



HART DISTRICT COUNCIL

INFRASTRUCTURE DELIVERY SCHEDULE

October 2014

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PART A: CONTEXT

I INTRODUCTION

I.1 National Planning Policy and Guidance

- I.1.1 The National Planning Policy Framework (NPPF) is the current national guidance for planning in England¹ and sets out the context for the delivery of infrastructure through the Local Plan process. To meet the objectives, principles and policies of the NPPF, Local Planning Authorities (LPA) should plan positively for infrastructure and set out their strategic priorities. This includes working collaboratively with other authorities and providers to objectively assess the quality and capacity of a wide range of infrastructure.
- I.1.2 The NPPF is clear that infrastructure, as well as having a clear social role, has an economic and environmental role². Planning should contribute to identifying and coordinating development requirements including the provision of infrastructure. Planning should also seek to recognise and seek to address any lack of infrastructure and identify priority areas for infrastructure provision³. LPA's should work with other authorities and providers to assess the quality and capacity of infrastructure and take the need for strategic infrastructure including nationally significant infrastructure within their areas⁴. The NPPF goes on to state (paragraph 181) that cooperation should be a continuous process of engagement from initial thinking through to implementation.
- I.1.3 The national Planning Practice Guidance (PPG) (a web based resource) clearly states that Charging Authorities must identify the total cost of infrastructure they wish to fund wholly or partly through the Community Infrastructure Levy (CIL). In doing so, they must consider what additional infrastructure is needed in their area to support development and what other sources of funding are available, based on appropriate evidence⁵. The PPG also states that

“The information on the Charging Authority area’s infrastructure needs should be drawn from the infrastructure assessment that was undertaken as part of the preparing the relevant Plan. This is because the plan identifies the scale and type of infrastructure needed to deliver the area’s local development and growth needs. In determining the size of its infrastructure funding gap, the charging authority should consider known and expected infrastructure costs and the other possible sources of funding to meet those costs. This process will help the charging authority to identify a levy funding target”

¹ <http://www.communities.gov.uk/planningandbuilding/planningsystem/planningpolicy/planningpolicyframework/>

² National Planning Policy Framework (NPPF) paragraph 7, paragraph 17

³ National Planning Policy Framework (NPPF) paragraph 21

⁴ National Planning Policy Framework (NPPF) paragraphs 162, 180

⁵ The Planning Advisory Service (PAS) infrastructure planning guidance is also clear that working with partners as part of the infrastructure delivery plan process can identify the existing public service delivery outlets and potential for transforming services through co-location. The IDS provides a potential link between services and places as it identifies what services are needed.

- 1.1.4 An Infrastructure Delivery Plan (IDP) (2013) supported the submission draft Local Plan subject to examination in September 2013. This document is an Infrastructure Delivery Schedule (IDS) and updates the position on infrastructure in Hart since mid 2013. As such the IDS (October 2014) satisfies the relevant requirements of national planning guidance.

1.2 Hart District Council Context

- 1.2.1 The approved Hart Council Plan (2013-16) sets out how the Council intends to play its role in improving, sustaining and promoting the social, economic and environmental wellbeing of local communities over the next three years⁶. The delivery of infrastructure is a key theme of the Hart Corporate Plan, which sets out the goal of ensuring the infrastructure needs of the community are met by:

- Producing an Infrastructure Schedule to identify and meet community needs;
- Investing money from developer contributions, including from the proposed Community Infrastructure Levy (CIL), in local projects, including traffic and transport improvements

This document thus satisfies the Council Plan goal of producing an Infrastructure Schedule.

- 1.2.2 The Council Plan complements the Sustainable Community Strategy (SCS) for Hart District, produced by the Hart Local Strategic Partnership, which draws together all the major public agencies and other interested parties to work together for the good of the district. It fully supports the Vision and Strategic Priorities of the Partnership, and sets out the role the council will play in delivering those priorities. The SCS has been compiled following a review of the original Community Strategy 2005–2016, and using information that has been gathered through work involving all the partners of the LSP, members of the public and community groups.

- 1.2.3 The SCS details the priority areas that the partnership will focus its attention on in the next two to three years, together with some longer-term priorities. The priority areas are:

- An Environmentally Conscious Community and a Sustainable District;
- Affordable, Safe, Well Maintained, Sustainable Housing;
- One of the Safest Districts in the South East;
- A Centre for Health Equality;
- A Diversified and Balanced Local Economy;
- A Sustainable and Accessible Transport System

The SCS will also be used to inform the work and priorities of Hart District Council. Additional information is set out on the Hart website⁷.

⁶ <http://www.hart.gov.uk/corporate-policies>

⁷ http://www.hart.gov.uk/index/community_living/lsp.htm

1.2.4 The NPPF states that LPA should have a clear understanding of business needs within the economic markets in their area, working closely with the business community to identify and address infrastructure issues⁸. Local Enterprise Partnerships (LEP) are locally-owned partnerships between local authorities and businesses. LEP play a central role in determining local economic priorities and undertaking activities to drive economic growth and the creation of local jobs. Hart is a member of the Enterprise M3 Local Economic Partnership. One of the key priorities of the Enterprise M3 LEP is to lobby to improve the delivery of infrastructure to drive prosperity along the wider M3 corridor. To support this, the Enterprise LEP Infrastructure Action Group aims to:

- help shape national, sub-national and local infrastructure policy and approaches;
- promote joint working, understanding and best practice among LEP partners and beyond (including with other LEPs); and
- ensure that developments which support the economic growth of the area are supported by well-planned infrastructure (including water, sewerage, housing and transport), delivered in a timely and efficient way

The LEP Infrastructure Action Group proposes to build on, and engage with existing structures, including Local Authorities, which exist in the LEP area. The Enterprise M3 website summarises the work that Enterprise M3 have and propose to undertake relating to infrastructure delivery, including the recent launch of its 'Growing Enterprise Fund' (GEF)⁹.

1.3 Hart Local Plan Context

1.3.1 National planning policy and guidance is clear that both emerging Local Plans and Community Infrastructure Levy should be supported by evidence of infrastructure delivery. This document, an Infrastructure Delivery Statement (IDS) (October 2014) will primarily support the proposed Hart District Council Community Infrastructure Levy at public examination in 2015.

1.3.2 The IDS is an iterative document and will be updated as the future development options in the Local Plan are taken through the pre-examination process and as new information on infrastructure needs and proposals come forward.

1.3.3 Hart District Council is currently preparing a new replacement Local Plan (LP) that will set out the location and quantum of future development in the district¹⁰. To support this, the Council has recently completed consulting on a Housing Development Options Consultation Paper (HDOCP) (August 2014)¹¹.

1.3.4 The HDCOP sets out that up-to-date evidence demonstrates that the objectively assessed housing needs for Hart up to 2032 is 7,534 dwellings. Taking account of

⁸ National Planning Policy Statement (NPPF) Paragraph 160;

⁹ <http://www.enterprisem3.org.uk/infrastructure/>

¹⁰ Further details on the proposed Local Plan are set out on the Hart website <http://www.hart.gov.uk/planning-policy>

¹¹ <http://www.hart.gov.uk/Emerging-planning-policy-guidance>

housing completions between 2011/12 and 2013/14, outstanding permissions, deliverable sites and the major/strategic sites identified in the withdrawn Local Plan (2013), which totals 3,516 dwellings, the objectively assessed housing needs for Hart up to 2032 (as of August 2014), thereby reduces to 4,018 dwellings.

- 1.3.5 It is proposed that the IDS will be updated in the future in parallel with each significant milestone of the emerging Local Plan.
- 1.3.6 The HDOCP sets out a range of growth options to address the residual 4,000 homes identified as being needed in Hart in the period up to 2032. The five growth options identified are a palette of (non-mutually exclusive) potential spatial solutions (see Figure 1; pp.8). Following consultation and an assessment of responses received, the Council will then determine its preferred option or options for development.

Figure 1: Potential Options for Future Housing Development Strategies

Option 1 – Settlement Focus: concentrate all new housing development within the existing boundaries of the main settlements and larger villages within Hart

Option 2 – Dispersal: allocate new housing development to each settlement identified in the Council's settlement hierarchy (Tiers 1-4)

Option 3 – Focused Growth: small number (possibly between one and four) of strategic urban extensions to one or more of Hart's larger settlements

Option 4 – Focused Growth: plan for new settlement

Option 5 – Focus development away from the Thames Basin Heath Special Protection Area Zone of Influence: focus new development in the south-west of Hart District

Further detail on all of the proposed five Options are set out in the Housing Development Options Consultation Paper (HDOCP)

- 1.3.7 The HDOCP is clear that irrespective of which spatial option, or combination of spatial options, are determined as the final proposed Local Plan strategy, to avoid unbalanced growth, infrastructure needs arising from development in Hart will need to be provided in a timely and co-ordinated manner which keeps pace with development.
- 1.3.8 The HDOCP clearly sets out that infrastructure is a major issue. To avoid unbalanced growth, infrastructure needs arising from development in Hart will need to be provided in a timely and co-ordinated manner which keeps pace with development.
- 1.3.9 Hampshire County Council (HCC) has identified education and transport as key issues in Hart in their Strategic Infrastructure Statement (SIS) (Version 1) February

2013¹². Working with the district councils, the HCC SIS is intended to demonstrate that a significant amount of new infrastructure will be required over the next twenty years to meet local needs and support economic growth, based on existing deficiencies, natural growth and development requirements. The SIS provides an overview for a range of infrastructure types, and where available refers to key delivery programmes, strategies and investment plans developed by the County Council's service providers and its partners. The SIS focuses on the delivery of transport, schools, flood defences, health and social care facilities, libraries, green infrastructure, waste management, and community safety facilities.

- 1.3.10 The IDS therefore represents the Council's current understanding on infrastructure in Hart (as of October 2014). It therefore summarises the current understanding of infrastructure in Hart in relation to:
- i. The infrastructure projects associated with identified development; and
 - ii. The infrastructure likely to be necessary to support the objectively assessed residual housing need up to 2032

As such this IDS set out the known infrastructure projects, as of October 2014, which supports the delivery of the all the identified objectively assessed housing needs for Hart up to 2032 (7,534 dwellings).

1.4 Community Infrastructure Levy Context

- 1.4.1 It is currently proposed that by 6 April 2015, Section 106 agreements will be significantly scaled back in scope and, to a large extent, replaced by a new framework of collecting contributions from development, the Community Infrastructure Levy (CIL). CIL is a new power that provides Charging Authorities (usually the lower tier authority in two-tier areas), to raise funds from developers to fund infrastructure.
- 1.4.2 The CIL Regulations set out the detailed provisions which enable Charging Authorities in England and Wales to introduce a levy in their area. The proposed levy must be set out in a CIL 'charging schedule' which is subject to independent scrutiny in an examination in public.
- 1.4.3 As of October 2014, Hart are proposing to submit a CIL for public examination in early 2015. The Infrastructure Delivery Schedule (IDS) is central to the introduction of any CIL for three key reasons:-
- Helping to identify the funding gap between the infrastructure which has funding wholly or partly allocated or committed, and that which does not have funding set aside, the IDP provides justification for the introduction of CIL, where receipts could be used to help fill the gap where infrastructure is prioritised for delivery; and

¹² <http://documents.hants.gov.uk/planning-strategic/HampshireStrategicInfrastructureStatementVersion1finalFeb2013.pdf>

- In conjunction with other evidence, the funding gap will inform the proposed development tariffs to be set out in the Hart CIL charging schedule; and
- It will inform the list – the Regulation 123 list - that the Council is required to place on its website when adopting its CIL charging schedule, which sets out the infrastructure that it is intended to fund or part-fund through the CIL

1.4.4 In line with the detailed analysis set out later in this document, Hart has justification for introducing a CIL as a funding gap has been identified.

1.5 Infrastructure Delivery Schedule Objectives and Structure

1.5.1 The four main objectives of the IDS are:

- To state the organisations with the current responsibility for the provision of specific infrastructure types;
- To set out, where known, the current capacity of Hart’s existing infrastructure;
- To outline the committed and potential infrastructure projects necessary to support the quantum of additional development set out in the emerging Hart Local Plan; and
- Determine whether there is a funding gap and its scale

1.5.2 The IDS comprises the following sections:

Section Two (Infrastructure Summary) - which summarises the current provision of infrastructure in Hart and outlines both the infrastructure projects needed to support identified development and, where possible, that likely to be needed to support the objectively assessed residual housing need up to 2032. The summary is based on the best information available (as of October 2014) and will be subject to regular and specific reviews. For each of the nine core infrastructure areas, a set of key actions have been identified. These actions will form the basis of future work, the outcomes of which will be iterated in the next IDS. The actions are summarised in Section Five.

