



New Forest District outside the New Forest National Park

**Local Plan Review
2016-2036: Planning Strategy
Infrastructure Delivery Plan**

Submission Local Plan Regulation 19 consultation

June 2018

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1 Introduction

1.1 The Infrastructure Delivery Plan

1.1.1 This Infrastructure Delivery Plan (IDP) outlines the planned delivery of infrastructure and community facilities and services that will support planned growth as set out in the Local Plan 2016 – 2036 Part 1: Planning Strategy for New Forest District outside of the National Park, as shown in Figure 1 (hereafter referred to as the Plan Area).



Figure 1 The Plan Area

1.1.2 Policies 8 and 34 of the Local Plan require that new developments are supported by the timely provision of the infrastructure and

community facilities needed either to meet the needs arising from the development, or to mitigate its effects on existing infrastructure and facilities. Provision may be by direct provision or by developer contributions towards provision by others. Policy 15 (saved Policy CS7) sets out requirements for the provision of public open space.

1.1.3 This IDP sets out the position as at June 2018 with regards to infrastructure requirements and has been developed following consultation with infrastructure providers. Developers and land owners are expected to use the IDP help to identify the infrastructure requirements and facilities they will need to provide or contribute towards providing.

1.1.4 The IDP is the best available evidence of the infrastructure required within the Plan Area. Additional needs may be identified in the future, including by the more detailed technical assessments undertaken by developers when preparing planning applications.

1.1.5 It is expected that the requirements of the IDP will be taken into account when land is purchased or optioned for development, to ensure that development is viable including provision of the necessary infrastructure and services, and other Local Plan requirements such as habitat mitigation and affordable housing provision.

1.2 Infrastructure Definition

1.2.1 The Town and Country Planning Act 2008 defines ‘infrastructure’ as including (but not limited to) the following:

- Open spaces (including Habitat Mitigation);
- Sporting and recreational facilities;

- Roads and other transport facilities;
- Flood defences;
- Schools and other educational facilities;
- Medical facilities; and
- Affordable housing

1.2.2 The CIL Regulations 2010 (as amended) widened the definition of infrastructure to include ‘the provision, improvement, replacement, operation or maintenance of infrastructure, or anything else that is concerned with addressing demands that development places on an area’¹. Infrastructure meeting this definition will be delivered by a range of agencies and funding sources.

Affordable Housing

1.2.3 The provision of affordable housing is a key part of meeting the needs of the Plan Area, but it is not covered as part of this IDP. The Council’s policy in respect of the levels of affordable housing required from new development is set out in Policy 17 of the [Local Plan 2016-2036 Part 1](#). These levels have been the subject of testing through a Whole Plan viability assessment which has been carried out to ensure that the cost implications of the policy requirements of the plan, and associated infrastructure needs, have been taken into account to ensure that the policy objectives of the Local Plan can realistically be achieved.

Habitat Mitigation, Management and Monitoring

1.2.4 Developer contributions (including provision in kind and through CIL) are also collected to monitor the impact of planned

development (either alone or in combination with other plans or projects) on International Nature Conservation sites², and to mitigate and manage identified effects. These are necessary to enable planned development to proceed in accordance with the requirements of the Conservation of Habitats and Species Regulations 2017 (see Policy 10 of the Local Plan, and the [Mitigation for Recreational Impacts Supplementary Planning Document](#)). These forms of contributions are not addressed in the IDP, but their implications for the viability of development have also been taken into account in the Whole Plan viability assessment.

1.3 Infrastructure provision and infrastructure providers

1.3.1 The provision and maintenance of infrastructure including utilities and community facilities involves many bodies and a range of regulatory processes and funding mechanisms. The plan-making process helps plan-makers to understand where capacity is available, and informs infrastructure providers about what is likely to be needed in the Plan Area to formulate their own delivery and investment plans.

1.3.2 The ‘direct’ infrastructure delivery role of Local Plans is very limited: to securing the contributions (in cash or kind) towards the infrastructure and services that are necessary and that can reasonably and proportionately be sought from developers to meet the needs directly arising from their developments, or to mitigate the effects of their developments on existing facilities and services. There is no scope in this role to address current deficiencies or

¹ <https://www.legislation.gov.uk/ukdsi/2010/9780111492390/contents>

² SPA, SAC, Ramsar

service backlogs, except as an indirect benefit from provision related to new development.

1.3.3 Some of the key infrastructure services are provided by the private sector within a regulatory framework, overseen on behalf of the Government by independent regulators or the Government itself. The costs of provision are offset by regulated user/occupier charges, operating where applicable under a 'duty to connect' new development. Those that are particularly relevant the Plan Area are:

- Ofwat - the regulator for water and sewerage companies;
- Ofgem - the regulator for gas and electricity markets;
- Ofcom - the regulator for the UK communications industries; and
- ORR (Office of Rail Regulation) -the independent safety and economic regulator for Britain's railways.

1.3.4 Some forms of infrastructure and services are provided by or on behalf of the public sector including national institutions or agencies, and by county, district and town/parish councils. These can be funded by national and local taxation, user charges and may also be funded or part-funded by private investment. Funding may include developer contributions where additional provision is required to meet the needs of a development, or to mitigate the impacts of a development on existing facilities. Some examples are provided below.

1.3.5 [Highways England](#) is responsible for operating, maintaining and improving the strategic road network in England on behalf of the Secretary of State for Transport. Within Plan Area, Highways England is responsible for the A31, M27 and A36.

1.3.6 [Hampshire County Council](#) is a key provider of a number of important services in the plan area. These include the direct provision of services in relation to its statutory roles including as education authority, highways authority and lead local flood authority; and as a provider of other services such as adult social care, fire and rescue, and libraries.

1.3.7 Health services are normally delivered directly by the [National Health Services](#) (NHS), or by medical practices contracted by the NHS on a commercialised basis. Services such as nursery provision and care homes are often provided by private businesses, although they may receive grant support and some facilities are run by local authorities.

1.3.8 Developers also provide infrastructure directly. Where the provision of infrastructure is necessary as part of the construction of the development itself, it falls outside the scope of an IDP as it is a standard cost of undertaking development. Examples include access points to the public highway network; internal site roads including footpaths and cycle routes; and utilities connections. Items such as this have not been included within this IDP.

1.4 How developer contributions are collected

Planning Obligations

1.4.1 A planning obligation is a legal document made under S106 of the Town and Country Planning Act 1990 by which a person agrees to provide a planning authority with, or agree to, one of the following for a planning purpose related to a proposed development: a sum of money or equivalent such as land or premises; a specified restriction on the use of land or buildings; or to carry out specific operations or activities.

Community Infrastructure Levy (CIL)

1.4.2 As of 1 April 2015 the Community Infrastructure Levy (CIL) has been chargeable on all new residential development at a base rate of £80 per sqm. In 2018, the index linked charge is calculated at around £96 per sqm. CIL liability on a development is non-negotiable and the liability becomes due on commencement of development. Full details on CIL can be found on the Councils website³.

S278 Highways Agreements Highway Improvements – Section 278 and Section 38 Agreements

1.4.3 Where development requires work to be carried out on the existing adopted highway, an Agreement will need to be completed under Section 278 of the Highways Act 1980⁴ for works or contributions between the developer and either the Secretary of State for Transport (relating to the strategic road network for which Highways England is responsible), or Hampshire County Council (as the Local Highway Authority responsible for the local road network).

Cost assumptions made during viability testing

1.4.4 In preparing the Local Plan the Council has considered the viability of development through the preparation of a Whole Plan Viability Assessment. The assessment demonstrates in general terms that planned development is likely to be viable in the Plan Area taking into account the likely costs of complying with Local Plan policy

requirements, including providing or contributing towards providing the necessary infrastructure and services. This work has included discussions with infrastructure and service providers to establish the likely development costs that would be borne by the Strategic Site Allocations, as set out in this IDP.

1.4.5 As part of the Local Plan viability testing a cost allowance was made for developer contributions towards the provision of infrastructure and community services by section 106 (and section 278) planning agreements, and by the Community Infrastructure Levy (CIL). The Community Infrastructure Levy (CIL) has a base rate of £80 per sqm as at 2015 for residential development (excluding affordable and self-build housing), indexed linked. As at June 2018 the CIL charge for a typical 3-bedroom dwelling is approximately will between £8,000 and £10,000 per dwelling.

1.4.6 For the Whole Plan Viability Study on strategic housing sites a developer contribution of up to £20,000 was assumed (up to £10,000 per dwelling was assumed via S106 plus CIL of between £8,000 and £10,000. A contribution of around £10,500 per dwelling was assumed for non-strategic sites (of which £2,500 was assumed via S106). The Whole Plan Viability Study also took account of the Local Plan Review 2016-2036 Part 1: Planning Strategy Policy 10 requirement for sites over 50 to provide onsite alternative natural recreational green spaces at 8ha per 1,000 population.

1.4.7 These figures are for s106, s278 and CIL contributions combined. The tables in the main part of the IDP indicate which contributions collection mechanism is likely to be used, although this may change. In general terms contributions (in cash or kind) from s106/s278 will be used to fund projects specific to a single site or a

³ <http://www.newforest.gov.uk/CIL>

⁴ https://www.legislation.gov.uk/ukpga/1980/66/pdfs/ukpga_19800066_en.pdf

handful of sites⁵, and CIL will be used to fund projects that are not site specific, or that have not been fully defined, or where a number of small contributions need to be combined to fund delivery. The Council will allocate CIL funds annually in accordance with its agreed process⁶.

1.5 Structure of the IDP Document

1.5.2 The infrastructure and community facilities that are necessary to support planned growth are set out in tables in Sections Two and Three of the IDP. The projects listed address cumulative effects and needs as well those related to individual developments. Projects costs, potential funding sources and implementation timescales are identified wherever possible for each project.

1.5.3 The delivery of infrastructure requires funding, and the availability of public or private funding may affect the timing of the delivery of infrastructure. Where funding is provided by profits from development in whole or part, infrastructure delivery timescales generally reflect expected site build out rates as set out in the Council’s housing trajectory.

- 1.5.4 The IDP categorises the required infrastructure based on when provision will be needed, as follows:
- **Critical infrastructure** – infrastructure that must be in place before development commences, or before it is first occupied e.g. flood risk mitigation and some transport/utility infrastructure.

- **Essential infrastructure**—required to support new development but the precise timing is less critical and development can be phased to commence ahead of its provision e.g. where there is some existing capacity than can be used, but additional provision will be needed to fully accommodate the development e.g. schools.
 - **Sustainable communities infrastructure** –needed in order to create sustainable and liveable communities but compared to Critical and Essential infrastructure the timing of provision is less sensitive in terms and if necessary on viability grounds development can be accommodated without it, albeit in a less sustainable manner e.g. libraries and other cultural provision.
 - **Desirable infrastructure:** other infrastructure or community service projects that have been put forward by infrastructure providers in consultations that may be desirable and may help support new development or to address current capacity limitations, but that are not necessary for the delivery of the Local Plan strategy including planned development.
- 1.5.5 Section 2 two provides a summary of the strategically significant infrastructure requirements.
- 1.5.6 Section 3 provides an overview of requirements for each of the Strategic Site Allocations.
- 1.5.7 Annex A provides more detail by infrastructure category and settlement locations, noting where it is directly related to a Local Plan Strategic Site Allocation.
- 1.5.8 Annex B records desirable infrastructure not essential to the delivery of the Local Plan strategy.

⁵ Up to five s106 developer contributions can be pooled.

⁶ <https://democracy.newforest.gov.uk/Data/Cabinet/20141001/Agenda/CDR09267.pdf>

2 Summary of infrastructure requirements

2.1 Assessment of Infrastructure Requirements

2.1.1 The [Local Plan Review 2016-2036 Part 1: Planning Strategy](#) plans for a significant amount of new development, including new strategic site allocations to accommodate the majority of the 10,500 new homes proposed. The identification and delivery of infrastructure is intended to support the amounts of development anticipated through the Local Plan. The delivery of infrastructure will need to be timed in such a way to support the housing trajectory for anticipated development over the period 2016-2036. The impact of the housing on existing infrastructure is detailed below with further details contained in Annexes A and B.

2.2 Transportation

Highways

2.2.1 Highways England is responsible for the national strategic road network, primarily motorways and major trunk roads. Within the plan area Highways England are responsible for the M27, A31 and A36.

2.2.2 Hampshire County Council (HCC) is responsible for the maintenance of all the other roads in the district (except privately owned roads). HCC have funding available to support the general maintenance and various minor improvements to the transport infrastructure. Funding is also in place for safety strategies and Community Transport schemes.

2.2.3 The A31 is an important route which experiences delays at peak times caused by a high volume of traffic and junctions that are close together.

2.2.4 Highways England's Road Investment Strategy includes a project to widen the A31 at Ringwood to three lanes, providing more capacity for local traffic using the road to cross the river Avon, plus adjustments to the nearby local road network to allow for improvements for pedestrians in Ringwood. A preferred route announcement was made on this scheme in November 2017.

2.2.5 On 24 February 2011 HCC approved a new [Local Transport Plan \(LTP\)](#) to cover the period 2011 – 2031. The plan contains a list of major projects within the area that the LTP that covers. The only major project within the NFDC plan area is for junction improvements on the Totton Western Bypass. It is envisaged that HCC will fund the £2m cost of this project. In 2017 Hampshire County Council published a [Waterside Interim Transport Policy](#)⁷ which states that further transport works may be required in the A326 corridor if there a future consent for significant port development.

2.2.6 The [Transport Assessment](#) (2015 and 2017)⁸, commissioned to support the Local Plan, uses the Sub Regional Transport Model (SRTM) and manual peak hour flows to examine area wide impacts of future traffic growth and planned development on the strategic and local highways network. The reports concluded that none of developments proposed in the Local Plan would have

⁷ <http://democracy.hants.gov.uk/documents/s8522/Report.pdf>

⁸ <http://www.newforest.gov.uk/article/17031/Local-Plan-Review-supporting-documents-and-evidence-base>

severe transport network impacts, and that the cumulative impacts of planned growth can be accommodated satisfactorily with appropriate mitigation.

- 2.2.7 Each strategic site will generate a requirement for local transport improvements to be identified and costed through the Transport Assessment and/or Travel Plan submitted within a planning application. These should ensure that sites can be safely accessed, and that sustainable transport alternatives to the car are available or provided, and their use encouraged.

Bus

- 2.2.8 Go South Coast operates as part of the Go-Ahead group, and the operators within the district are part of this group. Most of the local bus services available to catch within the plan area are run by More, Bluestar, Salisbury Reds and Dorset Community Transport (Downlands Area). There are also some national bus services run by National Express and Megabus. A program of passenger information systems is being funded by Hampshire County Council.
- 2.2.9 Buses are the most used form of public transport for local journeys. The Government’s aim is to drive up standards to provide a better quality service for those who already use buses and an attractive alternative for those who currently drive for short journeys. Working in partnership with the public and private sector, the County and District Councils also aim to increase the move toward bus use and increased passenger satisfaction.
- 2.2.10 Since the deregulation of bus services in 1986 private operators provide the majority of bus services on a commercial basis. This is

a key issue as bus operators run routes that are commercially viable. Routes can be withdrawn due to not being financially viable and this raises the question of accessibility and equality.

- 2.2.11 The County Council can subsidise the provision of ‘socially necessary’ bus services where these are not likely to be provided commercially. This is subject to budgetary pressures.
- 2.2.12 The onset of Concessionary Fares has placed extra pressure on the bus companies in terms of extra bus patronage and issues for reliability and capacity. There has also been extra financial pressure placed on both the bus operators and the County Council with respect to funding a service that has led to a significant increase in patronage for the over 60 age group. The Local Plan has a role to play in encouraging a more sustainable pattern of transport use and encourage new development that is located and designed to minimise the need to travel.

Rail

- 2.2.13 There are five passenger rail stations within the plan area, at Totton, Lymington Town, Lymington Pier, New Milton and Hinton Admiral. These are all on the South Western Railway Mainline Route from London Waterloo to Weymouth. Passengers can change at Southampton Central for trains to Salisbury on the Wessex Route. In addition to these passenger services, a freight only service operates along the Waterside, from Totton down to Fawley, although freight trains now operate up to Marchwood only.
- 2.2.14 There are no current plans to re-open of the Waterside Railway to passengers but it remains a long-term possibility.

Ferries

2.2.15 There is a small passenger ferry between Hythe and Southampton. No changes are proposed to this service at present. Ferries to Yarmouth, Isle of Wight can be caught from Lymington.

2.3 Public Open Space

2.3.1 The Council commissioned a report on the [Standards for Formal Open Space \(2017\)](#)⁹ which sets out the provision and location of formal open space, based on policy requirements in each parish across the plan area together with a needs assessment.

2.3.2 The Council’s draft [Guide to Developer Contributions SPD](#) identifies how public open space requirements are calculated.

2.4 Education and Learning

Schools

2.4.1 Hampshire County Council (HCC) is the education authority within the plan area. Hampshire County Council has a statutory duty to ensure that sufficient school places are available within the area for every child of school age whose parents wish them to have one; to promote diversity, parental choice and high educational standards; to ensure fair access to educational opportunity and to help fulfil every child’s education’s potential. Since 2011, new providers of school places have been able to establish state

funded Free-Schools. There are also a growing number of Academies, which are independent of local authority control. Schools places are no longer, therefore, solely provided by the Council so they must work with these other providers to ensure that the need for school places is met. The Council has been working closely with the County Council to explore new sites for development to ensure that school provision is considered from the start. It was important for the Council to understand the current and future capacities of schools.

