

# **Test Valley Revised Local Plan DPD 2011 – 2029**

## **Infrastructure Delivery Plan**

June 2014



**REVISED LOCAL PLAN DPD**  
**INFRASTRUCTURE DELIVERY PLAN**

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## REVISED LOCAL PLAN DPD

### INFRASTRUCTURE AND DELIVERY PLAN

#### 1 Introduction

- 1.1 The Council is currently preparing its Revised Local Plan which will guide development and planning decisions in the Borough up to 2029. As part of the Local Plan preparation process, the Council needs to establish what infrastructure may be required in order to support the delivery of development proposals and growth across the Borough.
- 1.2 The anticipated level of growth within Test Valley will result in an increased demand upon local infrastructure. In recognition of this, it is essential to identify necessary infrastructure requirements to support the increase in housing provision and economic growth.
- 1.3 The Council has liaised with key infrastructure providers during the formulation of the Revised Local Plan proposals from an early stage to inform the locations and deliverability of sites as well as identifying infrastructure capacity and deficits. These discussions have informed the content of the Infrastructure Delivery Plan (IDP).

#### 2 Purpose

- 2.1 The purpose of this Infrastructure Delivery Plan is to set out the Council's infrastructure priorities based upon evidence gathering in order to support the implementation and delivery of the proposals contained within the Revised Local Plan. The IDP is also used to inform the preparation of the Council's Community Infrastructure Levy (CIL) Charging Schedule. The objectives of the IDP are:
  - Identify the capacity of existing infrastructure provision within the Borough
  - Identify any existing deficits in infrastructure
  - Identify where and when additional infrastructure may be required
  - Identify the likely costs of infrastructure
  - Identify the likely timescale of infrastructure provision.
- 2.2 This document sets out the policy context at the national level followed by identification of the strategic issues within Test Valley before detailing the site specific considerations of the strategic allocations as proposed within the Revised Local Plan.
- 2.3 Annex 1 provides an overview of the key providers required for implementation of each key theme of the Revised Local Plan which follows the format of the Council's Community Plan<sup>1</sup>.

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<sup>1</sup> Community Plan 'Your Test Valley', June 2007, Test Valley Borough Council

- 2.4 This document is the third Infrastructure Delivery Plan for Test Valley and supersedes the second version of the IDP (January 2014) which was prepared in support of the Revised Local Plan Regulation 19 consultation.
- 2.5 This IDP is a 'live' document and will be subject to review throughout the plan period (up to 2029) to ensure consistency with the preparation and implementation of the Revised Local Plan. It is inevitable that timescales for delivering development and infrastructure will be subject to change due to both local and national factors and the recovery of the economic recession. It is therefore necessary that the IDP is updated as and when appropriate to take into account of any up-to-date information regarding infrastructure delivery and the identification of any new infrastructure requirements.

### 3 Policy Context

#### *National Planning Policy Framework*

- 3.1 The National Planning Policy Framework (NPPF)<sup>2</sup> was published on 27 March 2012 and supersedes Planning Policy Statements (PPS). The NPPF sets out national planning guidance for plan-making and decision-taking and follows the government's pro-growth agenda.
- 3.2 The NPPF requires Local Planning Authorities (LPA's) to set out their strategic priorities for their area in the Local Plan. This should include strategic policies to deliver the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat).<sup>3</sup>
- 3.3 Further to this, the NPPF specifies that Local Plans should plan positively for the development and infrastructure required within the area to meet the objectives, principles and policies of the NPPF.<sup>4</sup>
- 3.4 In recognition of the requirements of the NPPF, the Council will liaise with other Local Planning Authorities and infrastructure providers, through the Duty to Cooperate, to assess the quality and capacity of infrastructure, assess the ability for infrastructure to meet forecast demands and to take account of the need for strategic infrastructure including nationally significant infrastructure within Test Valley<sup>5</sup>.
- 3.5 The Revised Local Plan reflects the three dimensions of sustainable development; economic, social and environmental<sup>6</sup>. The Council is to take a leading role in

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<sup>2</sup> National Planning Policy Framework, Communities and Local Government, March 2012

<sup>3</sup> Paragraph 156, National Planning Policy Framework, 2012

<sup>4</sup> Paragraph 157, National Planning Policy Framework, 2012

<sup>5</sup> Paragraph 162, National Planning Policy Framework, 2012

<sup>6</sup> Paragraph 7, National Planning Policy Framework, 2012

promoting these themes and to facilitate their delivery in order to promote the growth of strong and vibrant communities in accordance with the Community Plan.

- 3.6 Some of the future infrastructure projects located or proposed for Test Valley may be of national importance rather than local importance. There are 12 designated or proposed National Policy Statements (NPS) setting out government policy on different types of national infrastructure development of national importance. The NPS cover energy, transport, water, waste water and waste. The NPS are a material consideration in making planning decisions as they form part of the overall framework of national policy<sup>7</sup>. There are no Nationally Important Infrastructure Projects proposed within Test Valley.

#### *Localism Act 2011*

- 3.7 The Localism Bill gained Royal Assent on 15 November 2011. The Localism Act delivers a key part of the Government's priority agenda for decentralisation and democratic engagement as outlined in the coalition agreement, by giving new powers to councils, communities, neighbourhoods and individuals.
- 3.8 Through the Localism Act, the South East Plan was revoked by the Secretary of State on 25 March 2013. Therefore the South East Plan no longer forms part of the Development Plan. The Council now has the responsibility to set their own objectives for future development and growth and to set their own housing requirement.
- 3.9 Section 205 of the Localism Act (2011) defines infrastructure as:
- (a) Water, electricity, gas, telecommunications, sewerage or other services,
  - (b) Roads or other transport facilities,
  - (c) Retail or other business facilities,
  - (d) Health, educational, employment or training facilities,
  - (e) Social, religious or recreational facilities,
  - (f) Cremation or burial facilities, and
  - (g) Community facilities not falling within paragraphs (a) to (f).
- 3.10 The provision of infrastructure enables the delivery of tangible benefits for communities to grow and develop sustainably and to enable publicly funded services to be implemented to ensure that the amount of development proposed in the Revised Local Plan is supported by a simultaneous growth in essential infrastructure.
- 3.11 Section 110 of the Localism Act sets out a new 'Duty to Co-operate' which places a legal requirement for all local planning authorities, national park authorities, county councils and a number of other public organisations to co-operate with one another in a collaborative manner and consider joint approaches as part of the preparation of their local plans. In response to this, the Council will continue to work with neighbouring authorities, key stakeholders, statutory bodies, Local Enterprise

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<sup>7</sup> Paragraph 3, National Planning Policy Framework, 2012

Partnerships (LEP) and Partnership for Urban South Hampshire (PUSH) during the preparation of its Development Plan Documents as well as considering cross boundary issues.