Section Three (Infrastructure Delivery and Funding) - which summarises the proposed infrastructure projects essential to the delivery of the emerging Local Plan. The Delivery Plan sets out key information on the responsible agency, the status of a proposal and their estimated costs. The status of proposals falls into one of three categories:

- Committed:- where projects they are ready to commence and funding has been secured;
- Planned:- where the scope of the project has been agreed and there is an intention to deliver but funding has yet to be finalised; and
- Emerging:- where the need for a project has been identified, but the scope has yet to be defined and funding has yet to be secured

As new information becomes available and decisions on infrastructure projects are determined, the status of proposals will be subject to change in subsequent iterations of the IDS. If it is determined that a project will not be taken forward, then it will be removed from the list and, likewise, the details of new proposed projects will be added accordingly.

- It outlines how infrastructure could be funded and provides evidence that there is a funding gap that could be partly met through developer contributions.

Section Four (Summary and Next Steps) summarises the IDS and sets out what infrastructure issues Hart are proposing to proactively engage with in the near future.

2 INFRASTRUCTURE SUMMARY

2.1 Infrastructure and Providers

2.1.1 There is no one definitive definition of what constitutes 'infrastructure'. However, the NPPF defines 'infrastructure' as including, but not limited to, the following:

- highways and other transport facilities;
- flood defences;
- schools and other educational facilities;
- medical facilities;
- sporting and recreational facilities;
- open spaces;
- affordable housing;
- waste;
- telecommunications;
- water supply;
- community and cultural facilities

2.1.2 Infrastructure is therefore taken to be tangible community facilities and assets that are needed to enable publicly funded services to be provided. To provide an appropriate breadth of coverage within the IDS, the provision of emergency services and utilities and will also be addressed.

2.1.3 Section Two therefore summarises the current position of the following broad categories of infrastructure:

- | | |
|-------------------------------------|------------------------|
| • Built Leisure Facilities | • Flood Defences |
| • Community and Cultural Facilities | • Green Infrastructure |
| • Education | • Public Health |
| • Emergency Services | • Transport |
| | • Utilities |

The inclusion of other possible forms of infrastructure will be considered, where appropriate, in subsequent iterations of the IDS.

2.1.4 However, the provision of affordable housing, extra care housing and sites for Gypsies, Travellers and Travelling Show-people will not be addressed through the Hart IDS. The Hart Housing Strategy, its supporting strategies and the Hart Local Plan will set out how the Council plans to meet its key objects for all housing. Details on the Housing Strategy, and supporting strategies and evidence studies, can be found on the Hart website¹³.

2.1.5 Hart District Council is not the responsible body for most of the infrastructure provided in the district. Rather, it is Hart's responsibility to work with infrastructure providers to identify what is needed to support the development set out in the Local

¹³ <http://www.hart.gov.uk/housing>

Plan¹⁴. **Table AI** sets out the main providers for the nine broad types of infrastructure identified in Section Three.

Table AI: Summary of Main Infrastructure Providers

INFRASTRUCTURE TYPE	MAIN PROVIDERS or RESPONSIBLE BODY
(1) Built Leisure	
Leisure Centres, Sports Centres, Gymnasiums	Hart District Council (HDC); private sector providers
(2) Community and Cultural Facilities	
Multi-use Facilities, Community Centres, Village Halls	HDC; Parish Councils
(3) Education	
Pre-school	Hampshire County Council (HCC); private sector providers
Primary school	HCC; private sector providers
Secondary school	HCC; private sector providers
Post-16	Individual Colleges
Further/Higher Education	Individual Colleges & Universities
(4) Emergency Services	
Ambulance	South East Coast Ambulance Service; South East Central Ambulance Service
Fire	Hampshire Fire Brigade
Police	Hampshire Constabulary
(5) Flood Defences	
Planning for flood defences	Hampshire County Council (HCC) has new statutory responsibility as Lead Local Flood Authority and Sustainable Drainage Authority; HDC; Environment Agency (EA); DEFRA
(6) Green Infrastructure	
Suitable Alternative Natural Greenspace (SANG)	HDC; Parish Councils; private landowners
Parks, Gardens, Amenity Greenspace	HDC; Parish Councils; private landowners
Sports Pitches	HDC; Parish Councils; private landowners
Countryside Access	HCC
(7) Public Health	
Primary Care (Doctors, Dentists etc)	Primary Care Trust (PCT) (up to April 2013; replacement bodies thereafter); Clinical Commissioning Groups (CCG); Individual Practices
Secondary Care (Hospitals)	Frimley Park Hospital; Basingstoke and North Hampshire Hospital
(8) Transport	
Strategic Highways	Highways Agency
Local Highways	HCC

¹⁴ The UK has a national infrastructure plan, for which the Treasury has responsibility: http://www.hm-treasury.gov.uk/national_infrastructure_plan2011.htm

Rail Services	Network Rail; South West Trains; First Great Western
Bus Services	Stagecoach; HCC
(9) Utilities	
Water	South East Water
Sewerage	Thames Water
Broadband	Private sector providers
Electricity	National Grid; Southern Electric
Gas	National Grid; Scotia Gas Networks (Southern Gas)
Waste	HCC; HDC

- 2.1.6 Hampshire County Council (HCC) is a major provider of public services, with a responsibility to provide many of the services in Hart including schools, transport and libraries. HCC recently set out a revised approach to the future planning and delivery of infrastructure they have a statutory responsibility for¹⁵. This proposed revised approach was made in light of the considerable recent changes to both the national planning system (see Section 2) and the proposed framework for collecting financial contributions from new development (see Section 5).
- 2.1.7 To support this approach, HCC has prepared a Strategic Infrastructure Statement (SIS)¹⁶. The SIS summarises the infrastructure requirements for the range of services the County Council is currently responsible for, and sets out proposed and potential infrastructure projects for each District in Hampshire. Information on estimated costs and contributions from development are included. Although the SIS does not represent a commitment by HCC that each scheme can be delivered, it helps identify schemes over a twenty year period.
- 2.1.8 The latest iteration of the HCC SIS is February 2013, which includes an assessment for Hart, based on the then understanding of the emerging Hart LDF. This is replicated in **Appendix I**¹⁷. HCC have advised that this work is essentially a position statement and will be subject to subsequent review.
- 2.1.9 Some of the future infrastructure projects located or proposed for Hart may be of national rather than local importance. There are twelve designated or proposed National Policy Statements (NPS), setting out Government policy on different types of national infrastructure development for energy, transport and water, waste water and hazardous waste. The NPS form part of the overall framework of national planning policy and are a material consideration for planning applications^{18 19}. As of 2012, there were no nationally important infrastructure projects identified in Hart.

¹⁵ <http://www3.hants.gov.uk/mineralsandwaste/infrastructure.htm>

¹⁶ <http://documents.hants.gov.uk/planning-strategic/HampshireStrategicInfrastructureStatementVersionIfinalFeb2013.pdf>

¹⁷ For reference, the ISIS is advisory not mandatory.

¹⁸ <http://infrastructure.planningportal.gov.uk/legislation-and-advice/national-policy-statements/>

¹⁹ National Planning Policy Framework (NPPF) paragraph 3

2.2 Built Leisure Facilities

- 2.2.1 Hart's current built leisure facilities are located at the Hart Leisure Centre (HLC), Hitches Lane, Fleet and Frogmore Leisure Centre, located on the campus of Frogmore Community College, Frogmore. Together they provide two large gyms, a variety of fitness classes, racquet sports courts, dance classes, facilities for team sports, a swimming pool and much more. The Hart website outlines in detail all the services provided²⁰.
- 2.2.2 Hart have recently undertaken an initial review of potential options for the development of a replacement Hart Leisure Centre in Fleet. In summary, the HLC is now in need of significant modernisation and that its capacity is inadequate for the current level of demand for use of its facilities.
- 2.2.3 The following key issues have been identified, which cumulatively suggest that a new, replacement built leisure facility in Hart is needed because:
- there are significant identified costs required to maintain the HLC as an operational building over the next five years;
 - current demand for some key facilities (swimming pool, sports hall) significantly outstrip capacity;
 - the planned development in the Local Plan and demographic change which will further increase demand for leisure provision;
 - car parking provision is inadequate for current and future levels of patronage;
 - there could be significant benefits from operating a replacement facility in conjunction with Hitches Lane Country Park;
 - the HLC currently operates profitably and it is forecasted that profits could be increased through a new facility;
- 2.2.4 One current potential option to address this issue would be to replace the HLC with a new facility, which could offer scope for additional income to be generated and offer operational efficiency improvements.
- 2.2.5 In October 2011 Cabinet considered an outline proposal to replace the Hart Leisure Centre. Consultants were engaged to provide advice on possible approaches to the procurement and future management of the new centre. The report stated that Hart has an opportunity to meet a variety of demands, whilst creating a financially viable facility. A new, replacement facility would likely be the most cost effective way of meeting future leisure needs. However, it was acknowledged that if a replacement leisure centre were to be subsequently supported in principle, there would be a variety of potential funding, operational and procurement options available for Hart to consider.
- 2.2.6 In the past three years, Hart has worked to explore the options for the future provision of strategic built leisure facilities in the District. In October 2012, a public consultation was undertaken with the aim of identifying local leisure needs and aspirations²¹. In November 2013 the Council agreed to proceed with the initial steps

²⁰ <http://www.hart.gov.uk/Leisure>

²¹ <http://www.leisuremarkets.co.uk/HartLeisureCentre/>

towards the design and tendering of a replacement for the Hart Leisure Centre. This approval was given on the basis of a “Core Scheme” and a series of principles for the design and procurement process. In July 2014, the results of a feasibility study into the new leisure centre were reported to Cabinet.

- 2.2.7 It was resolved at Full Council in July 2014 that Hart agree the revised “Core Scheme” and note the revised estimated total project cost²². On the basis of the feasibility study, the capital cost of the centre, incorporating the changes proposed by the Leisure Centre Working Party, amounts to £21.5M. Based on the income and expenditure modelling, this could be funded by using £7M of capital receipts or Section 106/CIL contributions. However, the Council could choose to change the funding mix, for example by paying more of the capital cost from its reserves or from developer contributions.
- 2.2.8 Frogmore Leisure Centre (FLC) is currently operating at near capacity. Future investment could likely lead to maximum utilisation. It was reported to Cabinet in July 2014 that a report setting out proposals for the improvement of Frogmore Leisure Centre will be brought forward for approval in due course.

2.3 Community and Cultural Facilities

- 2.3.1 This section summarises built community and cultural facilities. This includes libraries, cultural facilities, community centres and village halls.
- 2.3.2 Hampshire County Council (HCC) has a statutory responsibility for the operation of library services in Hampshire. The Hampshire Library and Information Service (HLIS) currently operate three Discovery Centres, fifty libraries and four mobile libraries across the County²³. There are three permanent libraries in Hart in Fleet, Odiham and Yateley. HCC categorise Fleet library as a large library, and Odiham and Yateley as small/neighbourhood libraries. The mobile library service visits mostly rural communities at least two miles from the nearest permanent library. HCC utilise the Museums, Libraries and Archives Council (MLA) recommended space standard of 30m² of public library space per 1,000 population.
- 2.3.3 Cultural facilities encompass a wide range of uses including museums, art galleries, theatres and multi-use arts venues. A recent study, the Hampshire Cultural Infrastructure Audit (HCIA) (2011)²⁴ highlighted that there are few such facilities in Hart, with residents often accessing cultural facilities in nearby towns such as Aldershot, Basingstoke, Farnham or Guildford, as well as London (**Appendix 5**)²⁵. Indeed, the HCIA highlights that the Harlington in Fleet is the only significant multi-use venue in Hart²⁶.

²² <http://www.hart.gov.uk/July-Meetings>

²³ Discovery Centres are located in major towns and provide a range of services and activities in addition to a full library service. The 50 libraries also provide a smaller range of services and are sub-divided according to the size and role they play (large, medium, small and neighbourhood).

²⁴ <http://www.push.gov.uk/work/qualityplaces.htm>

²⁵ The 2012 Hart Retail Study also examined commercial leisure use (paragraphs 4.20-4.34):

²⁶ <http://www.theharlington.co.uk/>

- 2.3.4 In addition to the proposed redevelopment of Fleet library, the HCC Interim Strategic Infrastructure Statement sets out a proposed project for the refurbishment of Yateley library. HCC contend that the identified potential future projects in Fleet and Yateley are in light of the MLA standards.
- 2.3.5 Hook Parish Council has also recently set out plans for the redevelopment of the Hook Community Centre²⁷. These proposals are summarised in Section 3. Hart are also currently contributing towards redevelopment schemes at Victoria Hall, Hartley Wintney and Ancells Farm Pavilion, Fleet²⁸.
- 2.3.6 Hart also has a number of smaller village and church halls which host local cultural events²⁹.
- 2.3.7 In summary, the key future action will be to continue to explore, in conjunction with partners, the potential options for the redevelopment of community facilities in Hart. Hart will also work, when appropriate, with local voluntary service providers in light of any redevelopment proposals.

