Barbe Baker Avenue improved cycleway signage	£1k
- 387 – Romill Close new footway & lighting	£15k
- 389 – Moorgreen Road north of surgery – new footway	£15k
- 410 – Barbe Baker Avenue cycle route High Street to Hatch Mead	£40k

Total	£982k

Sports Facility Needs and PPS Update March 2017 schemes:

Short Term:

Barnsland Rec Ground – pitch drainage works	£100k
Cutbush Lane – pavilion upgrade feasibility	£15k

Long Term:

Moorgreen Rec – resurfacing tennis court	£15k
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Total £130k

CIL Reg 123 List

Open Space Improvements to the Itchen Valley Country Park
St John's Road / West End Road junction improvements including the provision
of traffic signals and junction layout improvements
Pinewood Park Footpath and cycle links

<u>CIP Schemes</u>	<u>Cost</u>
West End Parish Centre – kitchen extension	£5k
Townhill Farm Community Centre – upgrade facilities	£6k
Hatch Farm Rec Ground – youth facility improvements	?
Moorgreen Road Rec – upgrade community facilities	?
Moorgreen Rec – play area upgrade	£60k
Cutbush Lane Rec – Pavilion upgrade	£52k
Chartwell Gardens POS – installation of play equipment	£30k
Ageas Bowl Masterplan Facilities	?
Community Safety Initiatives – safe routes etc	£80k
Cutbush Lane / Townhill Farm street scene improvements	£21k
Old Fire Station / Museum – upgrades and improvements to museum building	£42k
Improved street lighting - £900 per street light	?
Telegraph Woods – footpath upgrades to improve accessibility	£15k
West End Copse – footpath upgrades to improve accessibility	£20k
Village centre streetscene improvements – new seating areas etc	£12k
Disabled access routes at Townhill Way, Hilldene Centre, St James Church etc	£20k
West End Cemetery footpath network improvements	£26k
IVCP – various educational, play area, footpath and trail improvements	£230k
Moorgreen Meadows – new fencing and sign upgrades	£26k

	Total £645k

West End Total	£1.757m

H Botley

Policy BO5 safeguards the route of the Botley Bypass including related junction improvements to the Maypole roundabout, Woodhouse Lane and Winchester Street

6.5.84 refers to other transport improvements required in connection with development already permitted

Paragraphs 6.5.85 to 6.5.87 and Policy BO6 identify the need for capacity improvements at the Denhams Corner roundabout (junction of Botley Road & Bubb Lane)

NB – when get to Botley scheme 210 is listed as Eastleigh Town Centre but it should be Botley.

HCC Eastleigh Borough Council Transport Statement Schemes (2013)

<u>Cost</u>	
- 003 – Botley Bypass	£26m
- 004 – Botley to Eastleigh strategic cycle link along railway line	£2m
- 116 – High street / Holmesland junction and pedestrian crossing improvements	£100k
- 161 – Maypole Roundabout to Botley village off-road cycle route	£200k
- 169 – Havendale to Ambleside via Kings Copse Avenue subway	£25k
- 173 – Kings Copse Road to Kings Copse Avenue bridleway	£25k
- 213 – Marls Road to Brook Lane bridleway improvements	£10k
- 219 – Bursledon Station to Botley via Manor Farm CP ped / cycle links	£10k
- 224 – Pudbrook – Brook Lane to Cheping Gardens new footway	£10k
- 226 – Holmesland Way new footway	£75k
- 233 – Botley to Bishops Waltham pedestrian/cycle/equestrian links	£100k
- 239 – Winchester Road (Denhams Corner) to Botley pedestrian/cycle route	£100k
- 240 – Denhams Corner to Bubb Lane speed limit reduction	£15k
- 241 – Denhams Corner to Botley Park Hotel speed limit reduction	£15k
- 269 – A334/Brook Lane junction to community centre footway improvements	£25k
- 300 – Boorley Green HGV ban	£25k
- 319 – High Street / Winchester Street junction capacity improvements	£100k
- 321 – A334 Mill Hill – traffic management measure to improve ped safety	£15k
- 363 – Botley High Street safety improvements	£50k
- 397 – B3354 between Park View & Holmesland Drive – bus hardstanding	£1k

	Total £28.901m

HCC's School Places Plan 2018 - 2022:

- 2019: Boorley Park 2fe New Primary Academy Botley
- 2022: Boorley Gardens 1½fe New Primary Academy

Sports Facility Needs and PPS Update March 2017 schemes:

<u>Cost</u>	<u>Medium Term:</u>
Botley Recreation Ground – car park extension and pitch enhancements	£190k
Norman Rodaway SG – Floodlight main pitch	£100k

	Total £290k

CIL Reg 123 List

- Botley Square Environmental Improvements
- Manor Farm Country Park Visitor Facilities
- Brook Cottages to Botley Centre new shared cycle route