2.4.2 The District Council has been working closely with the County Council to explore new sites for development or extensions to existing sites where required to ensure that school provision is considered from the start. It is important for the council to understand the future demographic profile of the area and the current and future capacities of schools.

2.4.3 The [Demographic Projections for New Forest District](#)¹⁰ (2017) uses the Council’s housing trajectory to model what level of population growth might occur if housing delivery comes forward as expected. The number of people aged 4-10 is projected to increase slightly over the first year of the projection and then level off until about 2024. Following that, there is projected to be a period of increase in the age group until around 2028, before the population in this age group begins to decline. By 2036, it is projected that overall the population aged 4-10 in the District will be very slightly lower than in 2016.

⁹ <http://www.newforest.gov.uk/article/17031/Local-Plan-Review-supporting-documents-and-evidence-base>

¹⁰ <http://www.newforest.gov.uk/article/17031/Local-Plan-Review-supporting-documents-and-evidence-base>

- 2.4.4 There are some differences by sub-area, with the South Coastal Towns projected to see an increase in the population aged 4-10, and Totton & the Waterside a decrease.
- 2.4.5 For secondary education, it can be seen by 2036, that the population aged 11-16 is projected to be around 14% higher than it was in 2016. For sub-areas, the analysis suggests increases in the population aged 11-16 in South Coastal Towns and Totton & the Waterside, with a modest decline in Avon Valley & Downlands.
- 2.4.6 Based upon this work, the District Council needs to ensure that the level of additional education provision to meet the additional needs of the population without resulting in either a shortfall or oversupply (due to a decline in the school age population towards the end of the plan period) is provided.
- 2.4.7 The County Council have undertaken preliminary work to understand where existing schools in the district have the possibility to be expanded and where the peaks will be met over the plan period. The work has also looked at where new school provision is required when expansion is not possible to accommodate planned growth, or where it would not adequately serve new residential developments.
- 2.4.8 The [HCC School Place Plan 2018-2022](#) shows that at this point of time:
- There is a surplus in Fordingbridge, Ringwood and the general Waterside (albeit schools be at capacity due to out of catchment enrolments from parental choice);
 - The existing need is met in Lymington and New Milton;
 - There is a deficiency in Totton.

- 2.4.9 The Council's draft [Guide to Developer Contributions SPD](#) identifies how and when contributions towards education may be required.

Library Services

- 2.4.10 Hampshire County Council has a statutory duty to provide public library service across Hampshire. There are eight libraries within the plan area, at Blackfield, Fordingbridge, Hythe, and Lymington. Milford on Sea, New Milton, Ringwood and Totton. These are provided by Hampshire County Council.
- 2.4.11 Projects identified by HCC for potential improvement include:
- New Milton library – does not have sufficient capacity to provide full library offer – discussion around relocation to more appropriate building
 - Ringwood library- would require investment to enable delivery of an appropriate range of services to an increase audience – capacity to accommodate growth
 - Lymington library – capacity to accommodate growth- would benefit from reconfiguration of back office spaces and provision of a café.

2.5 Health Care

- 2.5.1 NHS England commissions health services through Clinical Commissioning Groups (CCG) for Hampshire patients whilst GP Practices are the providers. The plan area is located within the West Hampshire CCG.

- 2.5.2 The West Hampshire CCG identifies the redevelopment of Hythe and Dibden War Memorial Hospital, and the increased utilisation of Lymington New Forest Hospital both as Community Access Hubs, as key priorities for the New Forest area. There are also objectives to explore the redevelopment of Milford on Sea War Memorial Hospital, and explore opportunities for sustainable general practice models in each natural community of 30,000 population in the Avon Valley (Ringwood, Fordingbridge and Bransgore) and New Milton, Within the New Forest National Park Plan Area (but serving residents within this plan area) West Hampshire CCG are exploring opportunities to increase the level of services as a Child and Family Health and Wellbeing Centre provided at Ashurst Hospital.
- 2.5.3 The Community Access Hubs are due to be developed providing more services within Lymington and Hythe Hospital. Lymington Hospital would provide enhanced primary care to its minor injuries unit, Beds, Diagnostics, serving a population of 100,000+ people, GP and extended care – facilities are already in place/only minor works required for the enhanced facility to be ready. Hythe Hospital would provide primary care including a minor injuries unit, Beds, Diagnostics, serving a population of 100,000+ people – there are major works required for the facility to be ready.
- 2.5.4 The West Hampshire CCG have identified that care will be provided through Practices working together through the development of sustainable general practice models in several natural communities of 30,000+ population. These are Totton; Waterside; New Milton and Bransgore; Lymington, Milford on Sea (and Lyndhurst, Brockenhurst, Sway) and Avon Valley (Ringwood, Fordingbridge).

- 2.5.5 NHS England believes that there will be sufficient dental capacity to meet the likely demand from the proposed housing development. However, they may need to expand capacity in existing dental practices depending on where the patient demand arises. NHS England is currently undertaking procurement in orthodontic provision across the Wessex region and this will include the New Forest area.

2.6 Emergency Services

Ambulance

- 2.6.1 The South Central Ambulance Service operate within the Plan Area, and is responsible for providing emergency, urgent and non-urgent ambulance and transport services and out-of- hours unscheduled care services. No specific needs have been identified to date.
- 2.6.2 HCC One Public Estates Project Health Wellbeing and Social Care sub group meeting are progressing a Strategic Estates Review covering the South Central Ambulance Service area looking at different types of properties and buildings, reviewing the ambulance and training centres to bring all the estates focused work and liaison into one place

Police

- 2.6.3 The Hampshire Police and Crime Commissioner has the responsibility for overseeing and scrutinising Hampshire Constabulary. The Police and Crime Commissioner's vision and priorities for policing and community safety are outlined within the [Police and Crime Plan 2017-2021](#).

2.6.4 There are 2 Police Stations in the plan area located in Lymington and Totton, with neighbourhood offices located within the Hythe, Lymington, New Milton, Ringwood and Totton. Hampshire Constabulary has not identified any need for further investment in facilities in the plan area.

Fire and Rescue

2.6.5 Hampshire Fire and Rescue Service provide the fire and rescue service across Hampshire.

2.6.6 There are four Fire Stations within the plan area Hampshire Fire and Rescue Service have not identified a requirement for specific new facilities as part of the Local Plan Review.

2.7 Utilities

Gas Provision

2.7.1 Gas supply within the plan area is well served by existing infrastructure and does not require significant investment. The distribution network is owned and managed by Scotia Gas Networks (operating as Southern Gas Networks (SGN)), who keep a 3 year rolling model of development in the area. This reflects proposals and permitted schemes and therefore is up to date with information and associated infrastructure requirements. The Scotia Gas Network London Term Development Statement 2010 does not propose any new gas infrastructure in the Plan Area to enable proposed development over the course of the plan period 2010/2020. SGN have advised, however, that the side of the network may require reinforcement while the West and South portions of the network will not. SGN will continue to monitor the

load build-up of demand and have requested early notification from developers

Electricity

2.7.2 National Grid owns and maintains the high voltage electricity transmission system in Hampshire with Scottish.

2.7.3 Information from SSE suggests that where existing electricity infrastructure is inadequate to support the increased demands from the new development, the costs of any necessary upstream reinforcement required would normally be apportioned between the developer and the Distribution Network Operator (DNO). The maximum timescales in these instances would not normally exceed around two years and therefore should not impede delivery of development. SSE have advised that Electrical Distribution Diversions may be required in Marchwood and Fordingbridge. This is not considered a significant constraint to development.

Water Resources / sewerage

2.7.4 Water Suppliers within the plan area are Southern Water (east side) and Bournemouth Water (west side). A reservoir at Blashford Lakes, Ringwood, is operated by Wessex Water who supplies water outside the Plan area.

2.7.5 In 2017 the Partnership for Urban South Hampshire (PUSH) commissioned a study for an [Integrated Water Management Strategy](#). The Strategy identified that at Slowhill Copse waste water treatment works (WwTW) in Marchwood although future housing growth could be delivered, in order to support the growth draining to Slowhill Copse WwTW, improvements to reduce nitrate

loading in the catchment now and in the WwTW effluent by 2030 are required to protect the Southampton waterbody and associated designated areas.

- 2.7.6 In advance of further information becoming available via IWMS partnership working, all EIA developments that will be served by Ashlett Creek and Slowhill Copse (and proposals for more than 200 homes) must ensure they achieve nutrient neutrality (including a likely budget for future nutrient works).
- 2.7.7 Southern Water’s emerging [Water Resources Management Plan \(2020-2070\)](#) identifies that there are a number of new water resource developments with the potential to affect the plan area. In summary these are; a potential desalination plant located at Fawley; an industrial water re-use plant located at Marchwood; the pipeline transfer from the River Test catchment to the River Itchen catchment; a pipeline transfer from the Bournemouth/Poole area to the Waterside; and other more localised below ground connecting pipelines between the new infrastructure listed above.
- 2.7.8 Southern Water’s [Water Resources and Drought Strategy](#) states that by 2018 SW are planning to lay a 22km pipeline to link water supply works at Testwood with Otterbourne, near Winchester and upgrade Testwood Water Supply Works to treat more water from the River Test during droughts. This will allow SW to reduce amount of water taken from River Itchen to meet a sustainability reduction as part of the Habitats Directive.
- 2.7.9 Southern Water have advised that new water mains may be required to serve individual sites which is recognised in the site allocation policy – contributions would be required towards local

water mains infrastructure specifically required to serve the development.

- 2.7.10 There are significant improvements to the water mains and connecting sewers required at Fordingbridge – zonal approach solution incorporating all allocations in Fordingbridge in order to connect to the Treatment Works. Likely to be a gravity based solution so limited pumping will be required. The Ofwat 2019 Price Review (PR19) is reviewing options for financing of works.
- 2.7.11 The Environment Agency has yet to confirm the need for revised treatment limits to support level of development in Fordingbridge and Ringwood. In the longer term once Wessex Water know the revised terms of consent they will be carrying out strategic reviews to ensure that treatment capacity can match the rate of development over the Plan period.
- 2.7.12 The development SS15 (North of Ringwood) will need to provide a connection to the nearest point of adequate capacity in the sewerage network, as advised by the service provider, and/or to work cooperatively with the service provider to deliver a suitable sewer connection to the nearest waste water treatment works with adequate capacity.
- 2.7.13 Investment in infrastructure to provide additional capacity will be required in parallel with new development.

2.8 Flooding

- 2.8.1 The Environment Agency (EA) is responsible for managing flood risk from main rivers 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 County Council is the Lead Local Flood Authority for this area. That role is co-ordinate the activity of the range of flood risk management agencies in managing flood risk. It includes a requirement to do the following:

- Prepare, maintain, apply and monitor a strategy to address local flood risk
- Designate features that have a significant effect on flood risk
- Establish a publicly accessible register of flood risk management assets
- Investigate significant flood events.
- Take responsibility for approving, adopting and maintaining Sustainable Drainage Systems (SuDS)

2.9 Minerals, Waste and recycling

- 2.9.1 Hampshire County Council is the Minerals and Waste Authority for the plan area. The Hampshire Authorities (Hampshire County Council and its partner authorities-Portsmouth City Council, Southampton City Council, New Forest National Park Authority and the South Downs National Park Authority) adopted the [Hampshire Minerals and Waste Plan](#) (HMWP) on 15 October 2013. None of the strategic sites within the Local Plan Review are part of mineral safeguarded sites in the document. Consultation with HCC will be undertaken with HCC on the phasing of any mineral extraction required on any of the strategic sites.
- 2.9.2 Household waste collection is the responsibility of the Council. Hampshire County Council is responsible for processing and treatment of waste with business and industrial waste mainly

collected by the private sector and regulated by the Environment Agency.

- 2.9.3 New development within the District has a cumulative effect on the County Council's waste infrastructure and this effect will be monitored but to date no concerns have been raised.

2.10 Broadband

- 2.10.1 Advanced, high quality communications infrastructure is essential for economic growth. The development of high-speed broadband technology and other communication networks also plays a vital role in enhancing the provision of local community facilities and services.
- 2.10.2 The Local Plan recognises the importance of delivering super-fast broadband to rural areas, and development should facilitate were possible the growth of new and existing telecommunications systems to ensure people have a choice of providers and services
- 2.10.3 As part of the Governments initiative to deliver broadband across the UK, Hampshire County Council is rolling out a superfast broadband programme which is a multi-million pound partnership project between Hampshire County Council, BT and Virgin. Fibre broadband with superfast speeds of at least 24Mbps will be rolled out to around 42,000 users across Hampshire by December 2019 to ensure that 97.4% of Hampshire homes and businesses have superfast broadband provision.
- 2.10.4 Openreach will deliver high speed fibre broadband (Fibre to the Premises (FTTP)) free of charge into all new housing developments of 30 or more homes.

2.11 Summary

2.11.1 In summary this review has highlighted that whilst there are infrastructure requirements associated with the proposed development, none of these requirements offer major constraints that would significantly delay growth or provide a barrier to development.

3 Strategic Sites – Infrastructure Requirements

3.1 Specific Infrastructure requirements for Strategic Sites

3.1.1 A summary of the specific infrastructure requirements for each strategic site are set out within the table below. Further details on the projects, including the time frame for delivery is set out in Annex A under the specific infrastructure heading.

Strategic Site name	Estimated No. of Homes	Assumed Contributions ¹¹	Summary of known infrastructure requirements ¹²	Likely Costs
SS1. Land to the North of Totton	At least 900	£14.9m	2 MUGAs on site	£110,000
			Cricket pitch in the area of site	£100,000
			Developer contributions to extension of nearby primary school/temporary classrooms (1.4FE) – Calmore Infant and Junior schools (1FE) and another local school (0.5FE) (or the cost equivalent including land provided in kind for school provision on site, with the funding balance to be met by one or more of: the school provider, the education authority, other off-site developer contributions or CIL)	£6,136,513
			Open Space / natural recreational green space maintenance	£3,300,000
			Total known: £9,646,513	
			Projects with unknown costs	
<i>Potential local interventions on public highway. These will need to be based on Transport Assessment evidence at application time. This may include improvement works on the A326 as per the 2017 Hampshire County Council Waterside Interim Transport Policy.</i>				
<i>Access points along A36 and pedestrian crossings</i>				
SS2. Land south of Bury Road, Marchwood.	At least 860	£14.2m	Combined provision of 2 adult football pitches and cricket table/non turf wicket with supporting accommodation on site	£250,000
			2 MUGAs on site	£110,000
			Developer contributions to extension of Marchwood Infant/Junior schools (1FE) (or the	£3,500,000

¹¹ Using the S106 contribution of £10,000 per dwelling assumed in the Whole Plan Viability Study, and CIL payments taken from qualifying homes at 2018 rate assuming the affordable housing policy requirements of Policy 17 met in full, and an average home size of 100sqm.

¹² Open Space maintenance contributions are based on an-perpetuity contribution of £112k per ha towards the areas of open space and natural green space identified in the concept masterplans in the Local Plan Review 2016-2036 Part 1: Planning Strategy

Strategic Site name	Estimated No. of Homes	Assumed Contributions ¹¹	Summary of known infrastructure requirements ¹²	Likely Costs
			cost equivalent including land provided in kind for school provision on site, with the funding balance to be met by one or more of: the school provider, the education authority, other off-site developer contributions including site SS.3, or CIL)	
			Developer contributions to extension of Applemore College (1FE) (additional funding from Sites SS.3 and SS.4)	£1,900,000
			Open Space / natural recreational green space maintenance	£4,000,000
			Total known £9,760,000	
			Projects with unknown costs	
			<i>Development must ensure is achieves nutrient neutrality (including a likely budget for future nutrient works).</i>	
			<i>Potential local interventions on public highway. These will need to be based on Transport Assessment evidence at application time. This may include improvement works on the A326 as per the 2017 Hampshire County Council Waterside Interim Transport Policy.</i>	
SS3. Land at Cork's Farm, Marchwood	At least 150	£2.5m	Developer contributions to extension of Marchwood Infant/Junior schools (1FE), or to on-site provision on site SS.2	£800,000
			Developer contributions to extension of Applemore College (1FE) (additional funding from Sites SS.2 and SS.4)	£450,000
			Open Space / natural recreational green space maintenance	£632,288
			Total known: £1,882,228	
			Projects with unknown costs	
			<i>Development must ensure is achieves nutrient neutrality (including a likely budget for future nutrient works).</i>	
			<i>Potential local interventions on public highway. These will need to be based on Transport Assessment evidence at application time. This may include improvement works on the A326 as per the 2017 Hampshire County Council Waterside Interim Transport Policy.</i>	
SS4. The former Fawley Power Station	Around 1,380	£20.7m	Football pitch – on site or enhancement of provision at Gang Warily	£80,000
			2 MUGAS on site	£110,000
			Expansion of Fawley Infant School or relocation of new primary school onto SS4 (1.4FE)	£6,100,000
			Developer contributions to extension of Applemore College (1FE) (additional funding from Sites SS.2 and SS.3)	£3,100,000
			Open Space / natural recreational green space maintenance	£4,504,888
			Total known £13,894.888	