2.4 Education

2.4.1 Hampshire County Council (HCC), as the Local Education Authority (LEA) has a statutory duty to plan the provision of primary and secondary school places and to secure an appropriate balance locally between supply and demand. Through the process of planning school places, HCC aims to achieve a balance between the number of places available and the pupils for whom they are required. This can be achieved through:

- building new schools;
- extending existing schools;
- reducing places at existing schools; and
- amalgamating and/or closing existing schools

2.4.2 When considering what the best options for future school provision are HCC have to take account of a number of different contributing factors, including:

- the likely pattern of future demand generated by population growth;
- the existing infrastructure of the school;
- the size of the site and transport implications; and
- the availability of places locally and the school's own plans

2.4.3 There are, as of 2014, 40 schools in Hart District, which are listed in **Appendix 6**³⁰. All primary and secondary LEA schools have, as of July 2014, individual catchment

²⁷ http://www.hook.gov.uk/council/news/Community_Centre_Refurbishment_Plans.pdf

²⁸ http://www.hart.gov.uk/d_medium_term_financial_outlook.pdf

²⁹ Details on the local facilities in parishes can be found on their websites which can be accessed from the Hart website http://www.hart.gov.uk/index/your_council/councillors_members_of_the_council_elected_representatives/hart_parish_councils.htm

³⁰ Of these schools, 34 are the responsibility of the LEA and 6 are private institutions

areas. HCC have mapped the catchment areas for schools in all Hampshire districts and are available for the public to view on the HCC website³¹.

2.4.4 To support the development of future options for school places, HCC Children's Services Department recently consulted on a School Places Plan (SPP) (2011-2015) in early 2012³². The SPP outlined proposals relating to school organisations for each Borough and District in Hampshire. The SPP highlights that many primary age schools³³ and secondary schools in Hart are either at, or near to, capacity. HCC has confirmed that there is a critical shortage of both primary and secondary school places in Fleet/Church Crookham area³⁴, and that additional capacity will likely to be needed at schools in the west of the District³⁵. **Appendix 7** is a summary of the HCC SPP (2011-2015)³⁶. Hart responded to the HCC SPP consultation, which was reported to Cabinet on 5 April 2012³⁷ and is set out in **Appendix 8**. For reference, Hampshire County Council's response to the 2011 Hart draft LDF Core Strategy public consultation is also included within Appendix 8.

2.4.5 HCC have summarised their future school place plan proposals for Hart in the SIS (see paragraph 1.4.3). In line with the proposed quantum and distribution set out in the emerging Hart Local Plan, the proposed future primary and secondary requirements for Hart District can be summarised as providing³⁸:

- additional secondary school places through the expansion of Calthorpe Park School (Fleet) and Robert May's School (Odiham);
- additional primary school places in Fleet and Hook;
- where future need is identified, additional primary school places in other settlements including Hartley Wintney and Odiham

2.4.6 HCC's strategy for providing additional secondary school places in Fleet is to expand Calthorpe Park School. The timing for the expansion programme has yet to be confirmed and is dependent on the final housing numbers in the Local Plan. Building feasibility work has been undertaken by HCC on an expansion strategy for the school. This work has identified a significant challenge in how the school can be expanded in a phased approach, delivering the required curriculum accommodation at each stage of expansion. The potential to expand Calthorpe Park School with the current leisure centre remaining in place has been explored, but significant issues in the ability to deliver a practical and workable solution have been identified. HCC therefore consider this is not a long term favoured option.

2.4.7 The use of the current leisure centre site as part of an expanded Calthorpe Park School has been assessed. HCC consider that such an approach could present more

³¹ <http://www3.hants.gov.uk/education/schools/schooldetails>

³² <http://consultations.hants.gov.uk/consultationdetails.aspx?consultationid=1128>

³³ Primary schools include Infant and Junior schools

³⁴ This includes the parishes of Fleet, Elvetham Heath, Church Crookham, Crookham Village, Ewshot, Crondall and Dogmersfield

³⁵ This includes schools in Hook, Odiham and Hartley Wintney

³⁶ Hart's response to the SPP consultation: http://www.hart.gov.uk/e_school_places_plan.pdf

³⁷ http://www.hart.gov.uk/index/your_council/council_meetings/council_meetings-meeting_agendas_and_minutes/april_2012.htm

³⁸ Hart Officers have ongoing discussions with HCC Officers with regard to local school provision

practical opportunities for the school to expand as part of the expansion programme. In summary, HCC position is that in their view it is essential that additional land is provided to enable the expansion of Calthorpe Park and that the current leisure centre is relocated, to allow Calthorpe Park School to accommodate the required additional buildings.

- 2.4.8 HCC has provisionally indicated that they will plan for at least three additional forms of entry (450 additional places) at Calthorpe Park and at least one form of entry (150 additional places) at Robert Mays. HCC will publicly set out their proposals in due course, and this will be reflected in subsequent iterations of the IDS³⁹.
- 2.4.9 There are currently four projects proposed to increase primary school place capacity in Fleet and Church Crookham. Tweseldown Infant School is to be relocated and expanded to provide a 270 place three form of entry (3FoE)⁴⁰ infant school on the Queen Elizabeth Barracks (QEB) development site in Church Crookham. The vacated existing infant school site will facilitate the expansion of Church Crookham Junior School to four forms of entry (4FoE). HCC have confirmed that there is scope to expand the schools should additional demand from QEB development warrant this.
- 2.4.10 HCC is also enlarging Tavistock Infant School and the adjacent (CofE) All Saints Junior School is also being expanded⁴¹. The proposed enlargement will allow Tavistock to offer 90 places in Year R (age 4+) and in future years thus providing a total capacity of 270 places. The proposed enlargement will allow All Saints Junior School to offer 140 places in Year 3 (age 7+) in 2014 and in future years, providing a total capacity of 560 places. The proposed building works for both schools will consist of both an extension to the current school buildings, as well as internal alterations. It is planned that the proposed building works will commence in the summer of 2013 and complete ready for September 2014.
- 2.4.11 HCC also consider that further primary age places could be provided in Fleet and Church Crookham by expanding existing schools, subject to the agreement of head-teachers and Governors. HCC consider that this will meet the demand for additional primary school places arising from the 650 dwellings proposed in the Local Plan (see Section 2.5), subject to no significant rise in the forecast of pre-school numbers that currently exists.
- 2.4.12 HCC are also currently working with the head teacher, Governors and Hook Parish Council to ascertain the capacity of Hook Infants and Juniors for any future expansion. The expansion of the existing school, rather than a second primary school in Hook, is the preferred option of the local community⁴².
- 2.4.13 HCC will publicly set out their proposals for any further future expansion of primary school capacity in Fleet, Church Crookham and Hook in due course, and this will be

³⁹ HCC set out in a Report to Childrens Services Executive (17 July 2012) that they propose to submit a planning application for a triple classroom at Calthorpe Park School in due course;

⁴⁰ 'Forms of Entry' is the number of class groups per year group;

⁴¹ <http://consultations.hants.gov.uk/consultationdetails.aspx?consultationid=1162>

⁴² http://www.hook.gov.uk/council/bulletins/bulletins_2011.php

reflected in subsequent iterations of the IDS. In line with the emerging Local Plan, HCC will also continue to examine the need for additional primary school places in other settlements including Hartley Wintney and Odiham.

- 2.4.14 Pre-school (nursery) education in Hart is provided through an extensive network of providers, both private and public organisations, registered with HCC. All three and four year olds are entitled to up to 15 hours a week of free part-time pre-school education for 38 weeks a year, which is available through a variety of sources (school nursery classes, state or private nursery schools, day nurseries, playgroups and pre-schools and with accredited childminders who are part of a quality assured network). The current provision of pre-school places in Hart can be found on the HCC website⁴³. Generally, proposals for new or expanded facilities will be supported where they are within, or close to, existing areas of employment, community facilities and public transport provision. The possibility of bringing new pre-school facilities forward in conjunction with other infrastructure will also be considered, where appropriate.
- 2.4.15 Most of Hart's resident students seeking post-16 academic and vocational education opportunities find them at colleges located in neighbouring local authorities such as Farnborough's Sixth Form College and College of Technology⁴⁴. There are no known plans, at present, to expand any of these facilities. Further details of post-16 education are set out on the HCC website⁴⁵.
- 2.4.16 Education funding is provided to HCC by Central Government. This comprises funds for pupil basic needs based on an annual assessment of pupil numbers. Basic funding includes capital and revenue for every child. There are also a number of funds for school building projects for which HCC can make a case to the Department for Education (DfE). Funding also comprises Private Finance Initiatives (PFI) or its replacement and management of its overall stock. HCC also currently identify that development contributions will also be required to meet any shortfall of funding within this overall context. Additionally, any sudden changes in numbers of children, such as an unexpected increase in September enrolment numbers are met in addition to this.
- 2.4.17 When students move between locations and create shifts in school numbers, as might occur when there is new housing development, HCC is expected to manage this through its Schools Plan (see paragraph 3.3.4 above). In addition to the annual funding, local authorities in receipt of DfE funding are expected to manage their education estate to cope with any pupil fluctuations and spare capacity.
- 2.4.18 The DfE website sets out details on the funding arrangements for schools⁴⁶. The DfE are clear that funding for schools is pupil led⁴⁷. However, it is HCC, as the Local Education Authority, who will decide where to apply the pupil funding and other capital given by the DfE. The allocation of funds to schools and supporting projects is

⁴³ <http://www.fid.hants.gov.uk/ChildCare/>

⁴⁴ Yateley School, however, has an existing Sixth Form which caters for post-16 education

⁴⁵ <http://www3.hants.gov.uk/education/goingtocollege.htm>

⁴⁶ <http://www.education.gov.uk/schools/adminandfinance/financialmanagement/schoolsrevenuefunding>

⁴⁷ <http://www.education.gov.uk/schools/adminandfinance/financialmanagement/schoolsrevenuefunding/a00215225/school-funding-reform>

made by HCC Executive Members for Children's Services, and Policy and Resources⁴⁸.

2.4.19 On 13 December 2011 the Secretary of State announced details of the allocation of over £2 billion of capital funding for 2012-13 to schools and local authorities⁴⁹. The announcement included, inter alia, details on the national allocation of £800 million of basic need funding to local authorities to provide school places where needed in their area in all categories of publically-funded schools, and £686 million of maintenance capital to local authorities to support the needs of the schools that they maintain and for the Sure Start children's centres in their area. The Local Education Authority (HCC) received a total Capital Allocation for 2012/13 of £40.56m, the third largest in England⁵⁰.

2.4.20 HCC has identified, through the SIS (see paragraph 1.4.3) that the estimated total costs for likely required new school infrastructure projects across Hampshire for the period up to 2031 is approximately £623m⁵¹. Of this, HCC currently anticipates that £499.3m (80%) will need to be raised from developer contributions and that £123.7m (20%) will be need to be found from other resources. In Hart, the total estimated cost, less existing identified funding, of the potential future school infrastructure projects outlined above, are (as of December 2012):

- Calthorpe Park School (Expansion for 2015): £0
- Calthorpe Park School (Post 2018 expansion): *To be determined*
- Robert Mays School expansion: £10m
- Tavistock & All Saints: £1.65m
- Additional Fleet primary provision⁵²: £12.5m
- Hook primary provision: £8.0m

2.4.21 The total estimated cost, less existing identified funding, of these future school expansion projects is therefore £27.65m⁵³. It is anticipated that any subsequent expansion of Calthorpe Park School will cost in the region of approximately £10m. It is anticipated that HCC will review these projected costs in the next iteration of their SIS.

2.4.22 On 24 May 2012 the Secretary of State announced which schools will have their condition needs addressed through the Priority School Building programme (PSBP)⁵⁴. The Priority School Building programme (PSBP) was launched in July 2011 and is to be centrally procured by the Education Funding Agency (EFA) on behalf of the Department for Education. Nationally, two-hundred and sixty-one schools were

⁴⁸ <http://www3.hants.gov.uk/councilmeetings.htm>

⁴⁹ <http://www.education.gov.uk/schools/adminandfinance/schoolscapital/funding/a00200794/schools-capital-allocations-for-2012-13>

⁵⁰ Hertfordshire (48.35m) and Lancashire (43.99m)

⁵¹ These costs include Tweseldown Infant and Church Crookham Junior for which funding has already been secured

⁵² This is in addition to the current planned expansion of Tweseldown, Church Crookham Juniors, Tavistock Infants & All Saints Juniors

⁵³ This excludes the relocation of Tweseldown School and expansion of Church Crookham Juniors and the first stage of an expanded Calthorpe Park Secondary School;

⁵⁴ <http://www.education.gov.uk/inthenews/inthenews/a00209480/written-ministerial-statement-on-the-priority-school-building-programme>

chosen to receive funding through the PSBP⁵⁵, although none of these were in Hampshire⁵⁶.