### *National Planning Practice Guidance (NPPG)*

- 3.12 The Department of Communities and Local Government introduced National Planning Practice Guidance (NPPG) in March 2014 to complement the NPPF. The purpose of the NPPG is to support effective delivery of plan making and decision taking and support the delivery of policy and the legislative framework. The NPPG cover a range of topics and are a material consideration in determining planning applications and developing plan-making.
- 3.13 The topics include guidance from planning obligations and viability to assessing flood risk and dealing with hazardous substances. Guidance is detailed and precise and provides advice on how key items of infrastructure may be secured. On the strategic sites identified in this document, the Council has a consistent approach to securing Transport Assessments and Travel Plans. The NPPG provides detailed information about the scope and methodology of Travel Plans and how they should be used in determining planning applications. This is in support of Paragraph 36 of the NPPF.
- 3.14 The NPPG should be used to assist in the preparation of planning applications.

### *The Revised Local Plan and the demand for infrastructure*

#### *Population and jobs*

- 3.15 The Census (2011) data records that the population of the Borough is 116,400 and is forecast to increase by 4.8% between 2011 and 2018. The growing population of the Borough will need new local employment opportunities. The population of the Borough is concentrated in the towns of Andover (40,412) and Romsey (18,044<sup>8</sup>). The smaller settlements of North Baddesley, Valley Park, Chilworth and Nursling and Rownhams have a combined population of approximately 20,458.
- 3.16 The extension to Walworth Business Park in Andover is to help support its wider rejuvenation. The proposals in southern Test Valley, at Whitenap, Romsey, Bargain Farm and South of Brownhill Way, Nursling and the University of Southampton Science Park, Chilworth are included to support the local economy and be consistent with the strategy for economic development proposed by the Partnership for Urban South Hampshire (PUSH).
- 3.17 Taking into account the Borough's annual requirement of 588 dwellings per annum including household and population projections, migration and demographic change, an additional 439 jobs per annum are estimated to be created as a result of new local employment opportunities.

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<sup>8</sup> This figure includes the parish population of Abbey, Cupernham, Tadburn & Romsey Extra

### *Housing*

- 3.18 The increase in population creates a need for more homes. The NPPF states that Local Plans should meet their “*full objectively assessed needs for market and affordable housing*” (para 47 NPPF) and the Council has a responsibility for meeting the housing needs of the local population. The housing requirement for the Borough has been reviewed over the past year.
- 3.19 Evidence gathering by the Council has produced economic scenarios based on jobs forecasts and suggests a higher average growth of jobs in the Borough’s economy than previously modelled in earlier evidence. A housing requirement for the Borough of 10,584 dwellings for the period 2011 – 2029, or 588 dwellings per annum, is now being proposed in the RLP (January 2014). The housing requirement is split between 7,092 dwellings in northern Test Valley (394 per annum) and 3,492 dwellings in southern Test Valley (194 per annum).

### *Location and nature of changes*

- 3.20 The Revised Local Plan sets out the development strategy to guide sustainable growth within the Borough. To guide the location of future development, a settlement hierarchy has been developed. The hierarchy, as expressed in policy COM2 of the RLP identifies the most sustainable towns and villages (based on their provision of facilities and ease of accessibility to services) and sets out the broad scale of housing development considered appropriate. Development is proposed to be concentrated around Andover and Romsey through the allocation of sites suitable for residential development. In Northern Test Valley, these sites are Picket Piece and Picket Twenty in Andover. In Southern Test Valley, these sites are Whitenap Romsey, Hoe Lane North Baddesley and Park Farm Stoneham. Rural housing is anticipated to be met through small scale applications for affordable housing schemes, rural workers accommodation or community led development through Neighbourhood Planning.

### *Community Infrastructure Levy*

- 3.21 The Community Infrastructure Levy (CIL) is a discretionary, tariff based approach which the Council can choose to adopt to support the provision of local infrastructure. Once adopted, CIL is a fixed, non-negotiable and enforceable tariff that is payable upon commencement of development. The following types of development are exempt from paying CIL; affordable housing, development by charities, changes of use that do not increase floor space, buildings into which people do not normally go, buildings with temporary planning permission self-build dwellings and self-build residential extensions under 100 sqm.
- 3.22 The Council is intending to adopt CIL and commence charging by April 2015. The Council is in the process of developing a CIL Draft Charging Schedule for examination by an independent Inspector towards late 2014. A Viability Study is the most common method of informing the rate/s of CIL and helps to ensure that the Council has made an informed decision on the most appropriate rates of CIL and for

which land uses they should apply to. The proposed rates must strike a balance between the desirability of raising funds for infrastructure and the potential effects of CIL on the economic viability of development in general.

- 3.23 CIL will be charged on new development. It is charged on the gross internal floor area of the net additional floor space of development. Notwithstanding the above exceptions, CIL is applicable to all new development of 100 square metres or over. It also applies to all new residential dwellings, even if the total floor space being created falls below 100 square metres.
- 3.24 The purpose of CIL is to raise funds to assist in the delivery of infrastructure to support the level of growth indicated in the Revised Local Plan. CIL can be spent anywhere in the Borough and can be 'pooled' to pay for infrastructure of a significant nature. CIL has the potential to be a steady income stream for the Council to plan for necessary infrastructure. It is also a more transparent way of planning development finance thus providing greater certainty for those investing and developing in Test Valley. Should the Council adopt a CIL Charging Schedule, it is called a 'Charging Authority' for the purposes of CIL.
- 3.25 Currently, developer contributions for infrastructure are secured through S106 Legal Agreements, negotiations for which are based on the impacts of each site and must be spent in the vicinity of the site. However, from April 2015, local authorities will be restricted in how they use S106 and how many S106 Agreements they can enter into therefore CIL is the most appropriate way of securing funding for infrastructure.
- 3.26 Parish Councils are entitled to receive 15% of CIL receipts for development within their parish for expenditure on local infrastructure projects. If there is an adopted Neighbourhood Plan<sup>9</sup> in place, the Parish Council is entitled to 25% of CIL receipts. A proportion of CIL to Parish Councils allows local communities to plan autonomously and implement community facilities to meet any additional demands on local infrastructure as a result of growth.
- 3.27 The Council is in the process of developing a CIL Charging Schedule and consulted on the Preliminary Draft Charging Schedule over December 2013/January 2014. A Viability Study is the most common method of informing the rate/s of CIL and helps to ensure that the Council has made an informed decision on the most appropriate rates of CIL and for which land uses they should apply to. The proposed rates must strike a balance between the desirability of raising funds for infrastructure and the potential effects of CIL on the economic viability of development in general.
- 3.28 The Council is proposing to charge CIL on residential development and large format retail development such as supermarkets and retail superstores/retail warehouses. The proposed charges are available in more detail in the Preliminary Draft Charging Schedule available on the Council's website.
- 3.29 CIL Guidance states that infrastructure needs should, wherever possible, be drawn directly from the infrastructure planning that underpins their Development Plan. The

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<sup>9</sup> The Neighbourhood Planning (General) Regulations 2012



IDP can be used by the charging authority to identify indicative infrastructure projects or types of infrastructure that are likely to be funded by the levy.