Broad Oak (Maypole Roundabout to Brook Cottages) new shared cycle route

<u>CIP List</u>	<u>Cost</u>
Botley Market Hall improvements	£21k
Resurfacing footway etc Lovers Lane / Four Acre	£18.3k
Kings Copse Avenue / Havendale – safety improvements	£80k
Botley Centre Car Park extension	£40k
Mortimer Road Car Park improvements	£10k
Mortimers Road Car Park Toilet Block – demolish to create extra parking spaces	£65k
Botley Centre – resurface all-weather pitches	£50k
Additional pitches in Botley to meet deficit in provision	?
Upgrade Botley Rec Pavilion to dual use	£196k
Upgrade Botley Square CCTV	£15k
Provision of youth shelter / facilities at rec	£32k
Unauthorised access prevention at rec and Pudbrook open space	£15k
Botley square environmental improvements	£450k
Accessibility improvements in square and premises	£45k
Mortimer Road / High Street corner landscape improvements	£16k
Various improvements to Pudbrook POS and improved links to Brook Lane	£53.5k
Holmesland / Maffey Court area landscape and environmental enhancements	£12k
Refurbish Botley rec wooden play trail	£69k
Ferndale/Marls Road/Crusader Road/Havendale POS improvements	£10k each £40k
Holmesland open spaces – landscape, route, fencing & pathway improvements	£18k
Little Hatts Recreation Ground – various improvements	£146k
Ravenscroft Way – public seating	£1k
New Parish noticeboards	£2k
Nursesland gate entrance to High Street rec – drainage improvements	£23.8k
Botley allotment extension, new community hut & improved security	£95k

Total	£1.514m

Botley Total **£30.705m**
Excluding Strategic (£26m) **£4.705m**

Parish / Local Area Summary of funding shortfall for locally important infrastructure projects

<u>Parish / Area</u>	<u>Funding Shortfall</u>
Allbrook & North Boyatt	£1.815m
Bishopstoke	£17.217m - £20.591m
Fair Oak & Horton Heath	£2.691m - £7.591m
Bursledon	£1.493m
Hamble	£0.615m
Hound	£0.76m
Chandlers Ford & Hiltingbury	£7.285m
Eastleigh	£37.156m
Hedge End	£8.59m - £8.99m
West End	£1.757m
Botley	£4.705m

Total	£84.084m - £92.758m

Appendix 2 - Schools in Eastleigh Borough

Hamble - Primary Planning Area 8500011

Infant / Primary / Junior:

Bursledon Church Of England Infant School
Bursledon Junior School
Hamble Primary School
Netley Abbey Infant School
Netley Abbey Junior School

Hedge End / West End - Planning Area 8500012 / Secondary Planning Area Southern Parishes 8500044

Infant / Primary / Junior:

Berrywood Primary School
Botley Church Of England (Controlled) Primary School
Freegrounds Infant School
Freegrounds Junior School
Kings Copse Primary School
Saint James Church Of England Primary School, West End
Shamblehurst Primary School
Wellstead Primary School

Secondary:

Wildern School
Wyvern College

Hamble – Secondary Planning Area 8500070

Hamble Community Sports College

Fair Oak – Primary Planning Area 8500013

Infant / Primary / Junior:

Durley C E (Controlled) Primary School
Fair Oak Infant School
Fair Oak Junior School
Stoke Park Infant School
Stoke Park Junior School
Upham C E (Aided) Primary School

Chandlers Ford – Primary Planning Area 8500014 / Secondary Planning Area 8500045

Infant / Primary / Junior:

Chandlers Ford Infant School

Fryern Infant School
Fryern Junior School
Hiltingbury Infant School
Hiltingbury Junior School
Knightwood Primary School
Merdon Junior School
Otterbourne Church Of England Primary School
Scantabout Primary School
St Francis C E Primary School
St Swithun Wells Catholic Voluntary Aided Primary School, Chandlers Ford

Secondary:

The Toynbee School
Thornden School

**Eastleigh – Primary Planning Area 8500015 / Secondary Planning Area 8500046
Infant / Primary / Junior:**

Cherbourg Primary School
Nightingale Primary School
Norwood Primary School
Shakespeare Infant School
Shakespeare Junior School
The Crescent Primary School

Secondary:

Crestwood College for Business and Enterprise

Source: Hampshire schools listed by planning area on the HCC website;
<https://www.hants.gov.uk/educationandlearning/schoolplacesplan>

Appendix 3 – Extract from HCC’s 2018-2022 School Places Plan for Eastleigh Borough

EASTLEIGH

Eastleigh Borough Council’s draft Local Plan covers the period 2016 – 2036. It plans for 14,580 new homes in the borough, of which 7,560 dwellings have either be granted planning permission or a resolution to permit. The proposed strategic growth option, north of Bishopstoke and north and east of Fair Oak, is expected to deliver at least 3,350 dwellings by 2036. The Local Plan also allocates urban redevelopments, small greenfield sites and small windfall sites. The Borough Council’s Local Development Framework sets out the timetable for the emerging Local Plan.