- 2.4.23 It is essential that pupil numbers, capacity and demand are closely monitored and a range of solutions considered in terms of meeting these needs. Any proposed changes to the system of educational capital funding arising from the James Review and the current NAO study will also need to be taken into account.
- 2.4.24 Hart will continue to work with HCC and other school providers as appropriate, to find long-term solutions for future pre-school, primary school and secondary school place provision. Hart is aware that there are also school place capacity issues and pressures in at least two of Hart's neighbouring authorities, Basingstoke and Deane and Rushmoor. Hart has, and will continue to, informally engage with these local authorities when seeking possible resolutions to school place issues.

2.5 Emergency Services

- 2.5.1 Hampshire Fire and Rescue Service (HRFS) is the county fire and rescue service provider, with services in Hart are provided by the Rushmoor and Hart area group⁵⁷. There are four fire stations in Hart: Fleet, Hartley Wintney, Odiham and Yateley. There are no current proposals for new or refurbished facilities.
- 2.5.2 Ambulance services in Hart are provided by South East Coast Ambulance Service⁵⁸, who has a facility at Fleet fire station, and South East Central Ambulance Service⁵⁹, whose nearest permanent facilities are in Alton and Basingstoke. There are no current proposals for new or refurbished facilities.
- 2.5.3 Hampshire Constabulary, covering Hampshire, Portsmouth, Southampton and the Isle of Wight, is the second largest non-metropolitan police service in England and Wales, and comprises six police Operational Command Units (OCUs). Hart District is located in the North and East Hampshire OCU. Policing in Hart consists of three 'Safer Neighbourhood Teams' currently based at Fleet, Yateley and Hook.
- 2.5.4 Hampshire Police Authority has recently outlined its intention to develop and modernise its estate, reflecting both the way its buildings are used by the public and operated by the force, and the need for future cost savings⁶⁰. Through the estate strategy proposals, eighteen stations in Hampshire have been identified for relocation, including Fleet⁶¹. Alternative locations for front-line police services in Fleet could be co-locating in council buildings, sharing offices with Hampshire Fire &

⁵⁵<http://www.education.gov.uk/schools/adminandfinance/schoolscapital/funding/a00209336/priority-school-building-programme>

⁵⁶ Excluding Southampton and Portsmouth

⁵⁷ <http://www.hantsfire.gov.uk/>

⁵⁸ <http://www.secamb.nhs.uk/>

⁵⁹ <http://www.southcentralambulance.nhs.uk/>

⁶⁰ <http://www.hampshire.police.uk/Internet/about/chiefofficers/Estate+review.htm>

⁶¹ Urgent response teams, crime investigation and administrative functions are proposed to be re-located to bigger, more suitable stations where they can operate most effectively. Safer Neighbourhood teams (SNTs) are proposed to remain within the community where they are most accessible.

Rescue Service, or joint facilities in libraries or community centres. Yateley station, it is currently proposed, will continue to operate for local response, community and investigative policing.

- 2.5.5 Additionally, the police estate proposals set out that Hampshire Constabulary will develop four new custody centres in Hampshire, the intention of which is to provide the infrastructure necessary to support contemporary policing. It is likely that one of the four proposed centres will be located in North Hampshire along the M3 corridor.
- 2.5.6 In summary, Hart will continue to work with Hampshire Constabulary, where appropriate, to find suitable new facilities in Fleet to support local policing and the wider area to support strategic policing for North Hampshire.

2.6 Flood Defences

- 2.6.1 The risk of flooding is an important environmental issue in Hart. Many of Hart's settlements are located near to rivers and can be vulnerable to flooding following heavy rainfall. The Environment Agency (EA) website provides both up to date maps of those areas most vulnerable to flooding from rivers and other watercourses, and regularly updated information on the current river levels⁶².
- 2.6.2 There are a number of national and regional sources of potential funding for possible future flood defence schemes (see Section 6). Hart currently has one nationally significant flood alleviation scheme proposed, at Phoenix Green near Hartley Wintney.
- 2.6.3 The Flood and Water Management Act (2000) places a number of important statutory duties on Hampshire County Council (HCC) in its new role of Lead Local Flood Authority (LLFA). This includes establishing protocols for flood investigations, producing a preliminary flood risk assessment for Hampshire and a programme of surface water management plans at the District level. The aim is to ensure that HCC and its partners, including District Councils and the EA, have a good understanding of what the issues are and to provide clarity for both the public and private sector stakeholders. All of HCC new duties are outlined in detail on their website⁶³.
- 2.6.4 The Act also requires the Environment Agency to develop, maintain and apply a National Flood and Coastal Erosion Risk Management Strategy, and for the LLFA is required to develop a Local Flood Risk Management Strategy (LFRMS) for its area. The emerging LFRMS must specify:
- risk management authorities within that area;
 - their flood and coastal erosion risk management functions and objectives for managing flood risk;
 - measures proposed to achieve those objectives;

⁶² <http://www.environment-agency.gov.uk/homeandleisure/floods/riverlevels/120580.aspx?RegionId=9&AreaId=20&CatchmentId=112>

⁶³ www3.hants.gov.uk/flooding.htm

- how and when the measures are expected to be implemented;
- cost and benefits and funding sources;
- assessment of local flood risk;
- how and when the strategy is to be reviewed;
- how the strategy contributes to the wider environmental objectives;

HCC, in its capacity as LLFA, are proposing to consult the public and other risk management authorities later in 2012. HCC will also be the approval body for Sustainable Drainage Systems (SuDS)⁶⁴.

- 2.6.5 One of the first major projects HCC are leading on is the preparation of a number of Surface Water Management Plans (SWMP). A SWMP outlines the preferred surface water management strategy in a given location taking into account the risks posed by surface water flooding, including agreement about who will do what to better manage these risks. The SWMP also include a clear prioritised implementation programme that identifies relevant sources of funding. It is likely that in future the SWMP documents will updated as living toolkits.
- 2.6.6 HCC is currently undertaking work on three District SWMPs in Rushmoor, Eastleigh and Basingstoke. They are also working on special SWMP which addresses groundwater flooding in central Hampshire. HCC have recently confirmed that Hart is the next District that will have work on a SWMP commence. The document will reflect the methodology and objectives HCC have established through the earlier SWMPs.
- 2.6.7 There are currently two flooding infrastructure schemes proposed and part-funded in Hart. The EA has allocated £50k of funding for a scheme promoted by HDC to resolve the problems at Mill Corner, North Warnborough. HDC are currently developing proposals for this scheme with the EA and HCC, with works programmed to complete this financial year. EA funding has also been allocated for Phoenix Green, Hartley Wintney. A total of £200k has been identified, £40k to fund feasibility work this financial year, with a further £160k to fund construction work in 2012/13. Further EA approval is required before these monies are released. **Appendix 9** summarises these proposed projects.
- 2.6.8 HDC will continue to support HCC in the delivery of the SWMP and supporting work related to the Hampshire Local Flood Risk Management Strategy. Additionally, Hart hosts a twice yearly meeting with stakeholders, including the water companies and HCC, to discuss local flooding issues. It is anticipated that this forum will continue. Hart also responds to water company public consultations as appropriate⁶⁵.

⁶⁴ <http://www3.hants.gov.uk/flooding/drainagesystems.htm>

⁶⁵ http://www.hart.gov.uk/c_twaconsultation_complete.pdf

2.7 Green Infrastructure

- 2.7.1 Green Infrastructure (GI) is a broad term that covers a wide range of natural and man-made assets⁶⁶. GI provides a number of functions and benefits including biodiversity, recreation, health, landscape and townscape character, amenity and mitigation for climate change through urban cooling and carbon absorption. Hart has, for a relatively small district, has a wealth of outstanding countryside and open spaces that form and contribute to local GI⁶⁸. There are some excellent natural habitats for residents and visitors to explore including heathland, woodlands, wet meadows, marshes and Hampshire's largest fresh water lake at Fleet Pond. These assets contribute to the high quality of life in Hart.
- 2.7.2 GI in Hart includes the Thames Basin Heath Special Protection Area (SPA). The SPA is a set of heathland sites comprising 13 Sites of Special Scientific Interest (SSSI). The sites are both within and outside Hart and designated under the European Birds Directive and the Habitats Directive and protected in the UK under the Habitats Regulations. Particular rules apply to development proposals in the vicinity of the SPA to ensure that they are not likely to have significant adverse effects on the integrity of the SPA. To address this, Hart have established a revised Interim Avoidance Strategy which sets out the use of Suitable Alternative Natural Greenspaces (SANG) as part of the mitigation measures against the effect of development on the SPA. Proposed residential development in sites affected by the SPA will be expected to provide appropriate schemes in line with the Interim Strategy to ensure the development will not have a significant adverse effect on the SPA.
- 2.7.3 Hart has established in partnership with the Town and District Councils, a comprehensive list of leisure and open space projects. Some of the projects are strategic⁶⁹, addressing needs across all or large parts of Hart, whilst some are local serving individual settlements or parishes. The strategic and local projects are included within the Delivery Schedule (Section Four), where appropriate outlined in detail in the Summary of Major Projects (Section Five) and fully summarised in **Appendix 10** (Strategic Projects) and **Appendix 11** (Local Projects). Further information on proposed pedestrian and cycle routes is outlined in Section 3.8 (Transport).

⁶⁶ Green Infrastructure can include: accessible countryside, allotments, community gardens, amenity green space, cemeteries, 'green' corridors (Basingstoke Canal) and 'blue' corridors (river valleys), green roofs/walls, natural and semi-natural greenspace, outdoor sports facilities, parks and gardens, play provision for younger people.

⁶⁷ Broadly, the emerging Hart LDF seeks that all proposed new development should avoid the fragmentation or loss of functionality of the existing GI network and should seek to improve the existing green infrastructure network by providing on-site features. However, if off-site contributions to existing GI projects are proposed, this should reflect the requirements set out in relevant policy.

⁶⁸ Hart's Countryside Services manages many of the District's important nature reserves and wildlife areas. HCC also manage a range of countryside assets which also add the quality of life in Hampshire, and the network of Rights of Way which affords access to the Countryside.

⁶⁹ Strategic projects will mitigate the impacts of development within their catchment, for example, by increasing capacity, or reducing the impact of additional use.

2.8 Public Health

2.8.1 Health care services in England and Wales are generally categorised as:

- Primary healthcare: General Practitioner's, Dentists, Opticians, Pharmacists;
- Secondary healthcare: large hospitals; and
- Community healthcare: health visitors, district nurses, community physiotherapists, occupational therapy, community hospitals

2.8.2 **Appendix 12** summarises the current provision of primary, secondary and community healthcare facilities in Hart and neighbouring local authority areas, where they serve Hart residents, and the PCT access standards. In summary, Hart understands that all Hart GPs and Dentists were still accepting new patients as of early 2013.

Hampshire Primary Care Trust (PCT) is currently responsible for the provision of primary services⁷⁰. However, the Health and Social Care Act (2012) sets out that the future commissioning of all healthcare services is proposed to be subject to significant change^{71,72}. PCTs and Strategic Health Authorities (SHA) are to be abolished, with local Clinical Commissioning Groups (CCGs), the NHS Commissioning Board and Public Health England each taking new responsibilities⁷³.

2.8.3 CCGs will be comprised area based groups of GP Practices and will be responsible for commissioning local services according to local needs. In Hampshire, currently five CCGs are actively preparing for authorised status and have been given indicative budget allocations⁷⁴. Within Hart, primary healthcare provision will be divided between two CCGs: a North East Hampshire and Farnham group which would include Fleet and Yateley⁷⁵, and a North Hampshire (Basingstoke and West Hart area) group that includes Hartley Wintney, Hook and Odiham⁷⁶.

2.8.4 The 2012 Act gives lead local authorities (Hampshire County Council) new duties, with effect from April 2013, in relation to the responsibility for promoting and protecting the public's health. These new duties include the duty to establish a Health and Wellbeing Board (H&WB) for its area. All relevant partners (voluntary sector, districts, CCGs) will come together through the H&WB to address all aspects of the health and wellbeing of the local population. The main aim of the

⁷⁰ Many GPs and dentists are not NHS staff, but are independent contractors providing their own premises and employing their own staff. The PCT also currently provides its own services, with PCT staff working in hospitals, clinics and healthcare centres.

⁷¹ <http://healthandcare.dh.gov.uk/factsheets/>

⁷² The Town and Country Planning Association (TCPA) has summarised in detail the evolving relationship between planning and public health practitioners in a new document available on their website: http://www.tcpa.org.uk/data/files/TCPA_FINAL_Reuniting-health-planning.pdf

⁷³ A detailed update on NHS and public health reforms in Hampshire was reported to HCC Cabinet in March 2012; http://www3.hants.gov.uk/councilmeetings/meetingssummary.htm?date_ID=738

⁷⁴ http://www3.hants.gov.uk/councilmeetings/advsearchmeetings/meetingsitemsummary.htm?pref=Y&tab=I&item_ID=3742&cancel=n

⁷⁵

http://www.northeasthampshireandfarnhamccg.nhs.uk/index.php?option=com_content&view=featured&Itemid=201

⁷⁶ <http://www.southamptonhealth.nhs.uk/ship/ccg/calleva-ccg/>

H&WB will be to improve the strategic coordination of commissioning across NHS, social care, children's and public health services. The development of a Joint Health & Wellbeing Strategy (JHWBS) will be informed by a Joint Strategic Needs Assessment (JSNA) and developing wider relationships with other health care providers. For reference, **Appendix 13** summarises the current key health issues and information for Hart.