Strategic Site name	Estimated No. of Homes	Assumed Contributions ¹¹	Summary of known infrastructure requirements ¹²	Likely Costs
			Projects with unknown costs	
			<i>Potential local interventions on public highway. These will need to be based on Transport Assessment evidence at application time. This may include improvement works on the A326 as per the 2017 Hampshire County Council Waterside Interim Transport Policy.</i>	
			<i>Development must ensure it achieves nutrient neutrality (including a likely budget for future nutrient works).</i>	
			<i>Flood resilience measures likely to be required at Slowhill Copse.</i>	
			<i>Developer contributions towards tennis and bowls facilities at Holbury Sports Association</i>	
SS5. Land at Milford Road, Lymington	At least 185	2.8m	Developer contributions towards expansion of Pennington Infant and Junior schools or Our Lady and St Joseph Catholic Voluntary Aided Primary School (0.5FE) (additional funding from Site SS.6)	£533,000
			Developer contributions to extension of Priestlands Secondary School (0.5FE) (additional funding from Sites SS.6 and SS.7)	£1,400,000
			Open Space / natural recreational green space maintenance	£691,163
			Total known £2,624,163	
			<i>Potential local interventions on public highway. These will need to be based on Transport Assessment evidence at application time.</i>	
SS6. Land to the east of Lower Pennington Lane, Lymington	At least 100	£1.5m	Developer contributions towards expansion of Pennington Infant and Junior schools or Our Lady and St Joseph Catholic Voluntary Aided Primary School (0.5FE) (additional funding from Site SS.5)	£288,000
			Developer contributions to extension of Priestlands Secondary School (0.5FE) (additional funding from Sites SS.5 and SS.7)	£760,000
			Open Space / natural recreational green space maintenance	£301,963
			Total known £1,349,633	
			<i>Potential local interventions on public highway. These will need to be based on Transport Assessment evidence at application time.</i>	
SS7. Land north of Manor Road, Milford on Sea	At least 110	£1.7m	Developer contributions towards expansion of Milford on Sea primary school (0.5FE)	£320,000
			Developer contributions to extension of Priestlands Secondary School (0.5FE) (additional funding from Sites SS.5 and SS.6)	£835,000
			Open Space / natural recreational green space maintenance	£494,639
			Total known £1,649,639	
			<i>Potential local interventions on public highway. These will need to be based on Transport Assessment</i>	

Strategic Site name	Estimated No. of Homes	Assumed Contributions ¹¹	Summary of known infrastructure requirements ¹²	Likely Costs
			<i>evidence at application time.</i>	
SS8. Land at Hordle Lane, Hordle	At least 160	£2.4m	Developer contributions towards 0.5FE expansion of primary school (additional funding from Site SS.9)	£460,000
			Developer contributions to extension of Arnewood Secondary School (additional funding from Sites SS.9, SS.10, SS11)	£800,000
			Open Space / natural recreational green space maintenance	£762,549
			Total known £2,022,549	
<i>Potential local interventions on public highway. These will need to be based on Transport Assessment evidence at application time.</i>				
SS9. Land east of Everton Road, Hordle	At least 100	£1.5m	Developer contributions towards 0.5FE expansion of primary school (additional funding from Site SS.8)	£288,000
			Developer contributions to extension of Arnewood Secondary School (additional funding from Sites SS.8, SS.10, SS.11)	£545,000
			Open Space / natural recreational green space maintenance	£464,654
			Total known £1,297,654	
<i>Potential local interventions on public highway. These will need to be based on Transport Assessment evidence at application time.</i>				
SS10. Land to the east of Brockhills Lane, New Milton	At least 130	£2m	Primary school provision (0.5FE) - Ashley Infant and Junior or New Milton Infant and Junior Schools (additional funding from Site SS.11)	£800,000
			Developer contributions to extension of Arnewood Secondary School (additional funding from Sites SS.8, SS.9, SS.11)	£650,000
			Open Space / natural recreational green space maintenance	£454,744
			Total known £1,904,744	
			Projects with unknown costs	
			<i>Access from Brockhills Lane via a three arm priority junction</i>	
<i>Potential local interventions on public highway. These will need to be based on Transport Assessment evidence at application time.</i>				
SS11. Land to the south of Gore	At least 160	2.4m	Primary school provision (0.5FE) - Ashley Infant and Junior or New Milton Infant and Junior Schools (additional funding from Site SS.10)	£900,000
			Developer contributions to extension of Arnewood Secondary School (additional funding	£770,000

Strategic Site name	Estimated No. of Homes	Assumed Contributions ¹¹	Summary of known infrastructure requirements ¹²	Likely Costs			
Road, New Milton			from Sites SS.8, SS.9, SS.10)				
			1 adult football pitch and 1 MUGA on or adjacent to site with connectivity to Fawcett Field (with SS10)	£80,000			
			Open Space / natural recreational green space maintenance	£484,537			
			Total known £2,234,537				
<i>Potential local interventions on public highway. These will need to be based on Transport Assessment evidence at application time.</i>							
SS12. Land to the south of Derritt Lane, Bransgore	At least 100	£1.5m	1 youth football pitch off site on existing Recreation or Pavilion Grounds	£50,000			
			Open Space / natural recreational green space maintenance	£735,599			
			Total known - £785,600				
			Projects with unknown costs				
			<i>Potential local interventions on public highway. These will need to be based on Transport Assessment evidence at application time.</i>				
			<i>Measures for surface water management will need to be agreed with the Council</i>				
			<i>Development will require consultation with Wessex Water, in order to agree flood risk mitigation measures and conform to NFDCs Groundwater Management Strategy.</i>				
<i>Capacity appraisal of the sewage network and enhancement to sewer or pumping station capacity if required.</i>							
SS13. Land at Moortown Lane, Ringwood	At least 480	£7.2m	Ringwood Infant and Junior schools or Poulner Infant and Junior Schools- 1FE expansion (or provision on site) (additional funding from Sites SS.14, SS.15)	£2,400,000			
			1 adult and 1 youth pitch provided adjacent to SS13 or at Carvers Recreation Ground (additional funding from Site SS.14)	£130,000			
			Open Space / natural recreational green space maintenance	£3,123,854			
			Total known £5,653,855				
			Projects with unknown costs				
<i>Potential local interventions on public highway. These will need to be based on Transport Assessment evidence at application time.</i>							
Dedicated off site pumped connection to Ringwood Sewage Treatment Works. Potential for capacity improvements to Ringwood Sewage Treatment works required.							
SS14.	At least	£4m	Ringwood Infant and Junior schools or Poulner Infant and Junior Schools- 1FE	£1,350,000			

Strategic Site name	Estimated No. of Homes	Assumed Contributions ¹¹	Summary of known infrastructure requirements ¹²	Likely Costs
Land to the north of Hightown Road, Ringwood	270		expansion (additional funding from Sites SS.13, SS.15)	
			1 MUGA	£55,000
			1 adult and 1 youth pitch provided adjacent to SS13 or at Carvers Recreation Ground (additional funding from Site SS.13)	£130,000
			Open Space / natural recreational green space maintenance	£1,079,070
			Total known £2,614,071	
			Projects with unknown costs	
			Dedicated off site pumped connection to Ringwood Sewage Treatment Works. Potential for capacity improvements to Ringwood Sewage Treatment works required.	
			<i>Potential local interventions on public highway. These will need to be based on Transport Assessment evidence at application time.</i>	
			<i>Measures for surface water management will need to be agreed with the Council</i>	
			<i>Development will require consultation with Wessex Water, in order to agree flood risk mitigation measures and conform to NFDCs Groundwater Management Strategy.</i>	
<i>Southampton Road and A31 slip road junction – conversion of 3 arm mini roundabout to 4 arm conventional roundabout</i>				
SS15. Land at Snails Lane, Ringwood	At least 100	£1.5m	Ringwood Infant and Junior schools or Poulner Infant and Junior Schools- 1FE expansion (additional funding from Sites SS.13, SS.14)	£500,000
			Open Space / natural recreational green space maintenance	£301,963
			Total known £801,963	
			<i>Development must ensure is achieves nutrient neutrality (including a likely budget for future nutrient works).</i>	
<i>Potential local interventions on public highway. These will need to be based on Transport Assessment evidence at application time.</i>				
SS16. Land to the north of	At least 140	£2.1m	1FE potential expansion to infant and junior schools	£725,000
			1 adult and 1 youth football pitch	£25,000
			1 MUGA	£30,000

Strategic Site name	Estimated No. of Homes	Assumed Contributions ¹¹	Summary of known infrastructure requirements ¹²	Likely Costs
Station Road, Ashford			Open Space / natural recreational green space maintenance	£862,827
			Total known £1,642,827	
			Projects with unknown costs	
			<i>Potential local interventions on public highway. These will need to be based on Transport Assessment evidence at application time.</i>	
		<i>A scheme of works to enhance process capacity for foul treatment will be required via an off-site connecting sewer to the Fordingbridge Sewage Treatment Works. Programmed to match the rate of development. These works may require additional land and supporting planning consents</i>		
SS17. Land at Whitsbury Road, Fordingbridge	At least 330	5m	1FE potential expansion to infant and junior schools (with SS16 and SS18)	£1,710,000
			1 MUGA	£30,000
			1 adult and 1 youth football pitch with SS16 and SS18	£60,000
			Open Space / natural recreational green space maintenance	£2,261,027
			Total known £2,351,027	
			Projects with unknown costs	
			<i>Potential local interventions on public highway. These will need to be based on Transport Assessment evidence at application time.</i>	
<i>Measures for surface water management will need to be agreed with the Council</i>				
<i>Development will require consultation with Wessex Water, in order to agree flood risk mitigation measures and conform to NFDCs Groundwater Management Strategy.</i>				
SS18. Land at Burgate Fordingbridge	At least 350	£5.3m	1FE potential expansion to infant and junior schools (with SS16 and SS17)	£1,800,000
			1 adult and 1 youth football pitch	£65,000
			Open Space / natural recreational green space maintenance	£2,155,238.20
			Total known £4,020,238	
			Projects with unknown costs	
			<i>A scheme of works to enhance process capacity for foul treatment will be required via an off-site connecting sewer to the Fordingbridge Sewage Treatment Works. Programmed to match the rate of development. These works may require additional land and supporting planning consents</i>	
<i>Measures for surface water management will need to be agreed with the Council</i>				
<i>Potential local interventions on public highway. These will need to be based on Transport Assessment evidence at application time.</i>				

Strategic Site name	Estimated No. of Homes	Assumed Contributions ¹¹	Summary of known infrastructure requirements ¹²	Likely Costs
			<i>Direct vehicular access from A338 via new junction</i>	

4. Conclusion

4.1 Introduction

4.1.1 The range of infrastructure assessed in the Council's IDP is wide ranging and the infrastructure schedules below set out the infrastructure needs, costs, phasing and delivery responsibilities for the development proposed within the Plan area. As this document is a live document, these schedules will continue to be updated on a regular basis. This will enable the Council to prioritise investment from a range of funding sources in order that new development is accompanied by the delivery of wider economic, social, environmental and sustainability objectives.

4.1.2 The estimated cost figures in each section are general estimates based on the best available information reflecting the strategic level at which assessment was undertaken. Some essential infrastructure requirements have been identified that it is not possible to accurately cost, mainly because the details will need to be worked up by developers at planning application stage in consultation with the relevant infrastructure agencies or providers.

4.1.3 The role of the Council in delivering the necessary infrastructure to make this happen will take several forms, such as:

- Local Plan policies –policies within the local plan review and saved Local Plan Part 2 DPD will support the delivery of infrastructure and requests for developer contributions, particularly policies 8 and 34.
- Directly funding infrastructure.
- Indirectly funding infrastructure – by enabling private sector investment, including negotiating developer contributions through section 106 agreements or the Community

Infrastructure Levy (CIL). This can include a strategy to 'pool' developer contributions in accordance with the CIL Regulations (such as proposed for education).

- Indirect funding – by working closely with the responsible funding body to ensure that the required infrastructure is situated in their relevant funding stream/programme.

4.1.4 A variety of funding mechanisms are available including the following:

- Section 106
- CIL
- Section 278
- Grant funding
- Local Enterprise Partnership Funding
- Local Sustainable Transport Fund (LSTF)
- Service providers

4.1.5 In order to understand the future requirements for infrastructure it has been essential to assess the impacts of demographic change, anticipated levels of development as well as any impacts of climate change in the context of current infrastructure deficits and surpluses.

4.1.6 The assessment of future changes that could affect the infrastructure needs and requirements identifies the impact of both residential and commercial development on the projected demand for relevant infrastructure items. The IDP is for a 15-year period and therefore the local impacts of climate change need to be taken account of when maintaining or upgrading existing or planning new infrastructure.

4.1.7 Demand for infrastructure is not always uniform across the plan area and some infrastructure facilities only serve localised catchments whereas others have catchments that extend out of the plan area itself. This has to be taken into account when assessing and considering overall community infrastructure needs and identifying areas of surplus or deficiency.

4.2 Funding

4.2.1 The tables below summarises the cost of planned and proposed infrastructure over the course of plan period as set out in this document. This excludes those projects in Annex B for which funding or a specific project has been identified.

4.3 Summary of Costs

4.3.1 The tables show that there is a significant funding gap which is required to be met to deliver these projects.

4.4 Funding Gap

4.4.1 Based on the contribution assumptions made for both CIL and S106 it is likely that the Council will receive around £93 million pound in contributions over the plan period (subject to reliefs / exemptions and changes in government policy). This funding is likely to be sufficient to meet the total cost of the known infrastructure requirements leaving a likely surplus of around £10 million.

4.4.2 Therefore, based on the IDP, developer contributions are likely to be able to fund the identified funding shortfall for infrastructure and community facilities in the ‘Critical’ and ‘Essential’ categories. Additional developer contributions are likely to be available to fund

the ‘Sustainable Communities’ infrastructure, and/or identified un-costed infrastructure projects – although this will need to be confirmed when the costs of un-costed projects are known.

Type of infrastructure	Total Cost	External Funding Identified	Shortfall before developer contributions
Transport – Strategic	£11,700,000	£11,700,000	None
Transport – Local	£2,500,000 (+unknown costs)		£2,500,000
Formal Open Space	£4,120,000 (+unknown costs)	-	£4,120,000
Habitat Mitigation (projects off site)	£2,325,000	-	£2,325,000
Maintenance of onsite provision of open space (incl. recreational green space)	£26,116,367		£26,116,367
Education (Primary and Secondary)	£37,000,000	-	£37,000,000
Total	£83,761,367	£11,700,000	£83,761,367

4.5 Spending Priorities

4.5.1 The projects will address the mitigation of new development on a cumulative basis as well as projects related to individual developments and therefore all together contribute to the funding shortfall for which contributions should be sought.

4.5.2 When these projects are implemented will largely depend on when this development comes forward and when contributions are received.

Annex A Infrastructure Needs Assessment

Transport – Strategic road network

Infrastructure Type	Transport – Strategic road network		
Lead Organisation	<ul style="list-style-type: none"> • Hampshire County Council • Highways England 		
Main Sources of information	<ul style="list-style-type: none"> • Highways England Road Investment Strategy 2015-2020 • Hampshire Local Transport Plan Long Term Strategy 2011-2031 • New Forest District Council Transport Statement and Live Schemes September 2012 • Hampshire Strategic Infrastructure Statement (2017) • NFDC Transport Assessments (2015, 2016 and 2017) 		
Existing provision	<p>Highways England is responsible for the national strategic road network, primarily motorways and major trunk roads. Within the plan area Highways England are responsible for the M27, A31 and A36. Hampshire County Council (HCC) is responsible for the maintenance of all the other roads in the district (except privately owned roads). HCC have funding available to support the general maintenance and various minor improvements to the transport infrastructure. Funding is also in place for safety strategies and Community Transport schemes.</p> <p>The A31 is an important route which experiences delays at peak times caused by a high volume of traffic and junctions that are close together.</p>		
Planned provision	<p>The Road Investment Strategy includes a project to widen the A31 at Ringwood to three lanes, providing more capacity for local traffic using the road to cross the river Avon, plus adjustments to the nearby local road network to allow for improvements for pedestrians in Ringwood. In Summer 2017, Highways England consulted upon the scheme to add a third lane on the A31 Westbound between the A338 and B3347 (Ringwood) junction and the B3081 (Verwood) junction, improvements to safety at the junction of West Street with the A31 by closing the access from West Street onto the A31 and provide improvements to the existing foot way along the A31 for cyclists and pedestrians. A preferred route announcement was made on this scheme in November 2017.</p> <p>On 24 February 2011 HCC approved a new Local Transport Plan (LTP) to cover the period 2011 – 2031. The plan contains a list of major projects within the area that the LTP that covers. The only major project within the NFDC plan area is for junction improvements on the Totton Western Bypass. It is envisaged that HCC will fund the £2m cost of this project.</p> <p>The Transport Assessment (2015 and 2017) commissioned to support the Local Plan uses the Sub Regional Transport Model (SRTM) and manual peak hour flows to examine area wide impacts of future traffic growth and planned development on the strategic and local highways network</p>		
Funding sources	<table style="width: 100%; border: none;"> <tr> <td style="vertical-align: top;"> <ul style="list-style-type: none"> • National transport funding sources including Highways England (if available) • Government funding </td> <td style="vertical-align: top;"> <ul style="list-style-type: none"> • Developer Contributions • Community Infrastructure Levy </td> </tr> </table>	<ul style="list-style-type: none"> • National transport funding sources including Highways England (if available) • Government funding 	<ul style="list-style-type: none"> • Developer Contributions • Community Infrastructure Levy
<ul style="list-style-type: none"> • National transport funding sources including Highways England (if available) • Government funding 	<ul style="list-style-type: none"> • Developer Contributions • Community Infrastructure Levy 		

Transport – Strategic road network projects

Location	Project Description	Lead Agency	Estimated Cost (if known)	Timing	Site Specific?	Prioritisation	Funding Source	Rationale/ Notes
Avon Valley and Downlands								
Ringwood	Addition of a third lane on the A31 Westbound between the A338 and B3347 (Ringwood) junction and the B3081 (Verwood) junction, improvements to safety at the junction of West Street with the A31 by closing the access from West Street onto the A31, improvements to the existing foot way along the A31 for cyclists and pedestrians	Highways England	£11,700,000	2020-2023	No	Important	Highways England	Fully funded by Highways England. Project to include replacement bridge.