- 3.30 When a final CIL Charging Schedule is adopted by the Council, it must provide a list of infrastructure that it intends to spend CIL on. This list is called the 'Regulation 123 List' and is partly informed by the infrastructure requirements identified in the IDP. The inclusion of infrastructure schemes within the IDP does not automatically result in schemes being included on the Council's Regulation 123 List for funding through CIL. CIL is not expected to fund the entirety of the estimated amount of infrastructure but will be used with other sources of funding to provide infrastructure. CIL will not be spent on utilities as utility companies provide these services at a direct cost to their users.

#### *Hampshire Strategic Infrastructure Statement*

- 3.31 Hampshire County Council (HCC) has produced its Hampshire Strategic Infrastructure Statement Version 2 (December 2013)<sup>10</sup> detailing the infrastructure requirements identified by HCC and its partners for each Hampshire district.
- 3.32 The Statement will assist in the delivery of the Revised Local Plan documents by setting out strategic infrastructure requirements to inform the consideration of suitable funding arrangements and potentially the coordination of investments across administrative district boundaries.

## **4 The Issues**

- 4.1 The Council has a significant amount of development to accommodate as identified through the strategic allocations in the Revised Local Plan. The identification and delivery of infrastructure is Borough wide and is intended to support the amounts of development anticipated through the Revised Local Plan. The delivery of infrastructure will need to be timed in such a way to support the anticipated amounts of development over the lifetime of the Revised Local Plan up to 2029. The impact of the development, particularly housing and employment, on existing infrastructure is likely to be significant. These issues are detailed below in the structure of the Revised Local Plan and Community Strategy.

#### *Local Communities*

- 4.2 Affordable housing is housing that is available for people whose income level means that they are unable to access housing locally on the open market. This includes homes for rent and shared ownership (part rent part buy). Housing of this type is usually built with the help of a grant from the Council, the Homes and Community Agency or both.

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<sup>10</sup> Hampshire Strategic Infrastructure Statement Version 2 (December 2013), HCC

- 4.3 Providing affordable housing is an important part of delivering mixed and sustainable communities. Each strategic site is expected to deliver a percentage of affordable homes in line with policy COM7 in the Revised Local Plan. There are 2,346 Test Valley households in housing need (July 2014) registered with Hampshire Home Choice. To address the housing need, the Council has set in its Housing Strategy a target of 200 affordable homes per year.
- 4.4 The Council is committed to the delivery of affordable dwellings as part of the strategic sites. The Council and Homes and Communities Agency (HCA) has invested significant funds to secure 40% of the dwellings on part of Picket Twenty in Andover as affordable units. During the period of 1<sup>st</sup> April 2013 – 31<sup>st</sup> March 2014, a total of 133 affordable housing was delivered within the Borough.
- 4.5 The Council also has an adopted Infrastructure and Developer Contributions Supplementary Planning Document (SPD) which sets out the requirements for large sites to contribute towards the provision of Community Facilities and Community Workers, where justified, to encourage development of local communities.

### *Utilities*

#### Gas Provision

- 4.6 Gas supply within Test Valley is well served by existing infrastructure and does not require significant investment. The distribution network is owned and managed by Scotia Gas Networks (operating as Southern Gas Networks), who keep a 3 year rolling model of development in the area. This reflects proposals and permitted schemes and therefore is up to date with information and associated infrastructure requirements. An additional 1 kilometre pipe is considered necessary during the time span of the Revised Local Plan to serve the combination of development at Romsey and North Baddesley. The advice received, is that this requires a straightforward engineering solution and would not be a significant burden to delivery.

#### Electricity

- 4.7 National Grid owns and maintains the high voltage electricity transmission system in Hampshire with Scottish and Southern Electricity as the local distribution network operator. The Andover electricity network does not have substantial available capacity and additional large housing sites as allocated in the Revised Local Plan will require off and on site infrastructure. The developer will be expected to contribute towards the cost of an upgrade to the network in liaison with the network provider and National Grid. This requires a lead in time of 2 to 3 years. Picket Piece, Andover has 132,000 volt circuits on the northern part of the development area which the Council are advised should be considered as permanent. This is not considered a significant constraint to development.
- 4.8 In Southern Test Valley, the Revised Local Plan proposals would require further works to infrastructure given the number of sites. Development in Romsey would

require upgrading of the main substation transformers feeding the Romsey area with a lead in time of 2 to 3 years. There would also be a requirement for a new or additional circuit from a main substation at Rownhams. North Baddesley could be accommodated without the need for major reinforcement but the development proposed in Nursling and Rownhams would require transformers serving the Maybush area to be upgraded. This would also involve a lead in time of 2 to 3 years.

#### Water Resources Availability

- 4.9 Southern Water covers the majority of Test Valley in relation to water supply and waste water treatment. The Company's draft Water Resources Management Plan 2015 - 2040 (May 2014)<sup>11</sup> shows how the company proposes to secure its water supplies for its customers during the next 25 years.
- 4.10 There are issues surrounding water resource availability, including over-abstraction within Test Valley. The Catchment Abstraction Management Strategy covering the River Test catchment highlights the lack of water available for abstraction, meaning there is no availability of new water resources. Andover is within an isolated supply zone which has experienced issues of pollution in the past.
- 4.11 Within Southern Water's draft 'Water Resources Management Plan 2015 - 2040' it is identified that there would be a surplus of water available within the Andover water resource zone when accounting for the modelled growth over the 25 years considered. The Water Resources Management Plan identifies a significant deficit in water resource availability when accounting for the proposed reduction in abstraction levels on the River Itchen given its designation as a Special Area of Conservation. However, through the Water Resource Management Plan measures have been identified to ensure sufficient water resources are available. In this case, the losses as a result of abstraction limitations on the River Itchen would be offset by a range of measures, including compulsory metering and increased abstraction (within existing licences) from the River Test. Therefore it is anticipated that sufficient water resources will be available for the proposed development, subject to the phasing of development. In addition, in light of the impending abolition of the Code for Sustainable Homes, the Revised Local Plan promotes low levels of water use by specifying that all new homes should achieve a water consumption standard of no more than 110 litres per person per day. BREEAM<sup>12</sup> standards for non-residential buildings laid out in the Revised Local Plan seeks to promote greater water efficiency, which along with the standards for residential buildings, cumulatively may have an impact on water resource availability.