- 2.8.5 In light of the proposed growth set out in the emerging Local Plan, and forecasted demographic change, it is likely that some additional primary health care provision in Hart will be needed up to 2028⁷⁷. Hampshire PCT sets out in its Estates Strategy a number of potential primary care schemes that have been considered as part of the current investment process⁷⁸. Within Hart, Richmond Surgery in Fleet has been identified by Hampshire PCT for potential future improvement⁷⁹. Whether, however, individual local medical practices do decide to increase their future operational capacity is a decision that rests with them, Hampshire PCT and the relevant CCG.
- 2.8.6 Additionally, planning proposals have recently been granted for the expansion of the surgery premises in Hook. The application proposes a two-storey extension to provide a dispensing pharmacy with associated consulting rooms and waiting area at the ground floor and a surgery office and consulting space at the first floor⁸⁰. Additionally, Odiham Cottage Hospital, after a recent period of uncertainty over its future, has recently been reopened to provide day services for the local community⁸¹.
- 2.8.7 Hart has recently undertaken consultation with a number of local surgeries who have indicated their willingness to consider the expansion of their practice in the future. Hart will continue to work, where possible, with the PCT, Clinical Commissioning Groups and local health providers to ensure that the plans and strategies of each are accounted for.
- 2.8.8 Hart does not, itself, have a large hospital. Instead, residents in the east of the District generally use Frimley Park Hospital, and residents in the west of the District are more likely to use the North Hampshire hospital at Basingstoke. Out-patient facilities are currently available, however, at Fleet Community Hospital. Recent infrastructure improvements to the two large hospitals serving Hart residents include:
- a new emergency department at Frimley Park Hospital (July 2012)⁸²
 - a new regional cardiology centre at Frimley Park Hospital (May 2012)⁸³
 - an older patients rehabilitation unit at Basingstoke and North Hampshire hospital (October 2011)

⁷⁷ For reference, The PCT has confirmed that Hart currently has approximately one GP for approximately every 2000-2200 residents

⁷⁸ http://www.hampshire.nhs.uk/index.php/documents/cat_view/87-strategy?start=15

⁷⁹ <http://www.hampshire.nhs.uk/index.php/about-us/estates> pp.91

⁸⁰ Application reference 12/01394/FUL

⁸¹ <http://odihamcottagehospital.org.uk/>

⁸² <http://www.frimleypark.nhs.uk/news/new-dawn-for-emergency-care>

⁸³ <http://www.frimleypark.nhs.uk/news/first-patient-for-new-centre>

2.8.9 In summary, Hart will continue to work, where appropriate, with the PCT and CCG's and local providers to ensure that where it has been determined that new health care services are needed, they can be accommodated, most likely through the expansion of existing facilities.

2.9 Transport

2.9.1 Transport is a key local infrastructure issue in Hart. Although Hart District Council is not directly responsible for the delivery and maintenance of transport services and facilities, as the Local Planning Authority it does have a responsibility for ensuring that effects from new development on the transport network are minimised, and supporting the use of sustainable modes of transport and reducing the need to travel are promoted.

2.9.2 The Highways Agency (HA) is the strategic road network authority. A summary of Highways Agency proposals in Hart and adjoining areas are set out in **Appendix 14**. Hampshire County Council (HCC) is currently the local highways authority⁸⁴. HCC set out their long-term vision, objectives and implementation plan for transport in Hampshire in the Local Transport Plan 3 (2011-2031) (LTP3)⁸⁵. A summary of LTP3 is set out in **Appendix 15**.

2.9.3 The overall priority of LTP3 is for the local highways authority to make the most of what existing infrastructure it already has. LTP3 also sets out a transport strategy for areas within Hampshire. Hart is within the North Hampshire Strategy area together with Basingstoke and Deane, Rushmoor and the northern end of Test Valley including Andover. LTP3 outlines that the North Hampshire Strategy area has a number of significant transport challenges, including:

- travel patterns that are dominated by the private car;
- car ownership and usage significantly above the national average;
- worsening congestion and capacity problems at primary junctions;
- public transport provision limited to key routes and peak services;
- out-commuting and long distance commuting;
- resilience to the effects of extreme weather events;
- ensuring the timely delivery of transport infrastructure, information and sustainable measures to support/mitigate the impact of new development;
- investment in developing walking and cycling routes;

2.9.4 LTP3 is supported by an implementation plan for the period 2012-2015, which contains proposals for the delivery of its policies and priorities⁸⁶. The implementation plan outlines how both capital and revenue funding, available to HCC from central Government, council tax and developer contributions is to be used to deliver the priorities set out in LTP3.

⁸⁴ The NPPF states that Local Authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development

⁸⁵ <http://www3.hants.gov.uk/transport/local-transport-plan.htm>

⁸⁶ <http://www3.hants.gov.uk/hampshire-ltp-2011-part-b.pdf>

- 2.9.5 The HA is to start work on eight road schemes nationally as the first part of £217 million programme of improvements to England's motorways and major A roads⁸⁷. Although none of these eight initial schemes are in Hart or adjacent areas, these planned improvements to the strategic road network are the first stage of the HA Pinch Point Programme (PPP), which forms part of the Coalition Government's growth initiative. The Enterprise M3 LEP (See Section 2.4) responded earlier this year, having consulted with businesses, local authorities and key stakeholders, to an HA consultation on the PPP⁸⁸. Enterprise M3 recommended four strategic road network locations (M3 Junctions 3 to 4a & 6, M25 Junction 10 at Wisley and A3 Junctions through Guildford) as the top priorities within the LEP area.
- 2.9.6 The Government is also intending to devolve funding for major transport schemes to the local level, through the formation of democratically accountable Local Transport Bodies (LTBs)⁸⁹. The primary role of the LTBs would be to agree, manage and oversee the delivery of a programme of transport schemes to 2018/19 as a minimum⁹⁰. The LTB will need to prioritise schemes on a clear basis that is agreed locally, consistent with the promotion of sustainable development and relevant LTP's⁹¹. It is currently understood that the forward programme of schemes would need to be agreed by the LTB before submission to the Department of Transport in 2013. To support this work HCC have recently started an evidence study which focuses on developing a prioritised programme of major transport schemes for the Hampshire area of the Enterprise M3 LEP area that can be delivered from 2015⁹².
- 2.9.7 HCC, as outlined in Section 1.4, has recently revised their approach to strategic infrastructure planning and delivery. To support this approach, HCC have finalised a *Transport Statement*, which is a summary of all the currently identified potential future transport improvement schemes in Hampshire⁹³. **Appendix 16** sets out the potential schemes in Hart that are listed in the *HCC Transport Statement*.
- 2.9.8 The list of improvement schemes set out in the *Transport Statement* comprises the basis to determine those which are to be taken forward to support the development set out in the emerging Local Plan. However, the list of potential schemes is not exhaustive; other potential schemes could be identified and considered, if it can be demonstrated that they too would support the delivery of the emerging Local Plan. Which future transport and highways schemes, from the list in Appendix 16, are to be delivered will be determined through subsequent discussions with HCC and other relevant parties in due course.

⁸⁷ <http://www.highways.gov.uk/news/pressrelease.aspx?pressreleaseid=425018>

⁸⁸ <http://www.enterprisem3.org.uk/infrastructure/>

⁸⁹ HCC have recently summarised this issue in a recent report to the Executive Member for Environment and Transport

http://www3.hants.gov.uk/councilmeetings/advsearchmeetings/meetingsitemdocuments.htm?sta=&pref=Y&item_ID=4212&tab=2

⁹⁰ The Government envisages that the geographical area covered by the proposed LTB's will be at least the area of a single LEP.

⁹¹ http://www3.hants.gov.uk/councilmeetings/advsearchmeetings/meetingsitemdocuments.htm?sta=&pref=Y&item_ID=4280&tab=2

⁹² http://www3.hants.gov.uk/councilmeetings/advsearchmeetings/meetingsitemdocuments.htm?sta=&pref=Y&item_ID=4212&tab=2

⁹³ http://www3.hants.gov.uk/councilmeetings/advsearchmeetings/meetingsitemsummary.htm?pref=Y&tab=1&item_ID=4177&cancel=n

- 2.9.9 Table Three (pp.30) summarises the total cost of the proposed schemes for Hart set out in the *HCC Transport Statement*. The estimated total cost (approximately £38.2m) does not include those schemes not yet costed, or other any other potential schemes not listed. It is therefore reasonable to conclude that it is unlikely that there will be sufficient future funds, from both capital programmes and developer contributions, within the plan period, to deliver all of the projects listed in the *HCC Transport Statement*⁹⁴. The Hart IDS Delivery Schedule (Section 3) summarises the overall cost of non-strategic transport projects for each area in Hart. **Appendix I6**, as stated, sets out the cost of individual projects, where they have been identified.
- 2.9.10 HCC has identified the following five potential strategic transport improvement projects (all Highways) in or close to Hart:
- Access improvement at M3 Junction 4A;
 - Online improvement at M3 Junctions 4 to 4a;
 - South and East of Fleet;
 - Reading Road (B3013) at junction with Aldershot Road (A323) & Connaught Road, Fleet; and
 - A30 between A327-A331 at Blackwater
- 2.9.11 HCC works in partnership with District/Borough Councils to improve the movement in and around towns and to make the best use of roads and public spaces. There are now ten Town Access Plans (TAP) either adopted or in development for towns in Hampshire. The Fleet Town Access Plan (FTAP) sets out to improve movement in and around Fleet which seeks to make the best use of roads and public spaces. FTAP comprises five strategies which include infrastructure solutions for the following areas: pedestrian & cycle; bus; rail; smarter choices; and traffic management & highways. Full details on Fleet and the other TAP's can be found on the HCC website⁹⁵. The projects in FTAP are all generally local, non-strategic projects, although the proposed strategic projects (3) and (4) listed above are included. The *HCC Transport Statement* also includes additional projects not included in FTAP and this is indicated in Appendix I4.
- 2.9.12 Hart considers that the highways improvements schemes, both strategic and non-strategic, summarised in the *HCC Transport Statement*, constitute a palette of potential future projects. Clearly, it is unlikely that there will be sufficient funds available in the plan period to realise all of the potential projects listed, and that some form of prioritisation will be needed. As outlined in paragraph 3.8.6, HCC have started the process of prioritising strategic projects across Hampshire. Future iterations of the IDS will need, in light of evidence studies, to rationalise the list of projects set out in Appendix I4 with the objective of identifying those strategic and non-strategic projects necessary to support the development set out in the emerging Local Plan.

⁹⁴ The estimated total cost across Hampshire of all the schemes in the *HCC Transport Statements* is £438.4m. The estimated total identified funding is £59.0m and the estimated total funding gap is £379.4m.

⁹⁵ <http://www3.hants.gov.uk/transport-schemes-index/taps.htm>

Table A2: HCC Transport Statement - Proposed Hart Project Costs⁹⁶

Area/Settlements	Cost (£)
Hart Strategic Transport Improvements	14,700,000
<i>Sub-Total</i>	<i>14,700,000</i>
Fleet and Church Crookham:	
i. Highways	2,395,000
ii. Buses	350,000
iii. Rail	6,200,000
iv. Pedestrian & Cycle	6,495,000
v. Smarter Choices	240,000
vi. Other Proposals	600,000
<i>Sub-Total</i>	<i>16,280,000</i>
Other Areas:	
i. Blackwater/Frogmore/Hawley	988,000
ii. Crondall	15,000
iii. Eversley, Bramshill, Riseley	394,000
iv. Hartley Wintney	125,000
v. Hook & Rotherwick	2,368,000
vi. Odiham & North Warnborough	283,000
vii. Riseley	70,000
viii. Yateley and Blackbushe	2,960,000
<i>Sub-Total</i>	<i>7,228,000</i>
TOTAL	£38,183,000

2.9.13 In line with this Hart has undertaken several transport evidence studies recently, individually and in conjunction with neighbouring local authorities, including:

- Transport Assessment (TA)⁹⁷;
- TA Mitigation Corridor Study Report and Public Transport Mitigation Proposals (WSP; March 2013); and
- Transport Assessment: M3 Corridor J3-J4a (TAM3)

The TA Mitigation Corridor Study Report and Public Transport Mitigation Proposals (WSP) was finalised in March 2013 (see **Appendix 17** for a summary).