Transport – Local Road Network

Infrastructure Type	Transport – Local road network
Lead Organisation	<ul style="list-style-type: none"> Hampshire County Council
Main Sources of information	<ul style="list-style-type: none"> Hampshire Local Transport Plan Long Term Strategy 2011-2031 New Forest District Council Transport Statement and Live Schemes September 2012 Hampshire Strategic Infrastructure Statement (2017) NFDC Transport Assessments (2015, 2016 and 2017)
Existing provision	Hampshire County Council (HCC) is responsible for the maintenance of all roads in the plan area (except the M27, A31, A36 and privately owned roads). HCC have funding available to support the general maintenance of roads, bridges and railways and various minor improvements to the transport infrastructure. Funding is also in place for safety strategies and Community Transport schemes.
Planned provision	On 24 February 2011 HCC approved a new Local Transport Plan (LTP) to cover the period 2011 – 2031. The plan contains a budget of £6.6m for minor improvement schemes across the County that cost less than £50k. No specific projects are identified but such schemes might include informal pedestrian crossings (dropped kerbs), sections of new pavement or other similar physical improvements that offer good value for money. It includes funding for measures that will encourage sustainable and healthy forms of travel to schools and other facilities.

	<p>Each strategic site will generate a requirement for local transport improvements to be identified and costed through the Transport Assessment and/or Travel Plan submitted within a planning application to ensure that there is provision of good alternative transport to the car encouraging the use of sustainable transport choices.</p> <p>Infrastructure directly related to the development is likely to be required through Section 106 or Section 278 Agreements, items such as:</p> <ul style="list-style-type: none"> - Local junction, highway and traffic management measures - Provision of local pedestrian and cycle links to key local facilities such as schools, shops, employment, bus stops. - Provision, improvement or re-location of bus stops, shelters and Real Time Information (RTI), and funding of new or diverted bus services where directly required as a result of the development - Implementation of measures and initiatives to promote sustainable travel - Improvements to Public Rights of Way (PRoW) where on or adjacent to the site <p>Off-site infrastructure which is not directly related to the development will be funded through CIL, this could include:</p> <ul style="list-style-type: none"> - Local town services - funding towards community mini-bus or other local public transport services providing accessibility for the less-able bodied to the town centre. - Public transport upgrades – funding towards premium bus routes and enhancement of other bus routes between settlements required to mitigate development and provide alternative to car use. - Real Time Information (RTI) – provision of RTI to provide up to date information on bus services for passengers. - Public Rights of Way (PRoW) improvements
<p>Funding sources</p>	<p>HCC capital programmes</p> <p>Developer Contributions will provide a wide range of new transport infrastructure as part of the development process. Funding can include payment for new access and egress construction, public transport infrastructure such as bus stops and signage, supporting improvements at rail stations – cycle parking, cycle hire, real time information, waiting shelters etc, pedestrian crossings, cycle infrastructure and junction improvements.</p>

Transport – Local Road Network projects

Location	Project Description	Lead Agency	Estimated Cost (if known)	Timing	Site Specific?	Prioritisation	Funding Source	Rationale/ Notes
Totton and the Waterside								
Totton/ Marchwood/H ythe	Capacity and Junction improvements along A326	HCC	£2.5million (based on LTP)	2016-2036	No	Essential	HCC/DfT grant / Developer contributions where there are site specific impacts	Local Transport Plan Scheme will provide improved efficiency and capacity of the bypass.
Totton	Access junctions and roundabouts along A36 Salisbury Road Walking and cycling routes for SS1	Developer		2019-2030	SS1	Critical	Developer	HCC / Site Promoter TA Study
Fawley	Downgrade the existing B3053 (Calshot Road) between site access and Calshot– works to be agreed between Developer and HCC Walking/cycling route between site, Fawley Calshot, Blackfield, Holbury	Developer/ HCC		2024-2035	SS4	Critical	Developer	Fawley Waterside Consortium (within draft S106)
Avon Valley and Downlands								
Ringwood	A338, A31 and B3347 Roundabout - Scope to modify the design and convert the junction to traffic signal control	HCC / Developer		2020-2036	No	Essential	Developer contributions	Recommendations of mitigation works within Systra report Ringwood TAP
Ringwood	Castleman Way, Bickerley Road and Christchurch Road roundabout - Identified for improvements	HCC / Developer		2020- 2036	No	Essential	Developer contributions	Recommendations of mitigation works within Systra report
Ringwood	Eastfield Lane, A31 slip road priority junction - Installation of traffic lights at junction	Developer		2024-2036	SS13 and SS14 will contribute to the majority of additional	Essential	Developer contributions	Recommendations of mitigation works within Systra report

Location	Project Description	Lead Agency	Estimated Cost (if known)	Timing	Site Specific?	Prioritisation	Funding Source	Rationale/ Notes
					trips using junction			
Ringwood	B3347 Christchurch Road and Mansfield Road roundabout - Convert 3-arm T junction to allow greater capacity to the north/south movements. Could be combined with traffic signal control	Developer		2024-2036	SS13 and SS14 will contribute to the majority of additional trips using junction	Essential	Developer contributions	Recommendations of mitigation works within Systra report Identified in Ringwood TAP
Ringwood	Christchurch Road and Moortown Lane junction - Localised carriageway widening to provide separate left and right turn traffic lanes on Moortown Lane on approach to give way line	Developer		2024-2032	SS13	Essential	Developer contributions	Recommendations of mitigation works within Systra report
Ringwood	Southampton Road and A31 slip road junction - Conversion of 3-arm mini roundabout to 4-arm conventional roundabout to access SS14	Developer		2024-2029	SS14	Essential	Developer	Recommendations of mitigation works within Systra report
Ringwood	Hightown Road and Eastfield lane junction - Minor carriageway widening	Developer		2024-2029	SS14	Essential	Developer contributions	Recommendations of mitigation works within Systra report
Fordingbridge	Junction onto the A338 serving sites SS17 and SS18	Developer		2024-2032 In place by completion of 100 th home	SS17 and SS18	Essential		Recommendations of mitigation works within 2017 Systra report

Public Transport

Infrastructure Type	Public transport		
Lead Organisation	<ul style="list-style-type: none"> • Hampshire County Council • Network Rail • Go South Coast 		
Main Sources of information	<ul style="list-style-type: none"> • Go South Coast • Hampshire Local Transport Plan Long Term Strategy 2011-2031 • New Forest District Council Transport Statement and Live Schemes December 2013 		
Existing provision	<p>Buses</p> <p>Go South Coast operates as part of the Go-Ahead group, and the operators within the district are part of this group. Most of the local bus services available to catch within the plan area are run by More, Bluestar, Salisbury Reds and Dorset Community Transport (Downlands Area). There are also some national bus services run by National Express and Megabus. A program of passenger information systems is being funded by Hampshire County Council.</p> <table border="0" style="width: 100%;"> <tr> <td style="vertical-align: top; width: 50%;"> <p>Regular Bluestar routes:</p> <ul style="list-style-type: none"> • Bluestar 6 – Southampton-Totton-Lyndhurst-Lymington • Bluestar 8 – Southampton-Totton-Marchwood-Applemore-Hythe-Fawley • Bluestar 9 – Southampton-Applemore-Hythe-Langley-Fawley • Bluestar 11 – Southampton-Totton-West Totton • Bluestar 12 – Southampton-Totton-Calmore <p>Regular ‘More’ bus routes:</p> <ul style="list-style-type: none"> • X1 and X2 – Bournemouth-Christchurch-New Milton-Lymington • X3 – Bournemouth-Boscombe-Ringwood-Fordingbridge-Salisbury </td> <td style="vertical-align: top; width: 50%; border-left: 1px solid black;"> <p>Rural ‘More’ routes:</p> <ul style="list-style-type: none"> • Ringo one and two – Ringwood Town Centre • 112 – Lymington-Lower Buckland-Boldre-Beaulieu-Hythe • 119 – Lymington-New Milton • 125 – Ringwood-Bransgore-Christchurch • 191 - New Milton-Chatsworth Park • 193 – New Milton-Becton Lane • Salisbury Reds: • X3 – Salisbury-Fordingbridge-Ringwood-Bournemouth • X7 - Salisbury-Southampton • Dorset Community Transport • Route 97 (Downlands) – Ringwood-Verwood-Cranborne-Fordingbridge </td> </tr> </table> <p>Rail</p> <p>There are five passenger rail stations within the plan area, at Totton, Lymington Town, Lymington Pier, New Milton and Hinton Admiral. These are all on the South Western Railway Mainline Route from London Waterloo to Weymouth. Passengers can change at Southampton Central for trains to Salisbury on the Wessex Route. In addition to these passenger services, a freight only service operates along the Waterside, from Totton down to Fawley, although freight trains now operate up to Marchwood only.</p>	<p>Regular Bluestar routes:</p> <ul style="list-style-type: none"> • Bluestar 6 – Southampton-Totton-Lyndhurst-Lymington • Bluestar 8 – Southampton-Totton-Marchwood-Applemore-Hythe-Fawley • Bluestar 9 – Southampton-Applemore-Hythe-Langley-Fawley • Bluestar 11 – Southampton-Totton-West Totton • Bluestar 12 – Southampton-Totton-Calmore <p>Regular ‘More’ bus routes:</p> <ul style="list-style-type: none"> • X1 and X2 – Bournemouth-Christchurch-New Milton-Lymington • X3 – Bournemouth-Boscombe-Ringwood-Fordingbridge-Salisbury 	<p>Rural ‘More’ routes:</p> <ul style="list-style-type: none"> • Ringo one and two – Ringwood Town Centre • 112 – Lymington-Lower Buckland-Boldre-Beaulieu-Hythe • 119 – Lymington-New Milton • 125 – Ringwood-Bransgore-Christchurch • 191 - New Milton-Chatsworth Park • 193 – New Milton-Becton Lane • Salisbury Reds: • X3 – Salisbury-Fordingbridge-Ringwood-Bournemouth • X7 - Salisbury-Southampton • Dorset Community Transport • Route 97 (Downlands) – Ringwood-Verwood-Cranborne-Fordingbridge
<p>Regular Bluestar routes:</p> <ul style="list-style-type: none"> • Bluestar 6 – Southampton-Totton-Lyndhurst-Lymington • Bluestar 8 – Southampton-Totton-Marchwood-Applemore-Hythe-Fawley • Bluestar 9 – Southampton-Applemore-Hythe-Langley-Fawley • Bluestar 11 – Southampton-Totton-West Totton • Bluestar 12 – Southampton-Totton-Calmore <p>Regular ‘More’ bus routes:</p> <ul style="list-style-type: none"> • X1 and X2 – Bournemouth-Christchurch-New Milton-Lymington • X3 – Bournemouth-Boscombe-Ringwood-Fordingbridge-Salisbury 	<p>Rural ‘More’ routes:</p> <ul style="list-style-type: none"> • Ringo one and two – Ringwood Town Centre • 112 – Lymington-Lower Buckland-Boldre-Beaulieu-Hythe • 119 – Lymington-New Milton • 125 – Ringwood-Bransgore-Christchurch • 191 - New Milton-Chatsworth Park • 193 – New Milton-Becton Lane • Salisbury Reds: • X3 – Salisbury-Fordingbridge-Ringwood-Bournemouth • X7 - Salisbury-Southampton • Dorset Community Transport • Route 97 (Downlands) – Ringwood-Verwood-Cranborne-Fordingbridge 		

	<p>Long term proposals exist for the re-opening of the Waterside Railway to passengers and the re-opening of stations at Totton.</p> <p>Ferries</p> <p>There is a small passenger ferry between Hythe and Southampton. No changes are proposed to this service at present. Ferries to Yarmouth, Isle of Wight can be caught from Lymington.</p> <p>Buses are the most used form of public transport for local journeys. The Government’s aim is to drive up standards to provide a better quality service for those who already use buses and an attractive alternative for those who currently drive for short journeys. Working in partnership with the public and private sector, the County and District Councils also aim to increase the move toward bus use and increased passenger satisfaction.</p> <p>Since the deregulation of bus services in 1986 private operators provide the majority of bus services on a commercial basis. This is a key issue as bus operators run routes that are commercially viable. Routes can be withdrawn due to not being financially viable and this raises the question of accessibility and equality.</p> <p>The County Council can subsidise the provision of ‘socially necessary’ bus services where these are not likely to be provided commercially. This is subject to budgetary pressures.</p> <p>The onset of Concessionary Fares has placed extra pressure on the bus companies in terms of extra bus patronage and issues for reliability and capacity. There has also been extra financial pressure placed on both the bus operators and the County Council with respect to funding a service that has led to a significant increase in patronage for the over 60 age group. The Local Plan has a role to play in encouraging a more sustainable pattern of transport use and encourage new development that is located and designed to minimise the need to travel.</p>
<p>Planned provision</p>	
<p>Funding sources</p>	<p>Funding for improvements to the main rail infrastructure is provided by Network Rail. The train operating companies are responsible for improvements to the stations, as the buildings are leased to the operator by Network Rail as the franchise.</p> <p>Bus operators</p> <p>Hampshire County Council</p> <p>Developer Contributions will provide a wide range of new public transport infrastructure as part of the development process. Funding can include payment for public transport infrastructure such as bus stops and signage, supporting improvements at rail stations – cycle parking, cycle hire, real time information, waiting shelters etc and cycle infrastructure</p>

Formal Open Space

Infrastructure Type	Formal Open Space
Lead Organisation	New Forest District Council
Main Sources of information	NFDC Open Spaces Appraisal 2017– amenity green spaces, children’s play NEAP/LEAP, Multi use games areas (MUGA) Formal Open Space Study 2017 (Bennett Study) - formal outdoor sports pitches for football, cricket, rugby, hockey, MUGAs, AGP
Existing provision	The Open Spaces Appraisal 2017 sets out the existing open space provision in the district by parish.
Planned provision	Specific needs and deficits or surpluses of open space sports and recreation facilities are based on the updated Formal Open Space Study 2017
Funding sources	Developer Contributions

Formal Open Space Projects

Location	Project Description	Lead Agency	Estimated Cost (if known)	Timing	Site Specific?	Prioritisation	Funding Source	Rationale/ Notes
Totton and the Waterside								
Totton	Cricket pitch provision on site	Developer	£100,000	2019-2030	SS1	Sustainable communities	Developer on site	Open Space Study 2017
Totton	2 MUGAs on site	Developer	£110,000	2019-2030	SS1	Sustainable communities	Developer on site	Open Space Study 2017
Totton	Off-site contributions towards football at Testwood and Eling Recreation Grounds	Developer/Sports Association		2019-2030	SS1	Sustainable communities	Developer contributions	Open Space Study 2017
Totton	Off-site contributions to fund 1 adult rugby pitch or equivalent, potentially at Testwood Sports College	Developer/Sports Association/School		2019-2030	SS1 /SS2 /SS3	Sustainable communities	Developer contributions	Open Space Study 2017
Marchwood	2 adult football pitches and 1 cricket table in a shared location on site	Developer	£250,000	2023-2026	SS2	Sustainable communities	Developer on site	Open Space Study 2017
Marchwood	2 MUGAs on site	Developer	£110,000	2023-2026	SS2	Sustainable communities	Developer on site	Open Space Study 2017
Fawley	New provision of 1 adult and 1 youth football pitch or improved provision of football on site or at Gang Warily Centre	Developer/Sports Association	£130,000	2024-2035	SS4	Sustainable communities	Developer on site or developer contributions	Open Space Study 2017

Location	Project Description	Lead Agency	Estimated Cost (if known)	Timing	Site Specific?	Prioritisation	Funding Source	Rationale/ Notes
Fawley	2 MUGAs on site	Developer	£110,000	2024-2035	SS4	Sustainable communities	Developer on site	Open Space Study 2017
Fawley	Off-site contributions towards tennis and bowls facilities at Holbury Sports Association	Developer/Sports Association		2024-2035	SS4	Sustainable communities	Developer contributions	Open Space Study 2017
Totton and the Waterside	Hockey compliant AGP	Sports Association/Private	£900,000	2020-2030	All sites in area	Sustainable communities	Developer contributions	Open Space Study 2017
Totton and the Waterside	Full size football/rugby compliant AGP	Sports Association/Private	£900,000	2020-2030	All sites in area	Sustainable communities	Developer contributions	Open Space Study 2017
South Coastal Towns								
New Milton	1 adult football pitch and 1 MUGA connected to existing provision at Fawcett Field to meet the additional needs arising from planned housing provision	Developer	£80,000	2021-2024	SS10 /SS11	Sustainable communities	Developer contributions	Open Space Study 2017
New Milton	Off-site contribution towards new Milton Bowls Club	Developer/Sports Association		2021-2024	SS10 /SS11	Sustainable communities	Developer contributions	Open Space Study 2017
New Milton	Off-site contribution towards Fernhill Cricket Club	Developer/Sports Association		2021-2024	SS10 /SS11	Sustainable communities	Developer contributions	Open Space Study 2017
New Milton	Off-site contribution towards rugby facilities at Ashley sports ground	Developer/Sports Association		2021-2024	SS10 /SS11	Sustainable communities	Developer contributions	Open Space Study 2017
Hordle	Off-site contributions towards existing football, cricket and MUGA at Hordle Recreation Ground	Developer/Sports Association			SS8 /SS9	Sustainable communities	Developer contributions	Open Space Study 2017
Milford on Sea	Off-site contributions towards existing football and cricket facilities and a new MUGA at Barnes Lane Recreation Ground	Developer/Sports Association			SS7	Sustainable communities	Developer contributions	Open Space Study 2017
Ashley and	Off-site contributions towards	Developer/Spor			SS7 /SS8/	Sustainable	Developer	Open Space Study