#### Potable Water Distribution Network

- 4.12 At present there is insufficient capacity in the distribution network to accommodate 1000 dwellings at Picket Piece, therefore the developer will need to requisition a

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<sup>11</sup> Southern Water draft Water Resources Management Plan Main Report 2015 – 2040 (May 2014)

<sup>12</sup> Building Research Establishment Environmental Assessment Method.

connection at the nearest point of adequate capacity. Currently there are 530 dwellings permitted at Picket Piece.

- 4.13 For Hoe Lane, Whitenap, Park Farm and the extension at Picket Twenty there is sufficient existing water mains capacity available for the residential development proposed.

#### Waste Water System Capacity

- 4.14 The existing sewer system does not have sufficient capacity for the proposed developments of Hoe Lane, Whitenap and Park Farm therefore, for these strategic allocations it will be necessary for the developers to requisition a connection to the nearest point of adequate capacity.
- 4.15 There is sufficient capacity in the sewerage network to currently accommodate the strategic allocations of Picket Twenty extension land and Picket Piece.

#### Waste Water and Sewage Treatment Capacity

- 4.16 In relation to Southern Test Valley, Southern Water's investment planning for waste water treatment capacity was informed by the progression of the Core Strategy which preceded the RLP. On this basis, taking account of the most up to date information on neighbouring authorities' Local Development Frameworks, Southern Water has not identified any constraints to the provision of the necessary treatment capacity in Southern Test Valley.
- 4.17 For Northern Test Valley, Southern Water has been granted discharge consent by the Environment Agency in relation to proposed improvement works at Fullerton Waste Water Treatment Works (WWTW) which treats the waste water and sewerage from Andover and surrounding villages. Southern Water has advised that there are no capacity constraints at Fullerton WWTW. However, it is important to ensure that developments are phased to allow for appropriate lead in times so that infrastructure improvements can be put in place in time for the new development.
- 4.18 At present, as part of the River Basin Management Plan for the South East River Basin District, the reach of the River Test downstream of Fullerton is identified as having a good status. To ensure that this is maintained the Council will work with the Environment Agency and other relevant stakeholders on this matter.

#### Broadband

- 4.19 The National Planning Policy Framework recognises that advanced, high quality communications infrastructure is essential for sustainable economic growth. The development of high speed broadband technology and other communication

networks also play a vital role in enhancing the provision of local community facilities and services.<sup>13</sup>

- 4.20 The Government has identified broadband internet provision a key public policy priority. Broadband Delivery UK (BDUK) has been created within the Department of Culture, Media and Sport (DCMS) as a delivery vehicle for the Government's policies on broadband. They are responsible for evaluating the local broadband plans submitted by Local Authorities against which funding is allocated from the £530 million available nationally.
- 4.21 In recognition of poor broadband coverage in certain areas within Hampshire, Hampshire County Council has been allocated £8.4 million that the Government has set aside for the region. 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.
- 4.22 The Council is committed to support Hampshire County Council's Hampshire Broadband Programme to identify solutions to assist the delivery of superfast broadband. The Council recognise that broadband coverage is slow on new residential development such as Picket Twenty, Andover and broadband speed below 0.5Mb has been experienced in Andover Town Centre and Business Parks which has resulted in companies contracting with a private wireless service.

#### Royal Mail

- 4.23 Royal Mail has a statutory duty to provide efficient mail sorting and delivery services for Test Valley. Royal Mail's collection and delivery service for the Borough is provided from Romsey Delivery Office and Andover Delivery Office.
- 4.24 Royal Mail has advised the Council that it will be necessary for Royal Mail to consider whether their delivery offices will have the capacity to accommodate the additional deliveries that will result from housing and employment growth as proposed in the Revised Local Plan. The growth could either be secured through expansion of their existing delivery offices or consideration of new premises. The Council will continue to work with Royal Mail.

#### *Environment*

- 4.25 The Council has continuously engaged with the Environment Agency (EA) and Natural England (NE) during the preparation of the Revised Local Plan to ensure that sufficient measures for environmental protection and enhancement of the natural environment can be delivered as a result of the proposed amount of development in the Revised Local Plan.
- 4.26 The New Forest National Park is an environmentally sensitive designation which is popular with tourists and contributes around £70 million to the economy every

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<sup>13</sup> Paragraph 42, National Planning Policy Framework, 2012

year<sup>14</sup>. Around half of the New Forest National Park is designated as either nationally or internationally significant. Test Valley also has a number of sites that are important on either a European or internationally significant scale which are listed in Policy E5 of the Revised Local Plan. Protecting these sites from the effects of development and providing alternative recreational space as mitigation is required to satisfy the Habitats Regulations<sup>15</sup>. Development that has an impact on sensitive, European designated sites, internationally designated sites and protected species will be required to provide mitigation proportionate to the status of the habitat or species that will be affected by the development.

### Flooding

- 4.27 The scheduled main rivers and tributaries are the responsibility of the Environment Agency (EA). Picket Piece (COM6), which is a Strategic Allocation in the Revised Local Plan contains small areas of Flood Zone 2 (areas that are more liable to flooding, predominantly groundwater flooding). The Council has taken a sequential approach to locating vulnerable land uses should be located outside of Flood Zone 2 which is supported by the EA. The particular land use within the site is a matter for the masterplanning stage and this does not compromise the ability to deliver the overall strategy.
- 4.28 The Revised Local Plan in policy E7 sets out the approach to deal with flooding from all sources in line with the NPPF and with regard to the Local Flood Risk Management Strategy. Policy seeks to secure appropriate flood mitigation measures including Sustainable Drainage Systems (SuDS).
- 4.29 In light of the adverse weather and consequent flooding during the winter of 2013/2014, the Council has opted to include flood mitigation measures in the Community Infrastructure Levy Regulation 123 List. The Regulation 123 List sets out the types of infrastructure and projects that the Council wishes to fund through CIL receipts. The Council is working with its partners such as the County Council and the EA to fully assess the mitigation measures required to help prevent the scale of flooding seen over the winter of 2013/14.

### Minerals and Waste

- 4.30 Hampshire County Council is the Minerals and Waste Authority for Test Valley. The Hampshire Authorities (Hampshire County Council and its partner authorities - Portsmouth City Council, Southampton City Council, New Forest National Park Authority and the South Downs National Park Authority) adopted the Hampshire Minerals & Waste Plan (HMWP) on 15 October 2013. None of the strategic sites within the Test Valley Revised Local Plan are part of mineral safeguarded sites in the document. The proposed Whitenap site, south of Romsey contains sand and

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<sup>14</sup> Natural England website June 2014

<http://www.naturalengland.org.uk/ourwork/conservation/designations/nationalparks/newforest/default.aspx>

<sup>15</sup> Sections 61 and 62 of the Conservation of Habitats and Species Regulations 2010 and subsequent amendments

gravel. However, consultation with HCC indicates that it is not a viable reserve given the site constraints to extraction.