2.9.14 To assess the impact of the local plan development proposals outputs have been provided by Surrey County Council (SCC) from the Strategic County Transport

⁹⁶ Since the July 2012 public consultation on the HCC Transport Statement it has been brought to HDC's attention by several Parish Council's, amongst others, that there are a number of factual errors in the tables reproduced in Appendix 14. Accordingly, where these errors have been noted, Appendix 14 has been amended to reflect the correct information.

⁹⁷ Hart District Council commissioned Surrey County Council to undertake a more detailed transport assessment of the road network to reflect the housing numbers and housing allocations proposed in the Local Plan: Core Strategy (Pre-Submission Draft). Surrey County Council's report can be downloaded below.

Model used in completing a strategic TA for HDC's draft Core Strategy (November 2012). This provided a 'base scenario' and 'with development scenario' for the forecast year of 2026⁹⁸.

2.9.15 The TA Mitigation Corridor Study Report (TAMCSR) assesses the impacts of traffic generated by development proposals contained in the Hart Pre-Submission Draft Local Plan (November 2012). The study considered the impact of the Local Plan proposals on link and junction capacity on the following four key transport corridors and three stand alone junctions in Hart, which have been agreed as forming the scope of assessment by HDC and HCC (as Local Highways Authority):

- Corridor A: B3349 Reading Road/Griffin Way (Hook) to A287 south of M3 junction 5;
- Corridor B: B3013 Reading Road South and A323 Reading Road North (Fleet) to A323 Fleet Road (Hartley Wintney) to A30 London Road at Star Hill;
- Corridor C: A3013 Fleet Road (Fleet) to Minley Road/A327/A30 junctions; and
- Corridor D: A30 London Road, from east of Hartley Wintney to south of Yateley
- Junctions: (1) A323/Aldershot Road priority; (2) A323 Ively Road roundabout; (3) A30/B3727 roundabout

2.9.16 From this assessment 12 junctions were identified as operating close to or over capacity in 2026 with the proposed local plan development. The TAMCSR goes on to set out proposed highway improvements, in the form of conceptual design layouts, for seven of these junctions including⁹⁹:

- (1) M3 Junction 5 part signalised roundabout;
- (2) A30 High Street/A323 Fleet Road roundabout;
- (3) A30/A327 roundabout;
- (4) A327/B3013 Minley Road roundabout;
- (5) A3013 Fleet Road/Minley Road roundabout;
- (6) A3013 Fleet Road/Elvetham Road roundabout; and
- (7) A30/A327/Blackbushes Road priority junction

2.9.17 The assessment of potential mitigation measures has shown that it is possible to mitigate the impacts of traffic generated by the Local Plan in the majority of cases. In some locations, where the TAMCSR identified that junctions were approaching capacity on specific approaches, a recommendation has been made to not propose junction improvement works based upon the potential impact this would have on the major road, or where such works would be inappropriate to the surrounding area. The TA also recommended that at some locations, further detailed assessment of existing site constraints or peak hour junction operation is undertaken before a

⁹⁸ Additional information on the methodologies utilised are summarised in the TA

⁹⁹ Two additional schemes were proposed in the Hart TA (March 2013) (a) A323/B3013 Reading Road South Traffic signals and (b) A323/Aldershot Road priority junction, both of which are set out in the Fleet Town Access Plan (FTAP)

decision on potential improvements works are finalised. These seven projects are set out in Part B (Infrastructure Delivery Project Schedule).

- 2.9.18 In addition to the assessment of junction operation within Hart, the TAMCSR also considered the impacts of the proposed Local Plan development on highway links entering and exiting Hart. This data has been analysed in order to identify any junctions which may require further investigation in order to quantify the impact of traffic generated by the Local Plan developments at key junctions outside of Hart. This analysis has recommended that detailed junction assessments are undertaken at the following two junctions:
- The B3014 Fleet Road/Minley Road/Fernhill Road/West Heath Road gyratory junction in Cove, as a result of SINTRAM predicting that the B3014 will be approaching capacity in the AM and PM peaks in 2026 with the Local Plan development; and
 - The A33/Sherfield Road roundabout in Sherfield-on-Loddon, as of the TAMCSR data predicting that the A33 will be approaching capacity in the PM peak in 2026 with the Local Plan development
- 2.9.19 All other major highway links entering or existing Hart District are predicted to experience only a minor increase in traffic flow as a result of the Local Plan development proposals or operate well within capacity.
- 2.9.20 The Transport Assessment for the M3 Corridor study is a cross-authority study to consider the cumulative impacts of future development along the M3 corridor specifically between M3 Junction 3 (Lightwater) and M3 Junction 4a (Farnborough)¹⁰⁰. The study assists in assessing the sensitivity of both the Strategic Route Network (SRN) and Local Road Network (LRN). The study reflects the growth set out in the adopted and proposed Local Plans for Hart, Rushmoor and Surrey Heath. The M3 Corridor assessment is summarised in **Appendix I8**.
- 2.9.21 In relation to the SRN within the study area the greatest impacts are predicted to occur at and between M3 junctions J4A (Fleet) and J4 (Farnborough). The largest impacts occurs on the M3 J4A – J4 eastbound towards London where traffic flows increases from 4000 vehicles per hour (vph) in 2005 to between 5,330 and 5,810 in 2026. The greatest impacts on the LRN in Hart occur along the A30 London Road, A327 Minley Road and surrounding roads in North Fleet. The assessment shows that by 2026 the cumulative level of development planned within the M3 study area may require mitigation measures on the SRN, although this is not seen as a bar to development.
- 2.9.22 In line with the conclusions of the Hart TA and TA for the M3 Corridor, further feasibility work using more rigorous junction assessments should be undertaken to substantiate the findings and help inform any potential transport measures required

¹⁰⁰ The study assists in assessing the sensitivity of both the Strategic Route Network (SRN) and Local Road Network (LRN), including classified A and B roads, to the likely additional traffic generated by committed and planned residential and commercial development

to manage and support the operation of SRN junctions where proposed development is likely to have a significant impact.

- 2.9.23 In line with the conclusions of the TA, the M3 study and other transport studies, Hart will continue to work with HCC and other relevant parties, to determine the future prioritisation and delivery of identified projects.
- 2.9.24 Hart has a number of car parks across district, details of which are set out on the Hart website. The provision and management of Hart's car parks will continue to be an issue resolved outside the Local Plan process. However, the Corporate Plan proposes that the Council should work with Parish Councils to develop local area parking strategies. A report outlining a proposed review of parking controls and charges operating in Blackwater, Fleet, Hartley Wintney, Hook, and Odiham was taken to Hart's Cabinet in September 2012.
- 2.9.25 Network Rail (NR) is the current operator of the rail network in England and Wales¹⁰¹. NR is paid by train operating companies for access to the rail network. The train operating companies in Hart are South West Trains (SWT)¹⁰² (Waterloo to Southampton) and First Great Western (FRG)¹⁰³ (Reading to Guildford). The train operating companies are currently franchises with a limited timescale contract. For example, SWT have their existing franchise routes until only 2017.
- 2.9.26 The Hart PTA states that mainline rail services to London Waterloo are not currently at capacity through Hart, but are at or over capacity when they reach Clapham Junction or London Waterloo. This clearly however, has significant implications for the quality of service provided to North Hampshire's rail commuters¹⁰⁴¹⁰⁵. Increasing passenger capacity on rail services from Hart on the mainline Waterloo service is therefore clearly part of a much larger part capacity problem in London and the South East.
- 2.9.27 The NR London and South East Route Utilisation Strategy (RUS)¹⁰⁶ sets out corporate strategy for improving the efficiency and capacity of the rail network in light of significant forecasted changes in demand in all corridors into London up to the year 2031. The South West Main Line (SWML) outer trains, which serve Hart, has significant forecasted future peak crowding, with a capacity shortfall of over 6,100 passengers in the high-peak hour, even if every main line train is at maximum length. The key issue for addressing route capacity is therefore creating the ability to run more fast trains between Woking and London Waterloo¹⁰⁷. There are seven potential options set out in the NR London and South East RUS for increasing the future SWML passenger capacity. These options, and the response Hart District

¹⁰¹ <http://www.networkrail.co.uk/>

¹⁰² <http://www.southwesttrains.co.uk/>

¹⁰³ <http://www.firstgreatwestern.co.uk/>

¹⁰⁴ Hart has three railway stations on the mainline London Waterloo to Southampton service (Fleet, Winchfield, Hook), and one station (Blackwater) on the regionally important Reading to Guildford service

¹⁰⁵ Sandhurst station in Berkshire, which is on the Reading/Guildford line, is also within reasonably close proximity for residents in the north-east of Hart. The London Waterloo to Alton service also provides an alternative potential rail service for Hart residents, particularly those in the south of the district. Inter-regional rail services to the north and west can be accessed from nearby Basingstoke and Reading stations.

¹⁰⁶ <http://www.networkrail.co.uk/asp/4449.aspx>

¹⁰⁷ London and South East Route Utilisation Strategy (RUS), pp.132

Council made to London and South East RUS consultation, are summarised in **Appendix 19**.

- 2.9.28 In light of this, the Government has recently announced (as part of a nationwide set of rail projects), a proposed £350m scheme to lengthen the platform at Waterloo station to facilitate longer trains^{108 109}. This proposal could eventually provide capacity for 120,000 more daily commutes in and out of Waterloo.
- 2.9.29 Two of the four rail stations in Hart (Fleet and Winchfield) have been identified in the SWML RUS as having car parks close to or at capacity¹¹⁰. The RUS states that Fleet station car park is 99% utilised and Winchfield station car park is 100% utilised. The Hart PTA corroborated the RUS conclusion for Fleet station, but found that the utilisation of car parking spaces at Winchfield had fallen. A major redevelopment scheme for Fleet railway station is currently being completed by South West Trains and Network Rail.
- 2.9.30 As of March 2013, there are no known improvement proposals for the railways stations in Hook, Winchfield and Blackwater. Hart will also continue to take the opportunity, when they arise, to engage with rail service providers and HCC, and to reiterate the point that long-term solutions to the SWML capacity issues will involve both a commitment to significant investment and cross-boundary collaboration¹¹¹.
- 2.9.31 Bus services in Hart provide links to Basingstoke, Reading, Camberley, Farnborough, Aldershot, Farnham and Alton. Most of these bus services operate to or from Fleet. The HCC website provides a comprehensive summary of bus services, including local operators, in Hampshire¹¹². Stagecoach is the current main commercial bus service provider in Hart. Details of their current services can be found their website¹¹³. Currently, over 70% of bus services and 85% of passenger journeys in Hampshire are provided commercially, without subsidy. However, HCC does support bus companies so that they can provide services that are not commercially viable and would not therefore be run without subsidies. This support is currently under pressure as HCC does not have the funding or resources to continue to do this to the same extent^{114 115}.
- 2.9.32 In addition to subsidising some non-commercially viable bus services, HCC also maintains a budget for community transport services such as Dial a Ride, Call & Go and 'Cango' which provides door to door transport for over 200,000 passenger trips

¹⁰⁸ <http://www.dft.gov.uk/news/press-releases/dft-press-20120716a>

¹⁰⁹ <http://www.southwesttrains.co.uk/SOUTH-WEST-TRAINS-NETWORK-RAIL-ALLIANCE-SAYS-FUNDING-FOR-WATERLOO-IS-GOOD-NEWS-FOR-PASSENGERS.aspx>

¹¹⁰ <http://www.networkrail.co.uk/browse%20documents/rus%20documents/route%20utilisation%20strategies/south%20west%20main%20line/37299%20swml%20rus.pdf>

¹¹¹ Appendix 16 includes the Hart District Response to the Network Rail consultation draft London and South East Route Utilisation Strategy (RUS)

¹¹² <http://www3.hants.gov.uk/passengertransport/public-transport.htm>

¹¹³ <http://www.stagecoachbus.com/localdefault.aspx?Tag=Alton>

¹¹⁴ <http://www3.hants.gov.uk/passengertransport/busreview/bus-subsidy-qanda.htm>

¹¹⁵ HCC set out in July 2011, a revised set of county-wide local bus subsidy contracts http://www3.hants.gov.uk/councilmeetings/meetingssummary.htm?date_ID=817

per annum¹¹⁶. Current community transport services in Hart include Fleet Link¹¹⁷, Hart shopper¹¹⁸ and 'Yelabus' in Yateley¹¹⁹.

2.9.33 FTAP outlines a number of issues relating to Fleet's bus service, which could reasonably be said to reflect those of the rest of the District as well. This includes:

- bus routes tend not to be well used, and suffer from delays during peak periods;
- poor bus stop infrastructure including old vehicle stock;
- poorly coordinated interchanges at rail stations;
- commercially unviable services on some routes

2.9.34 FTAP goes on to outline a number of bus improvement proposals for the Fleet area. These are summarised in the HCC *Transport Statement* (Appendix 14). Reflecting the issues that bus services have it is considered that bus service improvements in other settlements in Hart will be limited in the plan period. Notwithstanding this, Hart will continue to work with HCC, bus operators, Parish Councils and developers to ensure that, where feasible, new bus routes are considered as part of these proposals. This could include improving existing routes or providing new services.