Location	Project Description	Lead Agency	Estimated Cost (if known)	Timing	Site Specific?	Prioritisation	Funding Source	Rationale/ Notes
Lymington and Pennington	existing rugby club venues at Ashley Sports Ground and Woodside Park	ts Association			SS9	communities	contributions	2017
Lymington	Off-site contributions towards existing football, cricket and rugby facilities and new MUGA at Woodside Park and Pennington Recreation Ground	Developer /Sports Association			SS5 /SS6	Sustainable communities	Developer contributions	Open Space Study 2017
Lymington	Off-site contributions towards Lymington Bowls Club	Developer /Sports Association			SS5 /SS6	Sustainable communities	Developer contributions	Open Space Study 2017
Lymington	Off-site contribution towards existing hockey facilities in Lymington	Developer/Sports Association		2021	All sites in area	Sustainable communities	Developer contributions	Open Space Study 2017
Avon Valley and Downlands								
Bransgore	1 youth football pitch off site on existing Recreation or Pavilion Grounds	Developer/Sports Association	£50,000		SS12	Sustainable communities	Developer contributions	Open Space Study 2017
Bransgore	Off-site contributions to cricket club facilities	Developer/Sports Association			SS12	Sustainable communities	Developer contributions	Open Space Study 2017
Bransgore	Off-site contributions improvement of existing MUGA at Recreation Ground	Developer/Sports Association			SS12	Sustainable communities	Developer contributions	Open Space Study 2017
Ringwood	1 MUGA on site	Developer	£55,000	2024-2029	SS13	Sustainable communities	Developer on site	Open Space Study 2017
Ringwood	1 MUGA on site	Developer	£55,000	2024-2029	SS14	Sustainable communities	Developer on site	Open Space Study 2017
Ringwood	1 adult and 1 large youth pitch provided adjacent to site SS14 at 10 Acre field or off site at Carvers Recreation Ground	Developer/Sports Association	£130,000	2024-2029	SS13 /SS14/ SS15	Sustainable communities	Developer on site or Developer contributions	Open Space Study 2017
Ringwood / Fordingbridge	Off-site contribution towards Ringwood Bowls Club	Developer /Sports Association		2024-2029	SS13/ SS14/ SS15/ SS16/ SS17/ SS18	Sustainable communities	Developer contributions	Open Space Study 2017
Fordingbridge	1 adult and 1 youth football pitch on site SS18	Developer	£130,000	2024-2032	SS16/ SS17/ SS18	Sustainable communities	Developer on site	Open Space Study 2017
Fordingbridge	2 MUGAs (36x18) on site	Developer	£110,000	2024-2032	SS16/ SS17/ SS18	Sustainable communities	Developer on site	Open Space Study 2017

Location	Project Description	Lead Agency	Estimated Cost (if known)	Timing	Site Specific?	Prioritisation	Funding Source	Rationale/ Notes
Fordingbridge	Enhancement of cricket at Fordingbridge Recreation Ground	Developer/ Sports Association		2024-2032	SS16/ SS17/ SS18	Sustainable communities	Developer contributions	Open Space Study 2017
Fordingbridge	Up to equivalent of 1 new adult rugby pitch at Fordingbridge Sports Club	Developer/ Sports Association		2024-2032	SS16/ SS17/ SS18	Sustainable communities	Developer contributions	Open Space Study 2017
Avon Valley and Downlands	Full size football compliant AGP	Sports Association/Private	£900,000	2020-2030	All sites in area	Sustainable communities	Developer contributions	Open Space Study 2017

Habitat Mitigation

Infrastructure Type	Habitat Mitigation
Lead Organisation	New Forest District Council / Natural England
Main Sources of information	NFDC Habitat Mitigation SPD
Existing provision	<ul style="list-style-type: none"> Contributions towards projects identified within the Habitat Mitigation SPD for developments of less than 50 homes. On site provision on developments of over 50 houses.
Planned provision	<ul style="list-style-type: none"> Strategic sites calculation of SANGS size is based on 8 hectares per 1000 population, but this will be dependent on final scheme at planning application stage. Around £260,000 per hectare to deliver and maintain in perpetuity
Funding sources	Developer on site/Developer Contributions

Habitat Mitigation projects

Location	Project Description	Lead Agency	Estimated Cost (if known) ¹³	Timing	Site Specific?	Prioritisation	Funding Source	Rationale/ Notes
Strategic sites provision:								
Totton and the Waterside								
Totton	On site mitigation land required of around 16.93 hectares for SS1	Developer / NFDC	maintenance at around £112k per ha	2019-2030	SS1	Critical	Developer on site	
Marchwood	On site mitigation land required of around 13.98 hectares for SS2	Developer / NFDC	maintenance at around £112k per ha	2023-2033	SS2	Critical	Developer on site	
Marchwood	On site mitigation land required of around 2.76 hectares for SS3	Developer / NFDC	maintenance at around £112k per ha	2023-2026	SS3	Critical	Developer on site	
South Coastal Towns								
Lymington	On site mitigation land required of around 3.31 hectares for SS5	Developer / NFDC	maintenance at around £112k per ha	2021-2025	SS5	Critical	Developer on site	
Lymington	On site mitigation land required of around 1.84 hectares for SS6	Developer/ NFDC	maintenance at around £112k per ha	2020-2022	SS6	Critical	Developer on site	
Milford on Sea	On site mitigation land required of around 2.02 hectares for SS7	Developer / NFDC	maintenance at around £112k per ha	2021-2023	SS7	Critical	Developer on site	
Hordle	On site mitigation land required of around 3.31 hectares for SS8	Developer / NFDC	maintenance at around £112k per ha	2021-2024	SS8	Critical	Developer on site	
Hordle	On site mitigation land required of around 1.84 hectares for SS9	Developer / NFDC	maintenance at around £112k per ha	2020-2022	SS9	Critical	Developer on site	
New Milton	On site mitigation land required of around 2.39 hectares for SS10	Developer / NFDC	maintenance at around £112k per ha	2021-2024	SS10	Critical	Developer on site	
New Milton	On site mitigation land	Developer /	maintenance at	2020-	SS11	Critical	Developer on	

¹³ This contribution is to provide maintenance in perpetuity. The exact contribution will vary depending on provision made on site. The Council will advise of amount at the planning application stage, however an estimate has been included in chapter 3. The cost of provision and laying out has been included within the general development costs in the viability study.

Location	Project Description	Lead Agency	Estimated Cost (if known) ¹³	Timing	Site Specific?	Prioritisation	Funding Source	Rationale/ Notes
	required of around 2.39 hectares for SS11	NFDC	around £112k per ha	2022			site	
Avon Valley and Downlands								
Bransgore	On site mitigation land required of around 1.84 hectares for SS12	Developer / NFDC	maintenance at around £112k per ha	2024-2026	SS12	Critical	Developer on site	
Ringwood	On site mitigation land required of around 7.36 hectares for SS13	Developer / NFDC	maintenance at around £112k per ha	2024-2026	SS13	Critical	Developer on site	
Ringwood	On site mitigation land required of around 4.6 hectares for SS14	Developer / NFDC	maintenance at around £112k per ha	2024-2029	SS14	Critical	Developer on site	
Ringwood	On site mitigation land required of around 1.84 hectares for SS15	Developer/ NFDC	maintenance at around £112k per ha		SS15	Critical	Developer on site	
Fordingbridge	On site mitigation land required of around 2.39 hectares for SS15	Developer / NFDC	maintenance at around £112k per ha	2020-2022	SS16	Critical	Developer on site	
Fordingbridge	On site mitigation land required of around 5.34 hectares for SS16	Developer / NFDC	maintenance at around £112k per ha	2024-2030	SS17	Critical	Developer on site	
Fordingbridge	On site mitigation land required of around 6.44 hectares for SS17	Developer/ NFDC	maintenance at around £112k per ha	2025-2032	SS18	Critical	Developer on site	
Mitigation projects for non-strategic sites								
Totton and the Waterside								
Totton	To3: Testwood Recreation Ground phase 2 - Informal open space enhancements, including improved signage and interpretation to create recreational walking route linking though to adjoining public open spaces.	NFDC	£100k	2016-2026	No	Critical	Developer contributions	NFDC Mitigation Strategy
Totton	To5: Wally Hammond Way/Bartley Park - Improvements to signposting of the walking routes and their connections	NFDC	£25k	2016-2026	No	Critical	Developer contributions	NFDC Mitigation Strategy

Location	Project Description	Lead Agency	Estimated Cost (if known) ¹³	Timing	Site Specific?	Prioritisation	Funding Source	Rationale/ Notes
	with nearby open spaces and local public rights of way network. Improvements to information/interpretation boards along the route and in Bartley Park							
Totton	To6: Eling Quay - Erect signage as way markers for a Walk around Eling Quay, particularly at Eling Hill. Improvements to existing footpath at Eling Hill and the children's play area	NFDC	£50k	2016-2026	No	Critical	Developer contributions	NFDC Mitigation Strategy
Totton	To7: Eling Quay to River Test - Improvements to signage of walk, particularly at the Totton bypass pedestrian footbridge. Production of further literature promoting the walk. Improvements to footpath approaching the walk around the River Test	NFDC	£50k	2016-2026	No	Critical	Developer contributions	NFDC Mitigation Strategy
Marchwood	Ma2: HCC Healthy living walks around village - Improved signage. Production and distribution of leaflets	NFDC	£30k	2016-2026	No	Critical	Developer contributions	NFDC Mitigation Strategy
Hythe and Dibden	Hd4: Oaklands Way/Challenger Way - Promotion of walks around the existing pedestrian footpath links. Clearance of overhanging vegetation. Installation of interpretation Boards and signage to promote the walk	NFDC	£50k	2016-2026	No	Critical	Developer contributions	NFDC Mitigation Strategy
Fawley	Fa1: Elizabeth II Recreation Ground - Creation of an off lead dog exercise area on part of Queen Elizabeth II Recreation Ground within	NFDC	£50k	2016-2026	No	Critical	Developer contributions	NFDC Mitigation Strategy

Location	Project Description	Lead Agency	Estimated Cost (if known) ¹³	Timing	Site Specific?	Prioritisation	Funding Source	Rationale/ Notes
	the site with links to the circular walk (fa2).							
Fawley	Fa2: Dark Lane/Saxon Road walk - Improvements to local walking route including improved signing and provision of dog bins/benches along the walk	NFDC	£30k	2016-2026	No	Critical	Developer contributions	NFDC Mitigation Strategy
Fawley	Fa3: Church Lane - Provide surfaced footpath route, and enhance existing space for young people and encourage increased informal recreation.	NFDC	£50k	2016-2026	No	Critical	Developer contributions	NFDC Mitigation Strategy
South Coastal Towns								
Lymington	Ly1: Bath Road Recreation Ground - Improvements to Bath Road recreation ground to create a riverside park. Redesign of pond and play area and appeal of the riverside frontage. Enhancement of the biodiversity on the site. Improved links to the Solent Way and walks in the Waterford area.	NFDC	£200k	2016-2026	No	Critical	Developer contributions	NFDC Mitigation Strategy
Lymington	Ly4: Woodside Gardens walking routes - Improved route marking and interpretation of walking routes in and around Woodside Gardens to encourage informal recreation. New signage from surrounding residential areas. Improvements to the Woodside Gardens car park surface. Improve signage to	NFDC	£80k	2016-2026	No	Critical	Developer contributions	NFDC Mitigation Strategy

Location	Project Description	Lead Agency	Estimated Cost (if known) ¹³	Timing	Site Specific?	Prioritisation	Funding Source	Rationale/ Notes
	and along the public rights of way network in surrounding area (Footpath Nos. 80,81,82,83).							
Lymington	Ly5: Grove Road Gardens - New signs to encourage the use of Grove Gardens along the existing PROW around the gardens to create a pleasant place to walk. Small enhancements to the gardens to encourage recreational activities.	NFDC	£50k	2016-2026	No	Critical	Developer contributions	NFDC Mitigation Strategy
Lymington	Ly6: Rowans Park - Improvements to the site access by creating further access points from the main road. Environmental improvements within the site to enhance biodiversity of the existing natural green space. Improved signage along the existing PROW at Highfield Rd.	NFDC	£40k	2016-2026	No	Critical	Developer contributions	NFDC Mitigation Strategy
Lymington	Ly7: Old Orchards - Open up access to Pyrford Mews to create an attractive place for informal recreation	NFDC	£50k	2016-2026	No	Critical	Developer contributions	NFDC Mitigation Strategy
Lymington	Ly8: Ramley Road/ Widbury's Copse/ Newbridge Copse/ Woodside - Promotion and enhancement of the PROW including the installation of interpretation boards Replacement of existing stiles and clear delineation of path near Woodside Gardens	NFDC	£80k	2016-2026	No	Critical	Developer contributions	NFDC Mitigation Strategy
Milford on Sea	Ms1: School Lane/Lymington Road walking routes -	NFDC	£90k	2016-2026	No	Critical	Developer contributions	NFDC Mitigation Strategy

Location	Project Description	Lead Agency	Estimated Cost (if known) ¹³	Timing	Site Specific?	Prioritisation	Funding Source	Rationale/ Notes
	Extensions and improvements to the rights of way network, including linking proposals on the MoS1 housing and open space allocation to the existing footpath network, including links to the village centre							
Hordle	Ho1: Golden Hill Woodland - Creation of an improved access to the site and the installation of further interpretation boards. Clearance of some overhanging vegetation to create a clear walk.	NFDC	£100k	2016-2026	No	Critical	Developer contributions	NFDC Mitigation Strategy
Hordle	Ho2: Hordle Lane/Stopples Lane - improvements /enhancements (including signs, stiles and interpretation boards) to the PROW network to provide a safe a pleasant place to walk. Further signage to encourage shared use on pedestrian/cycle path. Improvements to Acacia Gardens, replacement benches and dog waste bins.	NFDC	£150k	2016-2026	No	Critical	Developer contributions	NFDC Mitigation Strategy
New Milton	Nm3: Ballard Lake + walk phase 2- Improve recreational walking routes within the park and around the lake and along green routes through residential areas to the west linking to Walkford Lane (Byway 503)	NFDC	£160k	2016-2026	No	Critical	Developer contributions	NFDC Mitigation Strategy
New Milton	Nm5: Gore Road - Creation of a new a circular recreational	NFDC	£80k	2016-2026	No	Critical	Developer contributions	NFDC Mitigation Strategy

Location	Project Description	Lead Agency	Estimated Cost (if known) ¹³	Timing	Site Specific?	Prioritisation	Funding Source	Rationale/ Notes
	walk between Gore Road and Old Milton.							
New Milton	Nm4: Carrick Way Woodland - Enhance/improve public access to the site, including the provision of information/ interpretation signs, and the provision of a surfaced footpath route. Increase signage to location of walk, particularly from Carrick Way. Clearance of overhanging vegetation.	NFDC	£100k	2016-2026	No	Critical	Developer contributions	NFDC Mitigation Strategy
New Milton	Nm5: Ashington Park - Provision of a new picnic area with litter bins to enhance the attractive area of land for informal recreation. Provision of new signage to direct people to the site. New benches, bins. Enhance signage from both the north and south of the site.	NFDC	£50k	2016-2026	No	Critical	Developer contributions	NFDC Mitigation Strategy
New Milton	Nm7: A337/Barton Common - Improve links in to the PROW including resurfacing the footpath in order to create a pleasant place to walk. In the future this may include a safe crossing point on the A337.	NFDC	£100k	2016-2026	No	Critical	Developer contributions	NFDC Mitigation Strategy
Avon Valley and Downlands								
Ringwood	Ri1: Avon Valley/Blashford Lakes - Improve links from the town centre to walks at Blashford Lakes and in the Avon Valley. Enhancements to the Linden Gardens open space to be a 'gateway' to local walking routes.	NFDC	£80k	2016-2026	No	Critical	Developer contributions	NFDC Mitigation Strategy

Location	Project Description	Lead Agency	Estimated Cost (if known) ¹³	Timing	Site Specific?	Prioritisation	Funding Source	Rationale/ Notes
Ringwood	Ri2: Castleman Trail links - Improvements to linkages and signing of the public rights of way network in south east Ringwood, and in particular with the Castleman Trail (the long distance footpath from Dorset to the New Forest utilising the former railway line).	NFDC	£30k	2016-2026	No	Critical	Developer contributions	NFDC Mitigation Strategy
Ringwood	Ri3: Poulner Lakes - Enhancements to informal open space, improving accessibility, biodiversity and interpretation	NFDC	£80k	2016-2026	No	Critical	Developer contributions	NFDC Mitigation Strategy
Fordingbridge	Fo1: Tinkers Cross/Puddleslosh Lane/Pennys Lane - Improve links and signing of public rights of way network (including links to the Avon Valley Path, long distance footpath), creating marked circular walks north of Fordingbridge.	NFDC	£30k	2016-2026	No	Critical	Developer contributions	NFDC Mitigation Strategy
Fordingbridge	Fo2: Whitsbury Road - Extension of boardwalks to enhance biodiversity and increase numbers to the site by creating a safer pedestrian route.	NFDC	£50k	2016-2026	No	Critical	Developer contributions	NFDC Mitigation Strategy
Bransgore	Br1: Footpath network north west Bransgore - Enhancement to the existing PROW network including new signage and interpretation boards to provide a pleasant place for people to walk	NFDC	£40k	2016-2026	No	Critical	Developer contributions	NFDC Mitigation Strategy
Ashford and	As2: Alderholt Road/	NFDC	£40k	2016-	No	Critical	Developer	NFDC Mitigation