Eastleigh Primary Schools							
Primary Planning Area	Number of Infant/ Primary Schools	Year R: Total PANs Oct 2017	Year R: Number on Roll Oct 2017	Year R: % surplus places Oct 2017	Year R: Proposed PANs Oct 2022	Year R: Forecast No. on Roll Oct 2022	Year R: Forecast % surplus Oct 2022
Eastleigh Town	6	354	367	-4%	354	336	5%
Chandler's Ford	11	420	455	-8%	420	355	15%
Fair Oak	6	241	235	2%	241	272	-13%
Hedge End / West End	8	465	459	1%	480	539	-12%
Hamble	5	225	196	13%	225	226	0%
Eastleigh Secondary Schools							
Secondary Planning Area	Number of Secondary Schools	Year 7: Total PANs Oct 2017	Year 7: Number on roll Oct 2017	Year 7: % surplus places Oct 2017	Year 7: Proposed PANs Oct 2022	Year 7: Forecast No. on Roll Oct 2022	Year 7: Forecast % surplus Oct 2022
Eastleigh Town	2	286	189	34%	286	240	16%
Chandlers Ford	2	500	521	-4%	500	419	16%
Southern Parishes	2	642	683	-6%	642	758	-18%
Hamble	1	203	203	0%	203	194	4%

Explanatory notes:

- Some of the larger strategic sites impact on more than one School place planning area.
- The Chalcroft Farm, Boorley Green & Gardens development yields are shown in the Fair Oak and Hedge End planning areas respectively – the deficit of places will be catered for by proposed new schools. Similarly the deficit within the Southern Parishes secondary planning area will be catered for by the new proposed secondary school.
- There are a number of schools currently operating over their published admissions number in order to accommodate bulge years. This arrangement is temporary and under constant review.

Planned significant housing developments in area:

- Eastleigh Town:

- Kipling Road (94 dwelling granted and on site)
- Chestnut Avenue (1100 dwelling granted and on site)
- Fair Oak / Bishopstoke:
 - Winchester Road / Hardings Lane (330 dwellings granted and on site)
 - Church Road (87 dwellings granted and on site)
 - Knowle Lane (73 dwellings granted and on site)
 - Stoke Park Farm (60 dwellings granted and on site)
 - Fair Oak Road, Fair Oak (16 dwellings granted)
 - St Swithun Wells (72 dwelling granted)
 - Hammerley Farm Phase 1 (67 dwellings granted)
 - Pembers Hill Farm (250 dwellings granted)
 - Chalcroft Farm, Horton Heath (950 dwellings Resolution to Permit)
 - Fir Tree Farm (450 dwelling pending)
 - North of Church Lane, Bishopstoke (30 dwelling pending)
 - Hammerley Farm Phase 2 (35 dwelling pending)
 - Up to 5200 additional dwellings outlined in draft Local Plan
- Hedge End / West End:
 - Moorgreen Hospital (122 dwellings granted and on site)
 - Boorley Green (1400 dwellings granted and on site)
 - Botley Road (100 dwellings granted)
 - Sovereign Drive / Precosa Close (106 dwellings granted)
 - Boorley Gardens (680 dwellings granted)
 - Hatch Farm (98 dwellings granted)
 - Crows Nest Lane (50 dwellings granted)
 - Maddoxford Lane (50 dwellings pending)
 - Land north of Grange Road (83 dwellings pending)
 - Woodhouse Lane (600 dwellings currently in the pre-application stage)
 - Winchester Street (300 dwellings currently in the pre-application stage)
 - Up to 2500 additional dwellings outlined in draft Local Plan
- Hamble / Bursledon:
 - Bridge Road (90 dwellings granted and on site)
 - East of Dodwell Lane (250 dwellings granted and on site)
 - Providence Hill (62 dwelling granted and on site)
 - Land W of Hamble Lane / Jurd Way (150 dwellings granted and on site)
 - Orchard Lodge (29 dwellings granted and on site)
 - Berry Farm (166 dwellings granted)
 - Land south of Bursledon Road (182 dwellings granted)
 - Cranbury Gardens (45 dwellings granted)
 - Abbey Fruit Farm (93 dwellings granted)
 - Grange Road, land north of (89 dwellings pending)
 - Providence Hill (200 dwellings pending)
 - Brookfield (19 dwellings pending)
 - GE Aviation (240 dwellings at Pre-Application Stage)
 - Hamble Station (225 dwellings pending High Court decision)

County Council Programmed New Schools and Expansions 2018-2022:

- 2018: Bursledon Junior School (expansion to 3fe)
- 2019: Kings Copse Primary (expansion to 1.5fe)
- 2019: Boorley Park 2fe New Primary Academy
- 2020: Chestnut Avenue 1½fe New Primary Academy
- 2020: Deer Park 7fe New Secondary Academy
- 2021: Hamble Primary School (expansion to 2fe)
- 2022: Boorley Gardens 1½fe New Primary Academy
- 2022: Horton Heath 2fe New Primary Academy

Local areas under review:

- Botley
- Fair Oak

Source: *Hampshire School Places Plan 2018-2022 on the HCC website;*
<https://www.hants.gov.uk/educationandlearning/schoolplacesplan>

www.eastleigh.gov.uk/localplan2016-2036