2.9.35 Local Parish Councils have also recently undertaken their own work to improve local services. Hook Parish Council has recently undertaken engagement with the local bus service provider with a view to increasing the level of services in Hook and nearby settlements. As of March 2013, it would appear that an improved level of provision will be made available soon¹²⁰. Hartley Wintney Parish Council has also recently undertaken work to establish the viability of self-financing community bus service for the village. It is proposed that the service could provide residents with a regular service to Winchfield station, the Hart Leisure Centre and The Meadows retail park in Camberley. Again, these plans are evolving. Future iterations of the Hart IDS will summarise any proposals as and when they come forward.

2.9.36 Proposed potential new walking and cycling routes in Fleet and Church Crookham, and the immediate area are set out in the FTAP and summarised in the HCC *Transport Statement* (Appendix 14). Although the other main settlements in Hart do not yet have an equivalent TAP, proposals for new cycle and pedestrian routes are publicly consulted upon¹²¹.

2.9.37 HCC Countryside Service department has the aim of increasing the profile of countryside access and to make practical access improvements. The Countryside and Rights of Way Act 2000 (CROW) established a new duty for local highway authorities, including HCC, to produce a Rights of Way Improvement Plan (ROWIP), which for Hampshire is the Countryside Access Plan, which consists of 7 local area

¹¹⁶ <http://www3.hants.gov.uk/passengertransport/listofctcschemes.htm>

¹¹⁷ <http://www3.hants.gov.uk/passengertransport/communitytransport/fleetlinkservice.htm>

¹¹⁸ http://www3.hants.gov.uk/passengertransport/communitytransport/hartshopper-transport_services.htm

¹¹⁹ http://www.yateley-tc.gov.uk/sections/information/information_bus_routes.htm

¹²⁰ http://www.basingstokegazette.co.uk/news/10294976.Campaign_for_better_bus_service_in_Hook_nears_success/

¹²¹ <http://consultations.hants.gov.uk/default.aspx>

plans and a county wide overview document¹²². Each local plan identifies the main issues in a particular part of Hampshire and suggests what should be done to improve access to the countryside in that area. The overview document looks at factors that affect the whole of Hampshire and the main priorities for overcoming them. These documents together represent Hampshire's Rights of Way Improvement Plan.

- 2.9.38 Hart is covered by the Forest of Eversley plan¹²³ and the Hampshire Downs Plan¹²⁴. Both plans set out various local issues and aims/proposals to address them. HCC included the countryside recreation network within the HCC Draft Interim Strategic Infrastructure Assessment (March 2012) (see paragraphs 1.4.2-1.4.3 and Appendix I). Although no specific proposals were included in this, the supporting HCC Transport Statement does include a district-wide proposal for access improvements¹²⁵.
- 2.9.39 Blackbushe Airport, located approximately two miles south-west of Yateley, is the only significant commercial airport or airfield in Hart¹²⁶. There are no known plans for any future expansion of the facility. Farnborough Airport, which is three miles to the east of Fleet in neighbouring Rushmoor, is a privately owned and operated business aviation airport¹²⁷. Farnborough Airport meets specialist business aviation market and generally does not generate the infrastructure pressures usually implicit with charter flights. Hart has previously responded to consultations on the expansion of the facility.
- 2.9.40 Hart will need to determine in light of the evidence summarised in the IDS which proposed transport projects are needed to support the growth set out in the emerging Local Plan. Subsequent iterations of the IDS will need to identify the impact that committed and planned future development in Hart may have on local and strategic road networks, and what mitigation measures may be required. Hart will also continue to work with HCC and transport infrastructure providers to facilitate appropriate and viable improvements to public transport, cycling and pedestrian routes that support the development set out in the emerging Local Plan.

2.9 Utilities

- 2.10.1 Section 3.9 summarises the current context in Hart in relation to the provision of broadband, electricity, gas, water, waste water and waste collection, disposal and recycling.
- 2.10.2 The geographical coverage of broadband in Hampshire is far from uniform. Around 50,000 households and nearly 7,000 businesses in Hampshire are in areas of poor broadband coverage, with very slow broadband speeds of 2 Mbs (megabits per second) or less. To address this, £8.42 million of Government funding has been set

¹²² <http://www3.hants.gov.uk/countryside/access-plans.htm>

¹²³ <http://www.hants.gov.uk/rh/countryside/access/forestofeversley.pdf>

¹²⁴ <http://www.hants.gov.uk/rh/countryside/access/hampshire-downs.pdf>

¹²⁵ See Appendix 14, Section 3: Local Access Improvements - Other Areas

¹²⁶ <http://www.blackbusheairport.co.uk/default.aspx>

¹²⁷ The boundary of the airport lies within 500m of Hart District

aside to deliver superfast broadband to rural and hard to reach areas in Hampshire, including Portsmouth and Southampton, and the Isle of Wight¹²⁸. The funding is part of the Government's aim to ensure that 90% of homes and businesses in the country have access to superfast broadband by 2015. The funding is to target areas that are unlikely to be upgraded through existing market forces¹²⁹.

- 2.10.3 Hart will continue to support HCC, where appropriate, to deliver broadband solutions. HCC announced in September 2013 that the south west of Hart, including Odiham and South Warnborough, was to benefit from investment in the local broadband services¹³⁰.
- 2.10.4 National Grid operates the national electricity transmission network across Great Britain and owns and maintains the network in England and Wales¹³¹. Scottish and Southern Energy (SSE) is the local Distribution Network Operator (DNO) for Hampshire. Southern Electric then supplies and sells electricity to domestic, commercial and smaller industrial premises. The recent Energy White Paper outlines that the UK energy systems will undergo a significant change over the next twenty years¹³². To meet the White Paper's goals, it will be necessary to revise and update much of the UK's energy infrastructure during this period. There will be a general requirement for an expansion of national infrastructure (e.g. overhead power lines, underground cables, extending substations, new gas pipelines and associated installations) and new forms of infrastructure (e.g. smaller scale distributed generation, gas storage sites).
- 2.10.5 National Grid is responsible for transporting gas through the National Transmission System (NTS)¹³³. Scotia Gas Networks (SGN), operating as Southern Gas Networks owns and operates the local gas distribution network in Hart's administrative area¹³⁴. SGN have outlined that their major infrastructure programme is a 30 year project to replace all the metallic pipes (within 30m of properties) with new polyethylene pipes which, if undisturbed, will provide long-term benefits. There are no current plans for any major pipe replacement projects in Hart. Additionally, there are no known current plans for hydraulic fracturing in Hart or adjacent local authorities¹³⁵.
- 2.10.6 South East Water (SEW) has a statutory responsibility for the drinking water supplies in Hart¹³⁶. SEW sets out how it intends to maintain the long-term balance between increasing demand and its available supplies over the next 25 years through its Water Resource Management Plan 2010-2035 (WRMP)¹³⁷. Following a public

¹²⁸<http://www3.hants.gov.uk/hantswebnews/hantswebnewslist.htm?id=486907&pagetitle=Government%20announces%20rural%20broadband%20funding>

¹²⁹ <http://www3.hants.gov.uk/broadband.htm>

¹³⁰ <http://www3.hants.gov.uk/broadband/broadbandmap-phaseone.htm>

¹³¹ This provides electricity supplies from generating stations to local distribution companies.

¹³² http://www.decc.gov.uk/en/content/cms/legislation/white_papers/emr_wp_2011/emr_wp_2011.aspx

¹³³ The high-pressure part of National Grid's transmission system, which transport gas from the import terminals to major centres of population and some large industrial users, on behalf of the shippers (gas suppliers) <http://www.nationalgrid.com/uk/LandandDevelopment/DDC/GasElectricNW/gaspipes/>

¹³⁴ <http://www.sgn.co.uk/>

¹³⁵ http://www.raeng.org.uk/news/publications/list/reports/Shale_Gas.pdf

¹³⁶ http://www.southeastwater.co.uk/pls/apex/PROD.download_file?p_doc_id=260

¹³⁷ As a result of guidance introduced by the Water Act 2003, these Plans are now statutory and South East Water is required to produce a new plan every 5 years.

inquiry, the Secretary of State directed South East Water to publish its WRMP¹³⁸. It was deemed to be sound until 2020, but SEW will have to address some issues in future annual updates and five year reviews of the WRMP.

- 2.10.7 Hart is located primarily within WRMP resource zone 4 (RZ4), which has a surplus of capacity in the early years of the above water planning period. SEW propose that once that surplus has been removed by forecasted increases in demand, it will transfer existing surplus supply in the adjacent resource zone 5 (RZ5), via inter-resource zone transfer infrastructure¹³⁹. For the remainder of the water planning period (up to 2035) RZ5 transfers will continue to partially support RZ4 demand, including that from Hart. However, SEW have stated that further groundwater resource development within RZ4 will be necessary at Lasham (East Hampshire), West Ham and Woodgarston (both Basingstoke & Deane).
- 2.10.8 SEW's approach to addressing water demand can be summarised as a twin-track approach that develops new sources of water and initiatives to reduce demand, such as introducing water metering. When SEW prepared the WRMP, SEW modelled demand based on housing numbers in the South East Plan. The EA have confirmed that growth which reflects that set out in the South East Plan should not be a showstopper for development in Hart.
- 2.10.9 Hart will work with SEW, the Environment Agency (EA) and developers to ensure, as far as possible, that drinking water supplies serving proposed new development in Hart is not dependent on abstraction that is detrimental to local environmentally sensitive areas. For reference, the EA are currently reviewing their Catchment Management Abstraction Strategies¹⁴⁰.
- 2.10.10 Thames Water (TW) is responsible for sewerage infrastructure in Hart, with larger sewerage treatment works (STW) at Fleet, Hartley Wintney and Sandhurst (Bracknell Forest). TW are also responsible for the operation and maintenance of the existing public sewer network. TW have recently finalised a Water Resource Management Plan (WRMP)¹⁴¹.
- 2.10.11 In general, where there is insufficient existing capacity, upgrades to the existing, or new sewers, can provide additional capacity. However, the time required to plan, finance and deliver sewerage upgrades depends on the size of upgrade required. TW currently estimate that the provision of upgrades for sewerage systems can take 12-24 months to plan and deliver. TW also estimate that upgrades to a STW can take between 3 and 5 years to plan and deliver, and the provision of a new wastewater treatment works can take an average of between 8 and 10 years to deliver.
- 2.10.12 TW has recently confirmed the currently situation in Hart with regard to Sewage Treatment Works (STW) and Sewage Pumping Stations (SPS). In Fleet, waste water drains to Fleet STW via eight SPS¹⁴². Fleet STW serves an existing population

¹³⁸ <http://archive.defra.gov.uk/environment/quality/water/resources/documents/101203-inquiry-report.pdf>

¹³⁹ South East Water's Revised Water Resources Management Plan (2010-2035) (January 2010), pp. 276

¹⁴⁰ <http://www.environment-agency.gov.uk/business/topics/water/119927.aspx>

¹⁴¹ <http://www.thameswater.co.uk/about-us/5392.htm>

¹⁴² Central Fleet SPS, Avondale Road SPS, Grove Farm SPS, Minley Road SPS, Ancells Road SPS, Whitehouse Farm SPS, M3 Service Area SPS and ELvetham Heath SPS

equivalent¹⁴³ of 42,657 and the proposed level of housing is not likely to require the STW to be upgraded. However, the Fleet drainage network does suffer from some hydraulic flooding. TW have recently had approved a scheme to upgrade the local network in West Fleet.