Location	Project Description	Lead Agency	Estimated Cost (if known) ¹³	Timing	Site Specific?	Prioritisation	Funding Source	Rationale/ Notes
Sandleheath	Station Road/Old Brickyard Road - Promote existing circular walks in proximity to the site. Improved signage to raise public awareness of this route. Installation of benches to provide rest places. Clearance of overhanging vegetation at certain points along walk.			2026			contributions	Strategy

Indoor Sports Facilities

Infrastructure Type	Indoor Sports Facilities
Lead Organisation	New Forest District Council
Main Sources of information	NFDC
Existing provision	<p>There are five built sport centres within the Local Development Framework area which are managed by the Council, at:</p> <ul style="list-style-type: none"> • Applemore (Hythe), • Lymington, • Ringwood, • New Milton and • Totton. <p>Some community halls also provide a range of indoor sports facilities. In addition, there is Gang Warily Recreation Centre in Fawley, run by the Parish Council, which offers a range of indoor dry facilities. The West Totton Centre has a sports hall (3 badminton courts) and Calshot Activities Centre (2 badminton courts) and changing facilities.</p> <p>There are smaller community halls, some of which have halls suitable for badminton (e.g. Calmore Community Centre) but which mostly provided multi-purpose activity halls and rooms for dance, aerobics, short mat bowls etc.</p> <p>There are also private indoor facilities, such as David Lloyd in Ringwood which has a 2 badminton court hall. There are indoor sports provisions at schools and Totton and Brockenhurst Colleges.</p> <p>The current provision of indoor sports facilities within the Local Development Framework area surpasses the minimum provision recommended by Sport England (PPG17 Bennett Report 2007)</p>
Planned provision	
Funding sources	

Education – Primary

Infrastructure Type	Education – Primary																																																										
Lead Organisation	Hampshire County Council has a statutory duty to ensure that sufficient school places are available within the area for every child of school age whose parents wish them to have one; to promote diversity, parental choice and high educational standards; to ensure fair access to educational opportunity and to help fulfil every child’s educational potential. Since 2011, new providers of school places have been able to establish state funded Free-Schools. There are also a growing number of Academies, which are independent of local authority control. Schools places are no longer, therefore, solely provided by the Council so they must work with these other providers to ensure that the need for school places is met. The Council has been working closely with the County Council to explore new sites for development to ensure that school provision is considered from the start. It was important for the Council to understand the current and future capacities of schools.																																																										
Main Sources of information	<ul style="list-style-type: none"> • HCC School Place Plan 2018-2022 • HCC Developers’ Contributions towards Children’s Services Facilities (May 2017) • National School Delivery Cost Benchmarking (Feb 2017) http://documents.hants.gov.uk/education/NationalSchoolDeliveryCostBenchmarking-PrimarySecondarySENSc.pdf • Hampshire Infrastructure Statement • NFDC Demography Projections work (2017) <p>The County Council have undertaken preliminary investigation work to understand where existing schools in the district could be expanded. New school provision is required where expansion is not possible to accommodate planned growth, or where it would not adequately serve new residential developments.</p>																																																										
Existing provision	<p>There are 40 primary schools serving the plan area:</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 25%;">- Abbotswood Junior School</td> <td style="width: 25%;">- Orchard Infant School</td> <td style="width: 25%;">- Pennington Church of England Junior School</td> <td style="width: 25%;">- Poulner Junior School</td> </tr> <tr> <td>- Calmore Infant School</td> <td>- Orchard Junior School</td> <td>- Pennington Infant School</td> <td>- Ringwood Church of England Infant School</td> </tr> <tr> <td>- Calmore Junior School</td> <td>- Waterside Primary School</td> <td>- Ashley Infant School</td> <td>- Ringwood Junior School</td> </tr> <tr> <td>- Eling Infant School</td> <td>- Wildground Infant School</td> <td>- Ashley Junior School</td> <td>- Sopley Primary School</td> </tr> <tr> <td>- Hazel Wood Infant School</td> <td>- Wildground Junior School</td> <td>- Hordle Church of England Primary School</td> <td>- Breamore Church of England Primary School</td> </tr> <tr> <td>- Lydlynch Infant School</td> <td>- Lymington Church of England Infant School</td> <td>- New Milton Infant School</td> <td>- Fordingbridge Infant School</td> </tr> <tr> <td>- Oakfield Primary School</td> <td>- Lymington Junior School</td> <td>- New Milton Junior School</td> <td>- Fordingbridge Junior School</td> </tr> <tr> <td>- Blackfield Primary School</td> <td>- Milford on Sea Church of England Primary School</td> <td>- Bransgore Church of England Primary School</td> <td>- Western Downland Church of England Aided Primary School</td> </tr> <tr> <td>- Cadland Primary School</td> <td>- Our Lady and St Joseph Catholic Voluntary Aided Primary School</td> <td>- Poulner Infant School</td> <td></td> </tr> <tr> <td>- Fawley Infant School</td> <td></td> <td></td> <td></td> </tr> <tr> <td>- Hythe Primary School</td> <td></td> <td></td> <td></td> </tr> <tr> <td>- Manor Church of England Infant School</td> <td></td> <td></td> <td></td> </tr> <tr> <td>- Marchwood Church of England Infant School</td> <td></td> <td></td> <td></td> </tr> <tr> <td>- Marchwood Junior School</td> <td></td> <td></td> <td></td> </tr> </table> <p>The following schools are within the New Forest National Park where the catchment area extends into the Plan area:</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">- Foxhills Infant School</td> <td style="width: 50%;">- Fawley Infant School</td> </tr> </table>	- Abbotswood Junior School	- Orchard Infant School	- Pennington Church of England Junior School	- Poulner Junior School	- Calmore Infant School	- Orchard Junior School	- Pennington Infant School	- Ringwood Church of England Infant School	- Calmore Junior School	- Waterside Primary School	- Ashley Infant School	- Ringwood Junior School	- Eling Infant School	- Wildground Infant School	- Ashley Junior School	- Sopley Primary School	- Hazel Wood Infant School	- Wildground Junior School	- Hordle Church of England Primary School	- Breamore Church of England Primary School	- Lydlynch Infant School	- Lymington Church of England Infant School	- New Milton Infant School	- Fordingbridge Infant School	- Oakfield Primary School	- Lymington Junior School	- New Milton Junior School	- Fordingbridge Junior School	- Blackfield Primary School	- Milford on Sea Church of England Primary School	- Bransgore Church of England Primary School	- Western Downland Church of England Aided Primary School	- Cadland Primary School	- Our Lady and St Joseph Catholic Voluntary Aided Primary School	- Poulner Infant School		- Fawley Infant School				- Hythe Primary School				- Manor Church of England Infant School				- Marchwood Church of England Infant School				- Marchwood Junior School				- Foxhills Infant School	- Fawley Infant School
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	<ul style="list-style-type: none"> - Foxhills Junior School - Netley Marsh Church of England Infant School <p>There are also a number of private (fee-paying) primary schools located in the plan area.</p>	<ul style="list-style-type: none"> - Beaulieu Infant School
Planned provision	<p>HCC has indicated that at a certain level, large-scale strategic development will require new and additional educational facilities, while other development may require improved facilities. The HCC School Place Plan 2018-2022 identified a surplus of primary school places, as at October 2017, at all areas within the plan area with the exception of Lymington (-1% surplus) and New Milton (-7% surplus).</p> <p>Lymington, New Milton, Dibden/Waterside and Totton, are local areas that are under review, as with increased development within the 5 year period up to 2022, expansion may be required. The School Places Plan makes reference to applications granted, pending, in pre-application stage or within a draft Neighbourhood Plan.</p> <p>Demography work undertaken by NFDC in 2017 indicates that Totton and Waterside numbers of primary age children are expected to decline from 2026.</p>	
Funding sources	<p>Central government grant Developer Contributions – S106 Hampshire County Council Capital Programme</p> <p>National benchmarking cost of new schools and expansions – same costs are given local indices across the board based on site specific issues relevant to the local area.</p> <p>Where school provision will be made by providing new schools or expanding existing schools located offsite that are related to specific development sites, S106 obligations will be used in accordance with Regulation 123 of the CIL Regulations 2010 (as amended). Where sites are not making a direct impact on specific schools a financial contribution will normally be secured through CIL or Section 106.</p>	

Primary Education Projects

Location	Project Description	Lead Agency	Estimated Cost (if known)	Timing	Site Specific?	Prioritisation	Funding Source	Rationale/ Notes
Totton and the Waterside								
Calmore Infant and Junior Schools and another local school	Development generates 1.4FE additional primary age pupils. 1FE expansion of Calmore Infant and Junior +0.5FE expansion at another	Hampshire County Council	£4,249,553 +£1,886,960	2019-2030	SS1	Essential	S106 / land	Agreed position with HCC

Location	Project Description	Lead Agency	Estimated Cost (if known)	Timing	Site Specific?	Prioritisation	Funding Source	Rationale/ Notes
	local school							
Marchwood CE Infant and Junior	Development generates 1.6FE additional primary age pupils 1FE expansion	Hampshire County Council	£4,249,553	2023-2033	SS2/SS3	Essential	S106	Junior school expansion and access concerns Additional expansion of another local school may be required
Fawley Infant School	Development generates 1.4FE additional primary age pupils. 1.4FE expansion or relocated primary school	Hampshire County Council	Unknown	2024-2035	SS4	Essential	S106	
South Coastal Towns								
Pennington Infant and Junior / Our Lady and St Joseph Catholic Voluntary Aided Primary School	Development generates 0.4FE additional primary age pupils. 0.5FE expansion required (potential to expand) or 0.5FE expansion at Our Lady and St Joseph Catholic Voluntary Aided Primary School to expand to a 1FE school?	Hampshire County Council	£1,886,960 – potential to realign catchments and request developer contributions for 0.5FE expansion at one of the schools in Lymington, Milford on Sea or Hordle	2020-2023	SS5/SS6	Essential	S106	
Milford on Sea CE Infant and Junior	Development generates 0.1FE additional primary age pupils. 0.5FE expansion?	Hampshire County Council		2021-2023	SS7	Essential	S106	
Hordle Primary School	Development generates 0.1FE additional primary age pupils 0.5FE expansion	Hampshire County Council		2020-2024	SS8/SS9	Essential	S106	Access and expansion concerns (would result in an increase to 2FE school) Currently the school doesn't fill from catchment – potential to link with New Milton schools

Location	Project Description	Lead Agency	Estimated Cost (if known)	Timing	Site Specific?	Prioritisation	Funding Source	Rationale/ Notes
Ashley Infant and Junior Schools and New Milton Infant and Junior Schools	Development generates 20 additional primary age pupils per year 0.5FE expansion required	Hampshire County Council	£1,886,960	2021-2024	SS10/SS11	Essential	S106	Expansion 0.5FE figures based on LP position of 450 homes
Avon Valley and Downlands								
Ringwood CE Infant and Junior Schools and Poulner Infant and junior School	1FE expansion required	Hampshire County Council	£4,249,553	2024-2032	SS13/SS14/SS15	Essential	S106	Access and expansion concerns for Ringwood Junior School Poulner School is currently a 2.5FE school but is reducing to a 2FE school this year Ringwood is currently a 3FE school Increase capacity at either school by 1FE or both by 0.5FE
Fordingbridge Infant and Junior Schools	1FE expansion required	Hampshire County Council	£4,249,553	2020-2032	SS16/SS17/SS18	Essential	S106	Access and expansion concerns

Education - Secondary

Infrastructure Type	Education – Secondary
Lead Organisation	Hampshire County Council has a statutory duty to ensure that sufficient school places are available within the area for every child of school age whose parents wish them to have one; to promote diversity, parental choice and high educational standards; to ensure fair access to educational opportunity and to help fulfil every child’s education’s potential. Since 2011, new providers of school places have been able to establish state funded Free-Schools. There are also a growing number of Academies, which are independent of local authority control. Schools places are no longer, therefore, solely provided by the Council so they must work with these other providers to ensure that the need for school places is met. The Council has been working closely with the County Council to explore new sites for development to ensure that school provision is considered from the start. It was important for the Council to understand the current and future capacities of schools.
Main Sources of information	HCC School Place Plan 2018-2022 HCC Developers’ Contributions towards Children’s Services Facilities (May 2017) National School Delivery Cost Benchmarking (Feb 2017) http://documents.hants.gov.uk/education/NationalSchoolDeliveryCostBenchmarking-PrimarySecondarySENSc.pdf Hampshire Infrastructure Statement NFDC Demography Projections work (2017) The County Council have undertaken preliminary investigations to understand where existing schools in the District could be expanded. New school provision is required where expansion is not possible to accommodate planned growth, or where it would not adequately serve new residential developments.
Existing provision	There are 9 secondary schools serving the plan area and a number of private (fee-paying) secondary schools located in the plan area.: <ul style="list-style-type: none"> <li style="display: inline-block; width: 45%;">– Priestlands School <li style="display: inline-block; width: 45%;">– Hounslowdown Academy <li style="display: inline-block; width: 45%;">– Ringwood Academy <li style="display: inline-block; width: 45%;">– Noadswood Academy <li style="display: inline-block; width: 45%;">– The Arnewood School <li style="display: inline-block; width: 45%;">– Testwood Sports College <li style="display: inline-block; width: 45%;">– The Burgate School and Sixth Form Centre <li style="display: inline-block; width: 45%;">– The New Forest Academy <li style="display: inline-block; width: 45%;">– Applemore College
Planned provision	Currently the secondary schools could accommodate additional pupils either by way of expansion or in the accommodation they already have.
Funding sources	<ul style="list-style-type: none"> • Central government grant • Developer Contributions – S106 and CIL • Hampshire County Council Capital Programme <p>National benchmarking cost of new schools and expansions – same costs are given local indices across the board based on site specific issues relevant to the local area.</p>

	<p>Where school provision will be made by providing new schools or expanding existing schools located offsite that are related to specific development sites, S106 obligations will be used in accordance with Regulation 123 of the CIL Regulations 2010 (as amended).</p> <p>Where sites cannot be making a direct impact on specific schools a financial contribution will normally be secured through CIL.</p>
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Secondary Education Projects

Location	Project Description	Lead Agency	Estimated Cost (if known)	Timing	Site Specific?	Prioritisation	Funding Source	Rationale/ Notes
Totton and the Waterside								
Applemore College	1FE expansion	Hampshire County Council	£5.5million-£5.8million	2023-2033	SS2/SS3	Essential	S106	
South Coastal Towns								
Priestlands School	0.5FE expansion	Hampshire County Council	£3million-£3.3million	2020-2025	SS5/SS6/SS7	Essential	S106	
The Arnewood School	Expansion (dependant on housing numbers)	Hampshire County Council		2020-2024	SS8/SS9/SS10/SS11	Essential	S106	
Avon Valley and Downlands								
Ringwood School	Temporary expansion to mitigate initial impact of development	Hampshire County Council		2024-2032	SS13/SS14/SS15	Essential	S106	School is full but pupils are accepted outside of catchment.
The Burgate School	Temporary expansion to mitigate initial impact of development	Hampshire County Council		2020-2032	SS16/SS17/SS18	Essential	S106	School is full because pupils are accepted outside of catchment.