- 4.31 Household waste collection is the responsibility of the Council. Hampshire County Council is responsible for processing and treatment of waste with business and industrial waste mainly collected by the private sector and regulated by the Environment Agency.

### *Leisure, Health and Wellbeing*

#### Green Infrastructure

- 4.32 According to the NPPF, Green Infrastructure is defined as a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities. Paragraph 114 of the NPPF states that Local Planning Authorities should set out a strategic approach in their Local Plans, planning positively for the creation, protection, enhancement and management of networks for biodiversity and green infrastructure. The Council has prepared a Green Infrastructure Strategy for Test Valley which will include open space provided as part of development to wider strategic provision to mitigate impacts on the New Forest National Park. The Borough has numerous Green Infrastructure features including the Romsey Waterways, the Test Way and Rooksbury Mill, Andover. Taken together, these various elements comprise a network of spaces which are capable in combination of delivering a range of environmental, social and economic benefits to the community.
- 4.33 Natural England has advised that the provision of Green Infrastructure in South Hampshire is of particular importance. Local authorities in the area are encouraged to develop Green Infrastructure proposals which will help to offset increased recreational pressures on the various European designated sites in the area.

#### Public Open Space

- 4.34 The Council has a Public Open Space Audit (2012) which sets out the provision of public open space, based on policy requirements in each ward or parish across the Borough. The Council will direct financial contributions from development within the locality to appropriate schemes to mitigate the potential impacts of additional dwellings.
- 4.35 The Infrastructure & Developer Contributions SPD (2009) identifies how and when contributions are sought and how they are to be used.
- 4.36 Through the Public Open Space Audit and Playing Pitch Strategy (2004), a shortfall of formal playing field provision in Romsey has been identified. This shortfall will be exacerbated by future development that cannot accommodate its own requirement. The Council has identified land at Ganger Farm, through the Revised Local Plan, as an appropriate location to address some of the identified shortfall.

### Forest Park

- 4.37 The Revised Local Plan contains a proposal for a Forest Park in the south of the Borough, close to the administrative borders with Southampton City Council and Eastleigh Borough Council. The population arising from future development proposed in the Revised Local Plan together with existing residents will generate an increase in the demand for recreation facilities both formal and informal.
- 4.38 The Forest Park is intended to provide significant publicly accessible space for informal recreation for Test Valley residents and residents of the wider Partnership for South Hampshire (PUSH) Region. The proposal is identified as having potential to serve the population at a sub-regional scale. In order to provide effective informal recreation space, the Forest Park must have an appropriate network of connections with local settlements and be readily accessible on foot to encourage non-car modes of access.
- 4.39 A draft Forest Park Implementation Framework (January 2014) containing details for bringing forward proposals to deliver the Forest Park has been prepared and consulted on. Funding has been identified to come from developer contributions secured through S106 agreements and in the longer term, Community Infrastructure Levy receipts.

### *Health and Wellbeing*

#### Health Care

- 4.40 NHS England commissions health services through Clinical Commissioning Groups (CCG) for Hampshire patients whilst GP Practices are the providers. Test Valley is divided into NHS South Eastern Hampshire CCG and NHS North Hampshire CCG. Hampshire Hospitals NHS Foundation Trust is the responsible authority for Andover War Memorial Hospital and Southern Health NHS Foundation Trust is responsible for Romsey Community Hospital.
- 4.41 There are existing healthcare services within Andover, Romsey, North Baddesley, Stockbridge and Broughton. NHS England has confirmed that existing capacity will be reviewed and expansion or renewal plans will be made in accordance with the policy of NHS England at the time. The draft CIL Regulation 123 List includes the provision of health centres and doctors surgeries, particularly in rural areas where there is a growing ageing population and access to public transport may be limited. The Council continues to work with NHS Property Services Ltd to identify local health care facilities to support the growth of new houses in the Borough and an anticipated increase in population.



## Ambulance

- 4.42 The South Central Ambulance Service NHS Trust (SCAS) provides the ambulance service throughout Test Valley.
- 4.43 The SCAS structure is based on Resource Centres; Ambulance Stations (which are reducing in number); Serviced Standby Points (SSP's) and Standby Points (SP's). SSP's comprise a facility for a relief break incorporating a rest room (can be a shared provision in a fire station, health centre etc.) The SCAS have entered into a license agreement with the Fire Service to use part of their premises on Alma Road, Romsey as a Serviced Standby Point. Standby Points can be a lay-by or a car park in a strategic location (e.g. close to a main traffic route). Within Test Valley there is currently an ambulance station at Charlton Road, Andover, 2 SP's in Northern Test Valley and 1 SP in Southern Test Valley which may soon become an SSP. Ambulance vehicles frequently use a lay-by at Chilworth which is accessible to Romsey, Southampton and the M3 (Northbound). The SCAS also has resource centres at Eastleigh and Nursling.
- 4.44 In general, the SCAS strategy for infrastructure provision is 'reactive' rather than 'proactive'. Infrastructure requirements are determined by demand on the service which increases as an area is developed and therefore are regularly reviewed. There is also evidence that the type of development can have an effect on demand (e.g. a nursing home or large volumes of social housing tend to increase demand for the ambulance service).
- 4.45 SCAS requirements are generally self-funding and the subject of a business case. From the proposed development in the infrastructure provision there would appear to be potential for an additional SP to the south east of Romsey.

## Transport

### Highways

- 4.46 The Highways Agency (HA) is responsible for managing and operating a safe and efficient National Primary Road Network (i.e. the Trunk Road and Motorway network) in England. For Test Valley this relates to:
- the M27 from the east of Junction 2 to Junction 5,
  - the M271 from A3057 Romsey Road to the south of Junction 1,
  - the A36 (T) through West Wellow,
  - the A303 (T) from A338/Shipton Bellinger Junction to the A34 Bullington Interchange
  - a small section of the A34 (T) to the north and south of the A303 (T) /A34 (T) Bullington Interchange.
- 4.47 Hampshire County Council (HCC) is the Highway Authority for all other roads in the Borough with the exception of military and other private roads. The Borough is well served by both the primary and strategic road network. The road network comprises of three levels within the Borough:

- The National Primary Road Network - M27, M271, M3, A36 (T), A34 (T), A303 (T).
- The Strategic Road Network (SRN) - A338
- Local roads of importance - A3057, A343, A3093, A342, A27, A3090.
- Non-strategic roads.