- 2.10.13 In Yateley, waste water drains to the Sandhurst STW via the Frys Lane SPS. Sandhurst STW currently serves a population equivalent of 34,291 and the proposed level of housing is not likely to require the STW to be upgraded. However, this will need to be reassessed in due course. There is limited spare capacity in the Yateley sewerage network and upgrades to the network should be anticipated. The exact location and scale will be determined once certainty of development location, size and phasing are known.
- 2.10.14 In Hart, the Hartley Wintney STW serves the settlements of Hartley Wintney, Hook, North Warnborough, Rotherwick, Odiham and Greywell. Flow to the Hartley Wintney STW arrives via gravity mains and rising main from the Hartfordbridge SPS. Hartley Wintney STW currently serves a population equivalent of 21,732 and the proposed level of housing across the settlements in Hart it serves is not likely to require an upgrade to the STW. However, this will need to be assessed in due course. If it is determined that an upgrade is needed in the future, there is enough land at the STW to accommodate the additional infrastructure but appropriate phasing of development in the catchment is going to be needed to ensure any upgrades are in place ahead of occupation.
- 2.10.15 In Hartley Wintney there are known sewerage network constraints and therefore some future upgrades to the network should be anticipated. The exact location and scale will be determined once certainty of development location, size and phasing are known.
- 2.10.16 Hook is served by the Crooked Billet SPS and Griffin Way SPS. Both pumping stations currently have insufficient capacity to accommodate total flows from proposed housing in the emerging Local Plan. Thames Water and the promoters of the proposed NE Hook Strategic Site are currently discussing potential solutions to this issue. The existing sewerage network in this area is unlikely to be able to support the demand from this development and therefore upgrades to the network will need to be determined once certainty of development location, size and phasing are known.
- 2.10.17 Odiham is served by the North Warnborough SPS. There are known capacity problems in the area. The existing sewerage network capacity in this area is unlikely to be able to support the demand from the proposed scale of development and therefore some future upgrades to the network should be anticipated. The exact location and scale will be determined once certainty of development location, size and phasing are known.
- 2.10.18 An assessment of the possible impacts from the proposed 500 dwellings to come forward in Hart's rural areas will need to be determined in line with the determination of their location, size and phasing. There are several smaller STW

¹⁴³ The population equivalents set out are across local authority boundaries not just the population of Hart

- 2.10.19 In summary, Hart are currently working with TW and the promoters of sites, where appropriate, to ascertain what additional sewerage capacity and supporting infrastructure will be needed to facilitate the proposed development set out in the Local Plan Core Strategy. Clearly, the immediate priority is to find a solution for the existing issues, as set out above, in Hook and Odiham. Longer term, Hart will continue to engage with TW on these issues as the details of subsequent development proposals become clearer.
- 2.10.20 Hart District Council and Basingstoke & Deane Borough Council, as Waste Collection Authorities (WCA) now work together for waste & recycling and street cleansing activities. The Hart website provides a comprehensive summary of these services including the location of recycling facilities in Hart.
- 2.10.21 Hampshire County Council, as the designated Waste Disposal Authority (WDA) has the following statutory obligations:
- managing the reuse, recycling and treatment of Hampshire’s household waste economically, efficiently and in an environmentally sensitive way;
 - providing Household Waste Recycling Centres (HWRCs) where householders can dispose of their bulky waste and overseeing their management by our appointed contractor (Hopkins Recycling);
 - managing the responsibilities and liabilities resulting from the historic disposal of domestic waste by land-filling, including pollution legacy and restoration of former landfill sites;
- 2.10.22 HCC works with all thirteen District/Borough/Unitary authorities (WCA) and Veolia Environmental Services Hampshire (VESH), the main waste disposal contractor, as part of Project Integra¹⁴⁴. The aim of Project Integra is for all partners to work together to provide an integrated solution to Hampshire’s municipal waste. A detailed summary of Project Integra is available on the HCC website¹⁴⁵.
- 2.10.23 Funding of the collection and processing infrastructure needed to handle Hampshire’s household (municipal) waste is the responsibility of the WCA’s and unitary and county councils as WDA’s. In the case of waste processing and disposal, operational activities are undertaken by VESH under a long term contract with the WDA’s which includes the provision of waste infrastructure.
- 2.10.24 The 26 Household Waste Recycling Centres (HWRC) across Hampshire provides services which complement WCA collections and other site activities. HCC have recently undertaken a full review of the HWRC service, which was reported to the HCC Executive Member in June 2012¹⁴⁶. Although not explicitly stated in this report, HCC have confirmed that there is a longer-term commitment to relocating the Hartley Wintney HWRC, subject to finding a suitable site, elsewhere in Hart. This

¹⁴⁴ HCC in partnership with Southampton and Portsmouth City Councils and the New Forest and South Downs National Park Authorities is responsible for planning for minerals and waste development in Hampshire

¹⁴⁵ <http://www3.hants.gov.uk/projectintegra.htm>

¹⁴⁶ http://www3.hants.gov.uk/councilmeetings/meetingssummary.htm?date_ID=878

reflects the March 2012 HCC draft Interim Strategic Infrastructure Statement (ISIS) (Appendix I) and is accordingly reflected in the IDS Delivery Plan.

3 Infrastructure Delivery and Funding

3.1 Infrastructure Project Delivery Schedule: October 2014

- 3.1.1 An Infrastructure Project Delivery Schedule (IPDS) is set out in **Part B** of the IDS. The IPDS sets out the infrastructure projects currently identified as needed to support future development in Hart. These projects are either essential to facilitate the development proposed in the emerging Local Plan or transformational in that they would help deliver longer term needs or lead to a step change in the quality of the environment or infrastructure. The IPDS summarises the best available information as of October 2014.
- 3.1.2 The IPDS comprises seven tables. Table B1 sets out the identified strategic infrastructure projects schedule. Strategic projects are those proposed to serve either all or a significant portion of Hart. For example, Calthorpe Park School is located in Fleet, but the student catchment area for the school extends beyond the town to include a number of rural settlements. Tables B2 to B7 set out the currently identified infrastructure projects for individual settlements or groups of settlements and their immediate hinterlands. These projects are generally those which would serve a specific settlement or local area.
- 3.1.3 The IPDS seek to establish (reflecting the best available evidence):
- What the project is?
 - Who is the responsible agency(s)?
 - What the requirement is?
 - What the status of the project is? (reflecting paragraph 1.2.1, pp.6)
 - What funding sources are available in addition to developer contributions?
 - What the estimated cost and funding is?
 - What the estimated 'funding gap' is?
- 3.1.4 Many of the identified infrastructure projects have the status of emerging. This reflects the fact that for many of these projects a potential need has been identified, but that a formal decision on whether take it forward has yet to be made. The proposed replacement leisure centre is a good example of an emerging project.
- 3.1.5 **Tables A3 and A4** (pp.44) summarises the total estimated cost, existing funding and funding gap for each of the infrastructure types identified in Section 3, where project(s) have been identified, by infrastructure type and location respectively.

Table A3: Total Estimated Infrastructure Costs - by Type (March 2013)

Infrastructure Type	Estimated (£)		
	Costs	Existing Funding	Funding Gap
Built Leisure	21,250,000	7,000,000	14,250,000
Community & Cultural Facilities	1,715,000	900,000	815,000
Education	46,000,000	18,350,000	27,650,000
Flood Defences	290,000	290,000	0
Green Infrastructure ¹⁴⁷	3,478,351	0	3,478,351
Transport	36,023,000	5,370,000	30,653,000
Utilities	1,000,000	0	1,000,000
TOTAL	109,756,351	31,910,000	77,846,351

Table A4: Total Estimated Infrastructure Costs - by Area (March 2013)

Location	Estimated (£)		
	Costs	Existing Funding	Funding Gap
Hart District: Strategic Projects	58,672,000	21,200,000	37,472,000
Fleet & Church Crookham	30,268,500	9,520,000	20,748,500
Hook	13,068,000	900,000	12,168,000
Hartley Wintney	1,007,000	240,000	767,000
Yateley & Blackwater	5,724,000	0	5,724,000
Odiham & North Warnborough	463,000	50,000	413,000
Rural Hart	553,851	0	553,851
TOTAL	109,756,351	31,910,000	77,846,351

- 3.1.6 The total cost of the infrastructure projects identified in the Delivery Plan, including costed projects in the HCC Transport Statement, is approximately £110m and approximately £32m of funding has been identified¹⁴⁸. The identified total funding gap is therefore £77,846,351
- 3.1.7 The figures set out in the HCC SIS (February 2013) are estimates. They do not, as yet, fully account for future capital spending from sources other than developer contributions. It is considered likely that the figures in Tables A3 and A4 will be revised in line subsequent capital investment decisions by HCC and other infrastructure providers. However, this information is considered to be the most up to date information HDC has available.

¹⁴⁷This excludes Suitable Alternative Natural Greenspace (SANG) which it is proposed will not be sought through CIL

¹⁴⁸ The majority of this funds are existing SI06 developer contributions

- 3.1.8 Notwithstanding this, the estimated identified funding gap (October 2014) is approximately £77.8m. The residual funding gap summarised in Tables A3 and A4 demonstrates that, in principle, Hart can charge a CIL on suitable development to provide funding for infrastructure requirements to support levels of growth set out in the emerging Core Strategy.
- 3.1.9 It is acknowledged that the funding gap figure will be subject to change in the future as the level of proposed investment in projects is clarified further. For example, it is anticipated that future iterations of the HCC SIS and other supporting documents, will set out in more detail what the capital funding from HCC will be, particularly for identified education and transport projects.
- 3.1.11 Funding for the infrastructure projects set out in the IPDS will, reflecting the current situation, be mostly sourced from either the capital programmes of the infrastructure providers or financial contributions from new development. However, notwithstanding the costs or source of funding, it is considered very likely that there will be insufficient funds to deliver all of the projects listed in the IPDS. Although developer contributions will continue to play an important role in helping to bridge the funding gap, it is also clear that the funds raised through developer contributions will only contribute a modest proportion of the total identified funding gap¹⁴⁹.
- 3.1.12 During the plan period (up to 2032) there will be a need to make potentially difficult decisions over what infrastructure projects listed in the IPDS Plan could be supported by financial contributions from the Council. From April 2015 s106 agreements will be replaced, for the most part, a new system of collecting contributions from development, the Community Infrastructure Levy (CIL)¹⁵⁰. CIL is a new power that allows lower tier councils such as Hart, as ‘charging authorities’, to raise funds from developers alongside new building projects to help build infrastructure such as new schools, roads and open space. The intention of CIL is to focus on the provision of new infrastructure and should not be used to remedy pre-existing deficiencies in infrastructure provision unless those deficiencies will be made more severe by new development.
- 3.1.13 The CIL regulations set out the detailed provisions enabling local authorities in England and Wales to introduce a levy in their area, and also how they would operate if they did so. The levy would apply to new buildings where there is a net increase in floorspace. The revenue from the levy must be applied to infrastructure needed to support the development of the area. The levy must be set out in a CIL ‘charging schedule’ which is subject to a separate examination in public.
- 3.1.14 The Infrastructure Delivery Schedule (IDS) is central to the introduction of any Community Infrastructure Levy (CIL) for three reasons:

¹⁴⁹ Developer contributions are, however, by no means the only source of funding for infrastructure providers. Local Authorities, for example, could fund the costs of meeting future unmet community infrastructure needs, in addition to developer contributions, through a variety of means including Infrastructure Provider Capital Programmes, Council Tax, Prudential Borrowing, New Homes Bonus, Grants (Government and private), Capital Receipts, Council Reserves and Local Economic Partnership (LEP) funding

¹⁵⁰ CIL regulations came into effect on 6th April 2010

- helping to identify the funding gap between the infrastructure which has funding wholly or partly allocated or committed, and that which does not have funding set aside, the IDS provides justification for the introduction of CIL, where receipts could be used to help fill the gap where infrastructure is prioritised for delivery; and
- in conjunction with other evidence, the funding gap will inform the proposed development tariffs to be set out in the Hart CIL charging schedule; and
- it will inform the list – the Regulation 123 list - that the Council is required to place on its website when adopting its CIL charging schedule, which sets out the infrastructure that it is intended to fund or part-fund through the CIL

3.1.15 It is currently proposed that Hart will bring forward a CIL charging schedule, to be examined in early 2015.

4 Summary

4.1.1 An Infrastructure Delivery Schedule (IDS) has been prepared to summarise the information that has been gathered through the infrastructure engagement process in recent years and set out in this draft. The IDS includes schemes that have been identified as being required as a result of housing completions between 2011/12 and 2013/14, outstanding permissions, deliverable sites and the major/strategic sites identified in the withdrawn Local Plan (2013). In light of the proposed quantum of development set out in the HDOCP, approximately 4,000 dwellings up to 2032, further infrastructure investment will clearly be needed to support this growth irrespective of what spatial strategy is determined.

4.1.2 The main areas of further infrastructure planning work to be undertaken, in partnership with other organisations where appropriate, including Town and Parish Councils, between now and next iteration of the IDS includes:

- Built Leisure: developing options for a replacement Hart Leisure Centre and revamping Frogmore Leisure Centre;
- Community and Cultural Facilities: developing possible options for the regeneration of the Civic Offices and Harlington Centre site in Fleet; redevelopment of the Hook Community Centre;
- Education: working with HCC as they develop solutions for future school place needs in Hart;
- Emergency Services: working with Hampshire Constabulary to find solutions to their future accommodation needs;
- Flood Defences: delivery of proposed schemes in Hartley Wintney and North Warnborough;
- Green Infrastructure: delivery of Hitches Lane Country Park and SANG in Fleet; delivery of new open space and SANG at North East Hook; delivery of proposed smaller projects;
- Public Health: working with health authorities and local healthcare providers to explore options for the expansion of local healthcare facilities;
- Transport: working with transport infrastructure providers, HCC and Highways Agency to facilitate appropriate and viable improvements to Hart's highways and public transport; and
- Utilities: Upgraded sewerage infrastructure in the west of Hart to support the proposed strategic site at Hook and other development

4.1.3 However, whilst the Council recognises that securing the delivery of all the proposed infrastructure projects set out in Part is desirable, subsequent prioritisation may be required. Subsequent iterations of the IDS may set out which projects Hart will be prioritise any funding for.