Education – Special Schools

Infrastructure Type	Education – Special Schools
Lead Organisation	Hampshire County Council
Main Sources of information	
Existing provision	<p>There are 3 special schools serving the plan area:</p> <ul style="list-style-type: none"> • Forest Park Primary School, Totton • Oak Lodge School, Dibden Purlieu • Greenwood School , Dibden Purlieu

Planned provision	HCC have advised that further provision may be required as the district has proportionately high number of children with SEN due to autism
Funding sources	<ul style="list-style-type: none"> • Central government grant • Developer Contributions • Hampshire County Council

Education – Nursery Schools (Early Years and Childcare)

Infrastructure Type	Education – Nursery Schools (Early Years and Childcare)
Lead Organisation	<ul style="list-style-type: none"> • Hampshire County Council • Private early years sector
Main Sources of information	Hampshire County Council
Existing provision	<p>There is a wide range of day nurseries, nursery schools/classes, crèches, childminders, pre-school playgroups, toddler groups and out of school care/holiday schemes within the District.</p> <p>Hampshire County Council as the Local Education Authority has a statutory duty to ensure that there are sufficient places available to meet the early years education (EYE) requirements for eligible 2 year old and all 3 & 4 year old children within communities. There is a current entitlement for all 3 & 4 year old children and eligible 2 year olds to have 570 hours of free early years education over each year. This is commonly offered as 15 hours over a 38 week period which generally fits the school terms, although some providers are also able to offer more flexibility by offering the 570 hours stretched over more weeks of the year. However the Government is committed to continue to support families to be able to work, or to undertake training to get into work, by increasing the free entitlement to eligible families to 30 hours weekly from 2017. It is estimated that there will be approx. 77% of the population with 3 & 4 year old children who will be eligible for up to 30 hours early years education and childcare.</p> <p>The County Council works with existing and new early years education and childcare providers to be responsive to the market demand and ensure sufficient facilities are available and are currently working to increase capacity in the market to match the increased demand as the 30 hours becomes available to families.</p> <p>Early Years Education (EYE) providers are all registered with Ofsted early years directorate or Independent Schools Inspectorate and the local authority so that they can make claims for early years education funding for eligible children accessing services from their setting. The market includes childminders, preschools, day nurseries and nursery units of independent schools. (In other districts of the county there are also maintained nurseries, but there are none of these in the New Forest)</p> <p>The local authority produces childcare sufficiency reports annually and these are updated on a quarterly basis. These reports comprise of information known to the local authority on those joining or leaving the market, the take up of EYE places, changes in the demographic in respect of population, residential and commercial development and employment.</p>

	<p>HCC are working with local providers in New Milton and Lymington area to increase supply. There is an urgent requirement for EYE provision in these areas based on difficulties experienced by EYE team finding local premises.</p> <p>In Fordingbridge there are HCC supported settings in area for growth capacity for 2, 3 and 4 year old children And in Marchwood a Full Day Care Centre opened in January 2014 and the Ward need was met, area is experiencing more pressure on places</p>
Planned provision	<p>There is planned provision at Lymington Community Centre. A new provider will be offering preschool and additional childcare services from the start of the 2017 academic year.</p> <p>HCC continues to monitor the supply of current childcare places for 2 year olds.</p> <p>Site specific requirement for community facilities which could incorporate EYE demand or independent EYE facilities arising from strategic sites. Land on the strategic sites should be made available by developers where need arises.</p>
Funding sources	<ul style="list-style-type: none"> • Government funding for Free Entitlement • Private sector (childcare provision operated as a private business) • Parents

Healthcare

Infrastructure Type	Healthcare
Lead Organisation	<ul style="list-style-type: none"> • West Hampshire Clinical Commissioning Group • NHS England (South Region Wessex) • Southern Health NHS Foundation Trust • Hampshire County Council
Main Sources of information	<ul style="list-style-type: none"> • NHS Transformation Plan • One Public Estates Project - Health Wellbeing and Social Care sub group meeting chaired by Hampshire County Council • West Hampshire CCG Totton and Waterside Locality Plan 2016/2017-2017/2018 and West New Forest Locality Plan 2016/2017 – 2018/2019
Existing provision	<p>As part of the changes made by the Health and Social Care Act 2012, Primary Care Trusts have been replaced by NHS England and local Clinical Commissioning Groups (CCGs). From 1st April 2013, the West Hampshire CCG, a GP led organisation is responsible for the majority of the local health services within the Local Plan area, with contracting and commissioning of Primary Care directed by the Local Area team. All GP practices are required to be a member of the CCG.</p> <p>Most GP practices function as separate businesses, with responsibility for their own premises and staff. Individual GP practices determine whether they consider their patient numbers to be too great and which course of action they wish to pursue e.g.</p>

	<p>expansion of premises. However, overall responsibility for ensuring adequate GP provision across the area rests with NHS England. The Department of Health recommends that there should be one GP per 1400-2000 people.</p> <p>General Practices:</p> <p><u>Doctors:</u></p> <ul style="list-style-type: none"> • Testvale Surgery, Totton • Totton Health Centre, Totton • Forest Gate Surgery, Totton • Forestside Medical Practice, Marchwood Surgery, Marchwood • Forestside Medical Practice, Dibden Purlieu Surgery, Dibden Purlieu • Red and Green Practice, Waterside Health Centre, Hythe and Blackfield • Waterfront and Solent Surgery, Hythe • The Arnewood Practice, New Milton • Barton Surgery (Barton Webb-Peploe Partnership), New Milton • Chawton House Surgery, Lymington • New Milton Health Centre, New Milton • Wistaria and Milford Surgeries, Lymington • Cornerways Medical Centre, Ringwood • Fordingbridge Surgery, Fordingbridge • Ringwood Medical Centre • Twin Oaks Medical Centre, Bransgore <p><u>Hospitals:</u></p> <ul style="list-style-type: none"> • Lymington Hospital • Hythe Hospital • Milford on Sea War Memorial Hospital • Fordingbridge Hospital <p><u>Existing NHS dentists in district plan area include:</u></p> <ul style="list-style-type: none"> • Appollonia Dentist, Totton • The Dental Care Centre, Totton • The Totton Dental Centre, Totton • Forest Gate Dental Practice, Totton • Merrystead Dental Surgery, Blackfield • Oakdene Dental Surgery, Holbury • Trafalgar Clinic, Holbury • Forestside Dental Practice, Dibden Purlieu • Max Waller, Hythe • Mews Dental Practice, Lymington • Swedental Surgery, Lymington • Solent House Dental Surgery (Dental), Lymington • Solent House Dental Surgery (Ortho), Lymington • Smiles of New Forest, Lymington • Milford Dental Surgery, Milford on Sea • Birchfield Dental Practice, New Milton • Homemill Dental Surgery, New Milton • New Milton Dental Care, New Milton • Dalkeith House Dental Practice, Ringwood • Ringwood Dental, Ringwood • Highfield House, Fordingbridge
<p>Planned provision</p>	<p>The West Hampshire CCG identifies the redevelopment of Hythe and Dibden War Memorial Hospital, and the increased utilisation of Lymington New Forest Hospital both as Community Access Hubs, as key priorities for the New Forest area. There are also objectives to explore the redevelopment of Milford on Sea War Memorial Hospital, and explore opportunities for sustainable general practice models in each natural community of 30,000 population in the Avon Valley (Ringwood, Fordingbridge) and New Milton, Bransgore. Within the New Forest National Park Plan Area (but serving residents within this plan area) West Hampshire CCG are exploring opportunities to increase the level of services as a Child and Family Health and Wellbeing Centre provided at Ashurst Hospital.</p> <p>The Community Access Hubs are due to be developed providing more services within Lymington and Hythe Hospital. Lymington Hospital would provide enhanced primary care to its minor injuries unit, Beds, Diagnostics, serving a population of 100,000+ people, GP and extended care – facilities are already in place/only minor works required for the enhanced facility to be ready. Hythe Hospital would provide primary care including a minor injuries unit, Beds, Diagnostics, serving a population of 100,000+ people – there are major works required for the facility to be ready.</p>

	<p>The West Hampshire CCG have identified that care will be provided through Practices working together through the development of sustainable general practice models in several natural communities of 30,000+ population. These are Totton; Waterside; New Milton and Bransgore; Lymington, Milford on Sea (and Lyndhurst, Brockenhurst, Sway) and Avon Valley (Ringwood, Fordingbridge).</p> <p>NHS England believes that there will be sufficient dental capacity to meet the likely demand from the proposed housing development. However, they may need to expand capacity in existing dental practices depending on where the patient demand is. NHS England is currently undertaking procurement in orthodontic provision across the Wessex region and this will include the New Forest area.</p> <p>Comments to the consultations were not received from West Hampshire CCG in September 2016 and October 2017. In May 2018 they acknowledged that within the plan area there will be growth and as stakeholders would welcome involvement in providing the necessary health care services. The Council welcomes working with healthcare providers to identify infrastructure capacity issues. Further co-operation will continue for partnership working to accommodate growth in the District.</p>
Funding sources	<p>West Hampshire Clinical Commissioning Group NHS England/Third Party Development</p>

Cemeteries and crematorium

Infrastructure Type	Cemeteries and crematorium
Lead Organisation	New Forest District Council
Main Sources of information	NFDC Cemeteries
Existing provision	<p>There are 7 existing NFDC managed cemeteries at:</p> <ul style="list-style-type: none"> • Beaulieu • Blackfield • Eling • Lymington • Milford Road, New Milton • Gore Road, New Milton • Sway <p>There are currently no crematoriums in the plan area.</p>
Planned provision	<p>Outline planning permission was granted in 2016 for a single chapel crematorium off Stem Lane in New Milton.</p> <p>The District Council has planning permission for a new cemetery provision at Calshot- this will accommodate demand in Fawley beyond 2036</p> <p>Sufficient provision at Milford Road, New Milton will accommodate demand beyond 2036.</p>

	<p>In summary burial projections supplied by NFDC Cemeteries team identifies that: South Coastal Towns sub-area will require alternative cemetery provision in place by 2025 – 5-10 acres of land is required in Lymington Totton and Waterside sub-area will require alternative cemetery provision in place by 2030 – 5-10 acres of land is required in Totton and Eling NFDC Cemeteries team have not identified a need for Cemetery provision in the Avon Valley and Downlands sub-area. Cemeteries are currently under the administration of Fordingbridge and Ringwood Town Councils. <i>N.B NFDC Cemeteries team identify that the proposed Sway demographic (within the NFNPA) may benefit from a combined cemetery allocation for Sway and Lymington areas.</i></p>
Funding sources	New Forest District Council

Community Halls

Infrastructure Type	Community Halls
Lead Organisation	New Forest District Council/ individual Town Councils
Main Sources of information	NFDC Parish Councils
Existing provision	There are 24 Community Halls in the plan area. These provide places for communities to meet as well as activities such as gardening clubs, chess clubs and bowls.
Planned provision	Community hubs within strategic sites at Totton, Marchwood, Fawley, Ringwood and Fordingbridge incorporating shared services for the community.
Funding sources	Developer Contributions/ infrastructure providers

Allotments

Infrastructure Type	Allotments
Lead Organisation	New Forest District Council/ individual Town Councils
Main Sources of information	Parish Councils
Existing provision	There are currently: <ul style="list-style-type: none"> - 106 plots in Lymington and Pennington - 28 plots in Fawley - 131 Plots in New Milton - 152 plots in Ringwood
Planned provision	Policy 15 (saved policy CS7) identifies a need to provide allotments identified through community plans. - Policy TOT21 in Local Plan Part 2 allocates 0.8ha for allotments.

	<ul style="list-style-type: none"> - Policy NMT13 allocates 0.5ha for allotment <p>Marchwood, Fawley and Hordle Parish Councils have all identified a potential requirement for allotments within their parishes.</p> <p>No specific location identified at present and provision can be provided off site in a suitable accessible location.</p>
Funding sources	Developer provision

Libraries

Infrastructure Type	Libraries
Lead Organisation	Hampshire County Council
Main Sources of information	HCC Library Provision Guidance
Existing provision	There are eight libraries within the plan area, at Blackfield, Fordingbridge, Hythe, Lymington, Milford on Sea, New Milton, Ringwood and Totton. These are provided by Hampshire County Council.
Planned provision	<p>HCC have advised that there is a funded proposal to refurbish Totton Library due for delivery by 1st April 2018 which may create additional service capacity.</p> <ul style="list-style-type: none"> • New Milton library – does not have sufficient capacity to provide full library offer – discussion around relocation to more appropriate building • Ringwood library- would require investment to enable delivery of an appropriate range of services to an increase audience – capacity to accommodate growth • Lymington library – capacity to accommodate growth- would benefit from reconfiguration of back office spaces and provision of a café
Funding sources	Hampshire County Council

Emergency Services

Infrastructure Type	Emergency Services – Police		
Lead Organisation	<ul style="list-style-type: none"> • Hampshire Constabulary • Hampshire Police and Crime Commissioner 		
Main Sources of information	Hampshire Constabulary		
Existing provision	<p>Policing neighbourhoods for:</p> <ul style="list-style-type: none"> • Hythe • Lymington • New Milton • Ringwood • Totton 	<p>There are 2 Police Stations at:</p> <ul style="list-style-type: none"> • Southampton Road, Lymington • Testwood Lane, Totton 	<p>Neighbourhood police offices (in shared locations with other services) at:</p> <ul style="list-style-type: none"> • Hardley Fire Station • New Milton Town Hall • Ringwood Fire Station
Planned provision			

Funding sources	<p>Hampshire Constabulary is responsible for policing in the plan area. During the plan period any requirements for increased policing capacity will be met as required. This could include extensions to police buildings and/or recruitment of additional police officers.</p> <p>The Hampshire Police and Crime Commissioner has the responsibility for overseeing and scrutinising Hampshire Constabulary. The Police and Crime Commissioner’s vision and priorities for policing and community safety are outlined within the Police and Crime Plan 2017 – 2021.</p>
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Emergency Services – Fire

Infrastructure Type	Emergency Services – Fire
Lead Organisation	Hampshire Fire and Rescue Service
Main Sources of information	Hampshire Fire and Rescue Service
Existing provision	<p>There are four Fire Stations at:</p> <ul style="list-style-type: none"> • Brockenhurst Fire Station • Hardley Fire Station • Lymington Fire Station • New Milton Fire Station
Planned provision	-
Funding sources	Hampshire Fire and Rescue Service provide the fire and rescue service across Hampshire. During the plan period any requirements for increased infrastructure, such as extensions to existing buildings will be met as required.

Emergency Services – Ambulance

Infrastructure Type	Emergency Services – Ambulance
Lead Organisation	The South Central Ambulance Service
Main Sources of information	The South Central Ambulance Service
Existing provision	<p>Stations at:</p> <ul style="list-style-type: none"> • Hythe Ambulance Resource Centre • Lymington Ambulance Resource Centre • Ringwood Ambulance Resource Centre • Totton Patient Transport Service
Planned provision	HCC One Public Estates Project Health Wellbeing and Social Care sub group meeting are progressing a Strategic Estates Review covering the South Central Ambulance Service area looking at different types of properties and buildings, reviewing the ambulance and training centres to bring all the estates focused work and liaison into one place.
Funding sources	The South Central Ambulance Service operate within the Plan Area, and is responsible for providing emergency, urgent and non-urgent ambulance and transport services and out-of- hours unscheduled care services. During the plan period any requirements for increased infrastructure, such as extensions to existing buildings will be met as required.

Water supply, Wastewater treatment and sewerage

Infrastructure Type	Water supply, Wastewater treatment and sewerage
Lead Organisation	<ul style="list-style-type: none"> • Southern Water • Wessex Water • Bournemouth Water
Main Sources of information	<p>NFDC has worked with the water companies to ensure that planned growth can be accommodated within the water and waste networks, including by identifying future enhancements to the water networks where required.</p> <p>Water Companies are required to produce and consult on a 25 year Water Resources Management Plan (WRMP) every five years which set out how water companies maintain a balance between the demand for water in their supply area against the available water supplies while ensuring the environment is protected. Every five years the OFWAT Price Review process determines customer water charges taking into account the service offered, investments needed in water supply and treatment, and environmental and other legal obligations.</p> <p>Developers will be required to submit a Drainage Strategy with any planning applications to determine the exact impact on Wessex Water/Southern Water’s infrastructure and the significance of the infrastructure to support development. Early discussions between the developer and water company are required to ensure a course of action is agreed before planning permission is granted.</p> <p>In 2017 the Partnership for Urban South Hampshire (PUSH) commissioned a study for an Integrated Water Management Strategy. The Strategy identified that at Slowhill Copse WwTW in Marchwood although future housing growth could be delivered, in order to support the growth draining to Slowhill Copse WwTW, improvements to reduce nitrate loading in the catchment now and in the WwTW effluent by 2030 are required to protect the Southampton waterbody and associated designated areas.</p>
Existing provision	Water Suppliers within the plan area are Southern Water (east side) and Bournemouth Water (west side). A reservoir at Blashford Lakes, Ringwood, is operated by Wessex Water who supply water outside the plan area. Wastewater treatment is undertaken by Southern Water (east side) and Wessex Water (west side). The reservoir at Testwood Lakes, Totton supplies water to Hampshire. It is owned by Southern Water and managed in partnership with the Hampshire and Isle of Wight Wildlife Trust.
Planned provision	<p>Water companies have a duty under Section 94 of the Water Resources Act 1991 to provide and maintain an adequate sewer and waste water treatment network. Land owners have a right to connect development to the sewer network, and to the water mains. The costs of providing a new connection are met by the developer as part of the site development costs. The need for new water supply or waste water treatment infrastructure is considered through water company Water Resource Management Plans, which in turn inform the OFWAT Price Review process. Consumer water charges are set taking into account the need to fund future water infrastructure. The 2019 Price Review will determine charges that will help to fund services and infrastructure investment up to 2025.</p> <p><u>Southern Water</u></p>

Water Resources Management Plan 2020-2070 and Drought Plan 2018-2023 (informed by plan based forecast growth) *Southern Water's emerging Water Resources Management Plan identifies much larger water resources solutions. It identifies that there are a number of new water resource developments with the potential to affect the NFDC area. In summary these are; a potential desalination plant located at Fawley; an industrial water re-use plant located at Marchwood; the pipeline transfer from the River Test catchment to the River Itchen catchment; a pipeline transfer from the Bournemouth/Poole area to the Waterside; and other more localised below ground connecting pipelines between the new infrastructure listed above.*

Southern Water's Water Resources and Drought Strategy states that by 2018 SW are planning to lay a 22km pipeline to link water supply works at Testwood with Otterbourne, near Winchester and upgrade Testwood Water Supply Works to treat more water from the River Test during droughts. This will allow SW to reduce amount of water taken from River Itchen to meet a sustainability reduction as part of the Habitats Directive.

Southern Water have advised that new water mains may be required to serve individual sites which is recognised in the site allocation policy – contributions would be required towards local water mains infrastructure specifically required to serve the development.

In advance of further information becoming available via IWMS partnership working, all EIA developments that will be served by Ashlett Creek and Slowhill Copse (and proposals for more than 200 homes) must ensure they achieve nutrient neutrality (including a likely budget for future nutrient works).

Wessex Water

There are significant improvements to the water mains and connecting sewers required at Fordingbridge – zonal approach solution incorporating all allocations in Fordingbridge in order to connect to the Treatment Works. Likely to be a gravity based solution so limited pumping will be required. The Ofwat 2019 Price Review (PR19) is reviewing options for financing of works.

The Environment Agency has yet to confirm the need for revised treatment limits to support level of development in Fordingbridge and Ringwood. In the longer term once Wessex Water know the revised terms of consent they will be carrying out strategic reviews to ensure that treatment capacity can match the rate of development over the plan period.

2.11.2 The development SS15 (North of Ringwood) will need to provide a connection to the nearest point of adequate capacity in the sewerage network, as advised by the service provider, and/or to work cooperatively with the service provider to deliver a suitable sewer connection to the nearest waste water treatment works with adequate capacity.