- 4.48 In the south of the Borough, the M27 provides a corridor across the county, linking the principal cities of Portsmouth and Southampton towards the New Forest, with the M271 providing a link north towards Romsey. The M27 connects to the M3 which links the Borough with Winchester and onwards to London.
- 4.49 In the north of the Borough the A303 (T) is a cross country route to the West Country, which intersects with the A34 linking Andover to the Midlands and the North. The A343 links Andover to Newbury and Salisbury, and the A3093 forms part of the Andover Ring Road.
- 4.50 Routes to outlying villages are good, with rural lanes delivering a network of routes Borough wide. Andover and Romsey are linked north-south via the A3057.
- 4.51 HCC also has a long term strategy. The Local Transport Plan 2011-2031 comprises two parts, a 20-year Strategy, which sets out a long-term vision for how the transport network of Hampshire will be developed over the next 20 years, and a three-year Implementation Plan setting out planned expenditure on transport over the period April 2011 to March 2014.

#### Sustainable travel

- 4.52 Large scale new residential and employment developments are required to produce a Transport Assessment to assess the impact of the development on the existing road network and develop Travel Plans to ensure there is provision of good alternative transport to the car encouraging the use of sustainable transport choices.
- 4.53 Measures to improve and deliver the cycle and pedestrian network across the Borough, include better links to business locations, town centres, schools and rail stations as well as providing better information and advice on transport choices.
- 4.54 The Test Valley Revised Local Plan places emphasis on reducing demand and using demand management techniques to reduce traffic generation rather than increasing capacity. Over the past few years the Council has been developing a range of mitigation measures to reduce overall travel demands and promote sustainable travel behaviour to reduce any potential traffic impacts of future development. Developers are expected to contribute towards these measures through mechanisms such as a Community Travel Plan or a Work Place Travel Plan. Development that is likely to generate a significant amount of additional traffic would require a Transport Statement or Transport Assessment which is detailed in Policy T1 of the Revised Local Plan.

- 4.55 Transport for South Hampshire (TfSH) has £17.8 million of funding from the Local Sustainable Transport Fund for the TfSH area which includes the southernmost part of Test Valley as far north as Romsey. There will be some benefits for southern Test Valley in terms of the smart card availability and improvements to some transport infrastructure.
- 4.56 HCC has been successful in securing a grant of £4.076m from the DfT's Local Sustainable Transport Fund (LSTF) to deliver the "Hampshire Sustainable Transport Towns" (HSTT) Project. The project covers the towns of Aldershot, Andover, Basingstoke, Farnborough and Fleet and the city of Winchester and runs for over three and a half years from July 2011 to 31 March 2015. The LSTF funding will be used to deliver a package of 31 complementary measures that were specified within the HCC's successful bid.
- 4.57 The funding will be used to deliver measures that will encourage people to consider using car sharing, public transport, walking and cycling more often for short local journeys within the towns in place of car journeys, where appropriate. It will also be used to invest in delivering capital infrastructure, including real-time bus information screens at Aldershot, Andover and Basingstoke bus stations, a number of pedestrian and cycle improvements that are identified in Town Access Plans as high priorities, and a small number of electric vehicle charging points in central and station car parks.
- 4.58 The Council working alongside HCC, has also adopted Access Plans covering the whole Borough which set out the issues and priorities for transport infrastructure. These can be viewed at Test Valley Borough Council's website:
- Test Valley Access Plan
  - Andover Town Access Plan
  - Romsey Town Access Plan
- 4.59 The County Council adopted a Test Valley Borough Transport Statement in September 2012 which covers all of Test valley and complements the three adopted Access Plans. A full list of schemes can be viewed in the Test Valley Transport Statement below.

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

#### Southern Test Valley

- 4.60 In 2008, Gifford prepared for TVBC a study of traffic impact on the SRN in Southern Test Valley of the preferred development options at that time.
- 4.61 In the Gifford study conclusions, it was accepted that the SRN was predicted to be operating near or over capacity by 2026 with or without the proposed development in Test Valley. The assessment showed that the impact of proposed development in Southern Test Valley on key links on the SRN, relative to background flows and traffic growth by 2026, is generally low (generally less than 2% and less than 1% on many links).

- 4.62 There have been some mitigating measures that have taken place since the study was carried out such as the introduction of the additional 4th lane on the M27, between Junctions 3 & 4, with the potential for variable traffic speeds (opened December 2008). Further work at the M271 junction 1 will come forward related to either development of Adanac Park or the proposed Lidl Distribution Centre. Improvements at the M27 junction 3 with the M271 are being undertaken under the government's Pinch Point programme for delivery in June 2014.
- 4.63 The key priorities for improvements to the SRN in Southern Test Valley also derive from the County Council's Strategic Infrastructure Statement and the Test Valley Transport Statement. The main issues for Southern Test Valley are:
- Address strategic congestion issues including bringing forward the proposals for Junction 3 of the M27 and addressing capacity concerns along the M271
  - Signalise Junction 1 of M271 to better manage traffic and provide facilities for cyclists and pedestrians
  - Manage traffic speeds in the approach to Romsey and address congestion by routing lorries to industrial estates with appropriate signage
  - Enhancements from Romsey bus station to The Hundred
  - Secure junction improvements and accessibility to Romsey town centre via sustainable modes to mitigate the impact of proposed development on strategic allocations.

#### Northern Test Valley

- 4.64 Andover's Ring Road, made up of the A3093, A3057 and A343 was built in the 1960s and 1970s in order to provide a northern bypass for traffic not using the town centre. Andover is an important centre for employment with its industrial estates and business parks which is helped by good strategic road links to Winchester/Newbury/Reading (A34) and south Hampshire (M3/M27). Highway congestion does occur but not to a significantly large scale or over long periods.
- 4.65 The priorities for Northern Test Valley are as follows:
- Improvement of access from A34/A30 on slip road A303 West at Bullington Cross to reduce dangerous back-up of traffic at peak times
  - Improve interchange facilities including Andover railway station
  - Bus priority and pedestrian accessibility measures at Folly Roundabout
  - Accessibility improvements to Newbury Street, High Street and Chantry Street in Andover town centre
  - Pedestrian and cycle improvements from Land Command HQ Airfield to East Anton via Weyhill Road.
- 4.66 The latter three schemes on the list above have receiving funding from the Local Sustainable Transport Fund "Hampshire Sustainable Transport Towns" (HSTT) Project.
- 4.67 The Council has been working with partners in Andover to improve capacity at Hundred Acre Roundabout/A303 as well as securing significant improvements to junctions along the A343 and A3093 in Andover as part of the permissions for the

Andover Business Park and residential development at East Anton, Picket Twenty and Picket Piece.

#### Rural Test valley

- 4.68 A significant proportion of the population of the Borough live in a large number of relatively small communities outside of the principle settlements. Overall, the population of the Borough is both rising and ageing. One of the key priorities for rural Test Valley is improving transport accessibility, particularly to the main employment locations and town centres in Andover and Romsey and also to local services and facilities for rural residents.
- 4.69 Following the harsh winter of 2013/14, the Borough's roads have suffered considerable deterioration not just in the main towns but most notably in the rural villages. The Test Valley Transport Statement acknowledges the need to continue to improve the local highway network after experiencing two successive harsh winters.
- 4.70 An additional key priority is to enhance access to public transport in rural areas such as real time bus information and the installation of hardstandings and shelters.