Investment in infrastructure to provide additional capacity will be required in parallel with new development.

Funding sources	Service charged levied by Southern Water / Wessex Water including developer connection fees.
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Water supply, Wastewater treatment and sewerage projects

Location	Project Description	Lead Agency	Estimated Cost (if known)	Timing	Site Specific?	Prioritisation	Funding Source	Rationale/ Notes
Totton and the Waterside								
Ashlett group	Requirement for nutrient neutral development	Southern Water		2020-2025	SS2/SS3 / SS4	Essential	Southern Water / Developer requirement	
Slowhill Copse	Requirement for nutrient neutral development	Southern Water		2020-2025	SS2/SS3 / SS4	Essential	Southern Water / Developer requirement	
South Coastal Towns								
Lymington, Milford on Sea, Hordle, New Milton	Sewer capacity improvements likely to be required	Southern Water		2020-2025	SS5/ SS7/ SS8/ SS9/ SS10	Essential	Southern Water / Developer provision	
Avon Valley and Downlands								
Bransgore	Sewer alignment programme to reduce impact of rising groundwater	Wessex Water		2024-2026	SS12	Essential	Wessex Water	
Ringwood	Will require a dedicated off site pumped connection to existing Ringwood Sewage Treatment Works.	Wessex Water		2024-2032	SS13	Essential	Wessex Water	
Ringwood	development will need to provide a connection to the nearest point of adequate capacity in the sewerage network, as advised by the service provider, and/or to work cooperatively with the service provider to deliver a suitable sewer connection to the nearest waste water treatment works with adequate capacity	Wessex Water		2024-2032	SS15	Essential	Wessex Water	

Location	Project Description	Lead Agency	Estimated Cost (if known)	Timing	Site Specific?	Prioritisation	Funding Source	Rationale/ Notes
Fordingbridge	Need to consider a long off site connecting sewer to Fordingbridge STW	Wessex Water		2024 onwards	SS17/ SS18	Essential	Wessex Water/ Developer Contributions	Wessex Water is currently appraising strategic requirements for this large allocation of residential development.
Fordingbridge	Additional large diameter water mains may be required to reinforce the area.	Bournemouth Water		2020 onwards	SS 16/ SS17/ SS18	Essential	Wessex Water/ Developer Contributions	Offsite reinforcement, network extension or protection / diversion works that may need to be carried out can only be confirmed on receipt of comprehensive onsite proposals including new road layouts, connection points to the proposed sites and numbers of actual units with their flow requirements/water supply demands. Any specific onsite main laying works would need to be applied for individually once the designated site has had approval.

Electricity/Gas

Infrastructure Type	Electricity / Gas
Lead Organisation	SSE
Main Sources of information	SSE
Existing provision	<p>National Grid owns both the electricity transmission network and the high pressure gas transmission system. In the plan area the infrastructure that forms an essential part of the electricity transmission network includes:</p> <ul style="list-style-type: none"> • 4YB line - 400,000-volt route from Nursling substation in Test Valley to Mannington substation in East Dorset. • 4YD line - 400,000-volt route from Nursling substation in Test Valley to Fawley substation • Fawley Substation - 400kV <p>Scottish and Southern Energy (SSE) is the local Distribution Network Operator (DNO) covering the whole of Hampshire. SSE 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.</p> <p>In the plan area the infrastructure that forms an essential part of the gas transmission system includes:</p> <ul style="list-style-type: none"> • Pipeline 2308: 7 Feeder Barton Stacey / Mappowder <p>The Scotia Gas Network London Term Development Statement 2010 does not propose any new gas infrastructure in the plan area to enable proposed development over the course of the plan period 2010/2020¹⁴.</p> <p>Any new infrastructure requirements for energy uses would be expected to be funded through the private sector providers. The utility companies have a statutory ability to directly charge developers and customers to fund improvements required.</p>
Planned provision	Information from SSE suggests that where existing electricity infrastructure is inadequate to support the increased demands from the new development, the costs of any necessary upstream reinforcement required would normally be apportioned between the developer and the Distribution Network Operator (DNO). The maximum timescales in these instances would not normally exceed around two years and therefore should not impede delivery of development. SSE have advised that upstream reinforcement may be required in Marchwood and Fordingbridge
Funding sources	SSE/Developer

¹⁴ The plan can be viewed at: <http://www.sgn.co.uk/>

Telecommunications

Infrastructure Type	Telecommunications
Lead Organisation	<ul style="list-style-type: none"> • Mobile Operators Association • Various broadband providers • Hampshire County Council • BT
Main Sources of information	HCC Superfast Programme
Existing provision	
Planned provision	<p>As part of the Governments initiative to deliver broadband across the UK, Hampshire County Council is rolling out a superfast broadband programme which is a multi-million pound partnership project between Hampshire County Council, BT and Virgin. Fibre broadband with superfast speeds of at least 24Mbps will be rolled out to around 42,000 users across Hampshire by December 2019 to ensure that 97.4% of Hampshire homes and businesses have superfast broadband provision.</p> <p>Openreach will deliver high speed fibre broadband (Fibre to the Premises (FTTP)) free of charge into all new housing developments of 30 or more homes.</p>
Funding sources	<p>Advanced, high quality communications infrastructure is essential for economic growth. The development of high-speed broadband technology and other communication networks also plays a vital role in enhancing the provision of local community facilities and services. The Local Plan recognises the importance of delivering super-fast broadband to rural areas, and development should facilitate where possible the growth of new and existing telecommunications systems to ensure people have a choice of providers and services</p> <p>Mobile telephone services are provided by telecommunications companies as required at their own cost.</p> <ul style="list-style-type: none"> • Hampshire County Council • BT • Openreach • Virgin • Central Government – Department of Culture Media and Sport grant – £1million additional fund

Waste and Recycling

Infrastructure Type	Waste and recycling
Lead Organisation	Hampshire County Council
Main Sources of information	
Existing provision	HCC is the designated Waste Disposal Authority for the plan area. There are Household Waste Recycling Centres within the district in Lymington and Marchwood.
Planned provision	New development within the District has a cumulative effect on the County Council's waste infrastructure and this effect will be monitored.
Funding sources	Hampshire County Council

Extra Care Units

Infrastructure Type	Extra Care Units
Lead Organisation	Hampshire County Council
Main Sources of information	Hampshire Infrastructure Statement (2017)
Existing provision	-
Planned provision	Extra care schemes in NFDC– 610 units required in the medium to long term Extra care scheme in New Milton – 80 units required in the short to medium term
Funding sources	Hampshire County Council capital programme Homes and Communities Agency New Forest District Council Developer

Flood Defences and Coastal Erosion

Infrastructure Type	Flood Defences and Coastal Erosion
Lead Organisation	Hampshire County Council / Environment Agency
Main Sources of information	Strategic Flood Risk Assessment
Existing provision	The Environment Agency (EA) is responsible for managing flood risk from main rivers 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 County Council is the Lead Local Flood Authority for this area. That role is co-ordinate the activity of the range of flood risk management agencies in managing flood risk. It includes a requirement to do the following:

	<ul style="list-style-type: none"> • Prepare, maintain, apply and monitor a strategy to address local flood risk • Designate features that have a significant effect on flood risk • Establish a publicly accessible register of flood risk management assets • Investigate significant flood events • Take responsibility for approving, adopting and maintaining Sustainable Drainage Systems (SuDS)
Planned provision	
Funding sources	

Annex B Projects put forward by infrastructure providers with no identified budget for implementation

Location	Project Description	Lead Agency	Estimated Cost (if known)	Timing	Site Specific?	Prioritisation	Funding Source	Rationale/ Notes
Totton and the Waterside								
Transport – Local Road Network projects								
Totton	Planned A35 Redbridge Causeway repairs	HCC	£20,000,000	First phase - Nov 2017 (£1.2m)	No	Sustainable	HCC DfT grant (applications made)	HCC Local Transport Plan Careful phasing of Sites SS1, SS2 and SS3 and impact upon A326
Public Transport Projects								
Waterside Fawley, Hythe, Marchwood and Totton	Reinstatement of waterside Passenger Rail Line connecting Fawley, Marchwood, Hythe and Totton	HCC	£15million	TBC	No	Desirable	Regional / Developer contributions	HCC partner/ Fawley Waterside
Totton	Hounslow new station for the reintroduction of passenger services on the Waterside branch line	HCC	TBC	TBC	No	Desirable	Regional / Developer contributions	
Marchwood	Plantation Drive: New railway station for the reintroduction of passenger services on the Waterside branch line	HCC	TBC	TBC	No	Desirable	Regional / Developer contributions	
Marchwood	The railway line separates the sites from the existing	Go South Coast		No	SS2 and SS3	Desirable	Bus company	

Location	Project Description	Lead Agency	Estimated Cost (if known)	Timing	Site Specific?	Prioritisation	Funding Source	Rationale/ Notes
	routing of Bluestar 8 via Pooksgreen-Go South Coast considers that one option might be a new bus routing in conjunction with new stops (served by Bluestar 9) that were accessible to existing Pooksgreen residents.							
Hythe	New railway station – adjacent New road car park including pedestrian/cycle link to School Road	HCC	TBC	TBC	No	Desirable	Regional / Developer contributions	
Hythe	The Builders yard adjoining St Johns Street car park is allocated for an extension to the car park to replace public car parking lost in New Road car park, in the event of proposed rail station being developed	HCC	TBC	TBC	No	Desirable	Regional / Developer contributions	
Hythe	The premises fronting the New Road car park is allocated for an extension to the car park to replace public car parking lost in New Road car park in the	HCC	TBC	TBC	No	Desirable	Regional / Developer contributions	

Location	Project Description	Lead Agency	Estimated Cost (if known)	Timing	Site Specific?	Prioritisation	Funding Source	Rationale/ Notes
	event of the proposed rail station being developed							
Education - Early Years and Childcare								
Totton	82 additional EYE places	Hampshire County Council		2019-2030	SS1	Sustainable	Private / HCC	
Marchwood	82 additional EYE places	Hampshire County Council		2023-2033	SS2/ SS3	Sustainable	Private / HCC	
Fawley	1 new full day care provision with 80 places	Hampshire County Council		2024-2035	SS4	Sustainable	Private / HCC	
Healthcare								
Hythe Community Hospital	Potential new build to create area health hub providing minor injuries unit, Beds, Diagnostics	HCC One Public Estate West Hampshire CCG/ NHS		2016 - 2020	No	Sustainable	NHS	
Allotments								
Marchwood Parish Council	Currently 80 people on waiting list for allotment, currently no provision	Parish Council	Around £800 per plot	2016 - 2036	No	Desirable	Developer / Parish Council	No specific location identified at present and can be provided off site in a suitable accessible location.
Fawley Parish Council	Currently 59 people on waiting list for allotment,	Parish Council	Around £800 per plot	2016 - 2036	No	Desirable	Developer / Parish Council	No specific location identified at present and can be provided off site in a suitable accessible location.
Cemeteries and crematorium								
Totton and Eling	Alternative cemetery provision of 2-4 hectares required as Eling Cemetery will be at capacity by 2030	NFDC	£140,000-£220,000	2030	No	Sustainable	NFDC/Developer	
Flood defences and coastal erosion projects								
Totton	Bartley Water	Environment		2020	No	Desirable	EA	Council asked to

Location	Project Description	Lead Agency	Estimated Cost (if known)	Timing	Site Specific?	Prioritisation	Funding Source	Rationale/ Notes
	Flood defences alleviating existing problems – can this be included?	Agency		onwards				consider some form of contribution from development to help fund schemes.
Marchwood	Magazine Lane stream, Marchwood - Site SS3 may impact upon stream	Environment Agency		2020 onwards	No – SS3 may impact upon stream	Desirable	EA	Council asked to consider some form of contribution from development to help fund schemes.
Waste supply, waste water treatment and sewerage projects								
Marchwood	Slowhill Copse Waste Water Treatment Works. There is physical treatment capacity for planned growth but treatment improvements are needed to reduce nitrate loading in the catchment to protect the Southampton waterbody and associated designated areas by 2030.	Southern Water		2025	SS2, SS3	Desirable	Southern Water (capacity) Developer provision of connection to the sewer network	
Totton and Marchwood	Sewer capacity improvements likely to be required	Southern Water		2019-2033	SS1, SS2, SS3	Desirable	Southern Water (capacity) Developer provision of connection to the sewer network	
South Coastal Towns								
Public Transport Projects								
Hinton Admiral	Improvements to park and rail and Station improvements	Network Rail			No	Desirable		
Education - Early Years and Childcare								
Lymington	24 additional EYE places	Hampshire County Council		2021-2025	SS5/ SS6	sustainable	Private / HCC	

Location	Project Description	Lead Agency	Estimated Cost (if known)	Timing	Site Specific?	Prioritisation	Funding Source	Rationale/ Notes
Hordle	40+ additional EYE places	Hampshire County Council		2020-2024	SS8/ SS9	Sustainable	Private / HCC	
New Milton	20 additional EYE places	Hampshire County Council		2021-2024	SS10/ SS11	sustainable	Private / HCC	
Allotments								
Hordle	Currently 40 plot demand, 15 being provided via separate development	Parish Council	£20,000	2016 - 2036	No	Desirable	Developer / Parish Council	No specific location identified at present and can be provided off site in a suitable accessible location.
Cemeteries and crematorium								
Lymington	Alternative cemetery provision of 2-4 hectares required at Lymington Cemetery will be at capacity by 2025	NFDC	£140,000-£220,000	2025	No	sustainable	NFDC/Developer	
Libraries								
Lymington	Improvement needed to cater for future development Current gross floorspace – 865 sqm Floorspace required - 947 sqm Refurb required - £823,664 Cost of library specific ICT - £66,272 Cost of additional stock needed- £39,562	Hampshire County Council	Total cost – £929,498	TBC	No	Desirable	HCC	HCC have advised that at Lymington library there is capacity to accommodate growth. It would benefit from reconfiguration of back office spaces and provision of a café.
New Milton	Improvement needed to cater for future development	Hampshire County Council	Total cost – £1,653,035	TBC	No	Desirable	HCC	HCC advised that New Milton library does not have sufficient capacity to

Location	Project Description	Lead Agency	Estimated Cost (if known)	Timing	Site Specific?	Prioritisation	Funding Source	Rationale/ Notes
	Current gross floorspace – 501 sqm Floorspace required - 734 sqm New library required - £1,489,127 Cost of library specific ICT - £51,349 Cost of additional stock needed- £112,559							provide full library offer – discussion around relocation to more appropriate building
Avon Valley and Downlands								
Transport – Local Road Network projects								
Ringwood	Shared footways Transport schemes within the plan, namely PC1-15, PC19-28	Developer	£1 million	2016-2036	No	Sustainable	Developer contributions	Ringwood Town Access Plan (2011)
Ringwood	Opportunity to look at bus diversions and extension of services to Poole / Bournemouth / Ringwood / Ferndown	Go South Coast		2016-2036	SS13 and SS14	Desirable	Bus company	
Education - Early Years and Childcare								
Ringwood	60+ additional EYE places	Hampshire County Council		2024-2032	SS13/SS14/SS15	Important	Private / HCC	
Fordingbridge	65+ additional EYE places	Hampshire County Council		2024-2032	SS16/SS17/SS18	Important	Private / HCC	
Libraries								
Ringwood	Improvement needed to cater for future development. Current gross floorspace – 551 sqm	Hampshire County Council	Total cost – £697,677	TBC	No	Desirable	HCC	HCC have advised that Ringwood library would require investment to enable delivery of an appropriate range of services to an

Location	Project Description	Lead Agency	Estimated Cost (if known)	Timing	Site Specific?	Prioritisation	Funding Source	Rationale/ Notes
	Floorspace required - 677 sqm Refurb required - £589,181 Cost of library specific ICT - £47,405 Cost of additional stock needed- £61,090							increase audience. There is capacity to accommodate growth.
All District								
All	New Forest Countryside Access Programme delivery – strategic improvements to rural network. Improving connectivity and sustainable transport	HCC / Developer / Forestry Commission /Sustrans	£300,000 Identified funding - £40,000	2016-2035	No	Desirable	Developer contributions	

Annex C Summary of consultation with infrastructure providers

The Council have liaised with infrastructure providers' throughout the process of producing the Local Plan and accompanying Infrastructure Delivery Plan. Infrastructure providers were consulted for written comments in September 2016, October 2017 and April 2018 and their comments have been incorporated into the Infrastructure Delivery Plan. Meetings to discuss requirements have also been held where necessary.

At each stage the document has been updated to reflect infrastructure providers' comments and as a live document will continue to be reviewed.

Infrastructure Providers consulted

- **Highways**
 - Highways England,
 - HCC Highways
- **Public transport**
 - HCC Highways,
 - Go South Coast,
 - National Rail
- **Education**
 - HCC Education,
 - HCC Services for Young Children
- **Healthcare**
 - NHS West Hampshire Clinical Commissioning Group,
 - NHS England
- **Cemeteries**
 - NFDC Cemeteries
- **Libraries**
 - HCC Libraries service
- **Water supply**
 - Southern Water
- **Waste water treatment**
 - Bournemouth Water
 - Southern Water
 - Wessex Water
- **Electricity**
 - Southern Electricity,
 - SSE,
 - RWE Npower,
 - EON UK,
 - Entex UK Ltd,
 - National Grid
- **Gas**
 - British Gas,
 - Southern Gas Networks,
 - SSE,
 - RWE Npower,
 - EON UK
- **Telecoms and Broadband**
 - BT,
 - BT Openreach,
 - CTIL.
 - MBNL,
 - EE Three
- **Drainage**
 - Environment Agency,
 - HCC Environment