#### Hampshire Local Transport Plan

- 4.71 The County Council also has a long term strategy. The Local Transport Plan 2011-2031 comprises two parts, a 20-year Strategy, which sets out a long-term vision for how the transport network of Hampshire will be developed over the next 20 years, and a three-year Implementation Plan setting out planned expenditure on transport over the period April 2011 to March 2014.

[www.hants.gov.uk/transport/local-transport-plan.htm](http://www.hants.gov.uk/transport/local-transport-plan.htm)

#### Bus

- 4.72 Test Valley has a network of bus services which are focused in Romsey and Andover and from the towns out to nearby villages. There are however, 19 of the 56 parishes in Test Valley which have no bus service and a further 9 have a service running only once or twice a week. Cross country links exist to nearby settlements such as Southampton, Winchester and Salisbury. These cross country services provide a link from the rural villages to the larger settlements and are vital for those without access to a car. Community transport provision is vital to many residents in Test Valley. Test Valley Community Services provides Dial-a-Ride services, and has 7 mini buses and 2 accessible cars available for group hire. There are also 16 Community Car Schemes supported by grants from HCC and TVBC assisting with many journeys to hospital.
- 4.73 Test Valley Borough Council is currently working with HCC and other partners to enhance the bus station in Andover. Work commenced in May 2013 and have been

primarily funded through developer contributions. The Access Plans contain further information on priorities.

### Rail

- 4.74 Test Valley has a number of railway stations. Andover and Grateley are located on the main Exeter to London Waterloo line, Romsey and Mottisfont and Dunbridge are located on the main Portsmouth to Cardiff line. These are well used and the Council has worked with partners to implement schemes to promote use, such as accessibility enhancements (Romsey Station and Andover Station), additional car parking (Grateley) and further enhancements works are proposed at Romsey and Andover Station to increase car parking capacity, and further improve access to the station from nearby residential areas. The Access Plans contain further information on priorities.

### Park and Ride

- 4.75 The proposed Park and Ride site forms part of a Transport Strategy for Southampton and the requirement is included within the Transport for South Hampshire's Transport Delivery Plan (February 2013) proposals for the sub-region. The Council has safeguarded a site for such a use subject to further feasibility and modelling work undertaken with Southampton City Council and the HA. A detailed Transport Assessment will be required which considers the impact on the capacity for the strategic and local highway network.

### Parking Standards

- 4.76 The control of parking provision is an integral element of the objectives of reducing the need to travel by private car. However, decisions on the amount of parking to be provided in association with new development needs to take account of local circumstances and to prevent an increase in parking pressure elsewhere. The level of parking provision should reflect local conditions and factors such as car ownership and this is set out in the Revised Local Plan.
- 4.77 Studies that have been carried out indicate that there will be no overriding transport problems in accommodating the additional development proposed. There have been problems highlighted with car parking allocation on the new development sites at East Anton and Picket Twenty. Residents would appear to want to park their vehicles as close as possible to their dwellings, predominantly near to the front door rather than in the spaces allocated in the rear parking courts.
- 4.78 HCC are planning to withdraw the other non-residential parking standards and this is being reviewed. As all TVBC parking standards in the Revised Local Plan are based on the HCC Standards, TVBC are currently reviewing non-residential parking standards.

- 4.79 Parking in Romsey and Andover town centres is considered important to support their function and success as major centres in the Council's settlement hierarchy. Adequate provision of parking in or near to town centres provides convenient access to shops and services to sustain the local economy. In Andover there is sufficient capacity to meet anticipated demand from development in the town. The Council has recently provided an additional 90 car parking spaces to serve the town centre. However, additional parking will be required in Romsey to meet longer term demand.
- 4.80 The Council has been working with the HA and HCC to deliver schemes to mitigate the impact of new development and to provide a range of improved transport options and will continue to do so.
- 4.81 HCC has also issued new guidance in relation to parking and cycle provision in relation to education provisions.

### *Community Safety*

#### Police

- 4.82 The Hampshire Police and Crime Commissioner has the responsibility for overseeing and scrutinising Hampshire Constabulary. The Police and Crime Commissioner's vision and priorities for policing and community safety are outlined within the Police and Crime Plan 2013 – 2017.
- 4.83 There are 2 Police Stations in Test Valley located in Romsey and Andover, with a neighbourhood office located within the Fire Station at Stockbridge. Hampshire Constabulary has not identified any need for further investment in facilities in Test Valley.

#### Fire and Rescue

- 4.84 The Hampshire Fire and Rescue Service serves Test Valley and has a Service Plan, 'Hampshire Fire and Rescue Service Plan 2013 – 2018' which sets out how the Fire and Rescue Service intend to deliver a high quality service to the local community. Fire Stations are located throughout Hampshire according to risk. Rural locations often have a lower risk and incident rate than highly populated areas. Within Test Valley and Eastleigh, the major risks include Southampton International Airport, major roads (M3, M27 and A303) and the rail network which connect the West Country and Hampshire to London. Road traffic accidents are identified as a major cause of death and serious injury. The Service intends to work closely with key partners to reduce risks in these areas.
- 4.85 There are three Fire Stations in Test Valley which are located in Andover, Stockbridge and Romsey. Hampshire Fire and Rescue Service have not identified a requirement for specific new facilities.

## *Education and Learning*

### Schools

- 4.86 Hampshire County Council (HCC) is the education authority within Test Valley. The Education Authority has a duty to plan the provision of school places and to secure an appropriate balance locally between supply and demand.
- 4.87 Major development sites generate a particularly high demand for school places. The sites of Abbotswood, East Anton, Picket Twenty and Picket Piece are currently under construction and have all secured sufficient contributions through the legal agreements attached to the outline planning consents to fund the building of new primary schools on site or to fund the provision of secondary school places.
- 4.88 These include:
- Picket Twenty Primary (1 form entry - FE) - 2012/13 capital programme, cost £5.6m, partly funded from developers contributions (Picket Twenty)
  - Picket Twenty Primary (extension by 0.5 FE) - possible 2014/15 capital programme, funded by HCC (Picket Twenty)
  - East Anton (2 form entry) – 2011/2012 capital programme, cost £8 funded from developer contributions (East Anton)
  - Cupernham Infant and Junior (1 FE extension) - 2012/13 capital programme, cost £4m, funded from developers contributions (Abbotswood)
  - The Romsey School (extensions and adaptations) - 2014/15 capital programme, cost £1m, funded from developers contributions (Abbotswood)
  - Nursling Primary (3 class extension) - 2013/14 capital programme, cost £647k, funded from developers contributions (Redbridge Lane).
- 4.89 The County Council has published School Places: Framework and analysis 2012 – 2016 which assess the capacity and need for school places within Test Valley. The Borough is divided up into four primary school planning areas including Andover, Romsey, Stockbridge and the more rural areas surrounding Romsey and Stockbridge. The rural areas of Stockbridge and Romsey have surplus primary school places whereas Romsey has a deficit and Andover has no spare capacity.
- 4.90 The Borough is divided into two secondary school planning areas. By 2017 the County Council has anticipated that there will be spare capacity in both Andover and Romsey/Stockbridge.
- 4.91 Consultation with the County Council continues on an on-going basis regarding the provision of school places alongside the adoption of the Revised Local Plan. The County Council publishes its Strategic Infrastructure Statement (December 2013). The Strategic Infrastructure Statement identifies the provision of schools and school places in strategic locations where major development has been allocated through the Revised Local Plan process. It is anticipated that the provision of school places or new schools in large residential allocations such as Whitenap and the Picket Twenty extension will be funded by developer contributions and secured through legal agreements.



- 4.92 The County Council had set out the anticipated level of contributions for school places and school provision standards in Developers' Contributions towards Children's Services Facilities (December 2013) and the County Council expect developers' contributions to meet the cost of children's services facilities requires as a direct consequence of development.
- 4.93 Secondary schools in the Borough are generally provided and operated by the County Council. However, the Borough's only sixth form college, Andover College provides education outside of the County Council system and is funded through its own capital investment scheme, fees and private contributions. The nearest sixth form college outside of Test Valley is in Winchester therefore Andover College has been identified as an important resource in terms of the skills acquired by students to enter the workplace or further education. It has also doubled in size in respect of student population over the last 6 years. The College has identified that the size of its campus in Andover is insufficient to accommodate a growing student population and by 2018 the College will need new and expanded facilities to meet curriculum requirements.

#### Library Services

- 4.94 Hampshire County Council has a statutory duty to provide public library service across Hampshire. Libraries range in size from neighbourhood libraries to Discovery Centres which not only offer a library but access to other functions such as a museum, gallery, performance area and / or learning area. In Test Valley there are large libraries in Andover and Romsey and a neighbourhood library in North Baddesley. A mobile library provides a service to many of the villages and towns more than two miles from a library.
- 4.95 The Vision & Strategy for Hampshire Library and Information Service (LIS) 2009-2014 sets out the direction for the service until 2014 and has identified challenges ahead to 2026 that need to be taken into account. LIS has investigated the capacity of its libraries to cope with the increased population from resulting from house building and found that none of the three libraries in Test Valley have capacity for increased numbers of customers. They all currently fall below the minimum standard space of 30 sq m per 1000 population recommended by the Museum, Library and Archive (MLA) Council Standard Charge approach.

#### Partnership working

- 4.96 Local Economic Partnerships (LEPs) are partnerships between local authorities and businesses and play a key role in establishing local economic priorities to create jobs and support local businesses. Test Valley Borough Council is a member of both The Solent LEP and Enterprise M3 LEP. The Solent LEP includes the Isle of Wight, Havant, Portsmouth through to Southampton, the New Forest and the southern portion of Test Valley. The Enterprise M3 LEP stretches through Hampshire and Surrey from the New Forest to Heathrow airport and includes the major towns of Andover, Basingstoke, Guildford and Woking for example. Local

Strategic Partnership (LSP) is a partnership of stakeholders who develop ways of involving local people in shaping the future of their area in terms of how services are provided. They are often single, non-statutory, multi-agency bodies which aim to bring together locally the private, public, community and voluntary sectors. The Test Valley Partnership is the LSP for the Borough.

- 4.97 Both the LEPs and the LSP has a significant role in shaping the Revised Local Plan and ensuring that local partners have an input into the process. This will continue and will assist with guidance and frontloading of the delivery of the Plan. The Solent LEP and Enterprise M3 LEP are locally owned partnerships between businesses and authorities and play a central role in determining local economic priorities and undertaking activities to drive economic growth and the creation of local jobs.
- 4.98 The priorities for the Solent LEP are:
- Supporting enterprise
  - Infrastructure priorities including access to Broadband
  - Establishing an inward investment model
  - Investing in skills to enable growth
  - Developing strategic clusters of interconnected groups and businesses.
- 4.99 The priorities for the Enterprise M3 LEP are:
- Developing entrepreneurial skills, apprenticeships and skills matching across different sectors
  - Supporting businesses in accessing finance and helping companies take advantage of coaching programmes
  - Investment in infrastructure including access to Broadband
  - Accessing funding to deliver infrastructure priorities and the Enterprise M3 vision
  - Enabling businesses to navigate legislation and regulation and helping businesses understand the planning process.
- 4.100 The Solent LEP comprise of 14 Board members drawn from local businesses, locally elected councillors and a representative from a higher education institution. It was the first LEP in the country to allow its business members to elect their board of representatives. The Solent LEP uses the government's Growing Places Fund to invest in infrastructure, lever in further funding and unlock sites for development, particularly in areas of economic vulnerability.
- 4.101 The Enterprise M3 LEP has a board of 16 members with representative from local business, local government and the armed forces and academia. An implementation group sits under the Board, which is made up of key delivery partners and the chairs of the LEPs 6 action groups. The implementation group focusses on delivery and appraises the priorities identified by the action groups. The action groups identify the key priorities and interact directly with businesses and local authorities. The Enterprise M3 LEP uses the Growing Enterprise Fund, which is sourced from the government's Growing Places Fund, to provide a catalyst for infrastructure investment and projects that will drive economic growth in the region.
- 4.102 The LSP (Test Valley Partnership) is structured with a Board, a Management Group and Action Groups. The Board and Management Groups meet separately and

quarterly. The Action Groups meetings are arranged depending on specific projects. The progress of the Revised Local Plan has been reported to the LSP regularly.

- 4.103 The LSP contains representatives of corporate members of the Local Authority, County and Local Councillors, Hampshire County Council (HCC) Children's Services, the Association of Parish Councils, Hampshire Primary Care Trust, Winchester and Eastleigh Health Trust, local Chambers of Commerce, Hampshire Constabulary, Hampshire Fire and Rescue, the Faith Community, the Ministry of Defence, the arts, secondary and higher education and community services. There are also representatives from each service of the Council. Further details of the structure, members and publications of the Test Valley Partnership can be found at [www.yourtestvalley.com](http://www.yourtestvalley.com)

## 5 Strategic Site Allocations

- 5.1 The Revised Local Plan contains strategic site allocations for development and future growth. This section focuses on the constraints of the individual sites and implications to development. The associated timeframes are symbolised by traffic light colouration. Green indicating that there are no strategic implications to development coming forward, orange indicating that it has short term implications for delivery and red denoting that this requires further work.
- 5.2 For consistency and ease of reference each table contains comments on the same constraints followed by some additional site specific details where relevant.
- 5.3 The detail available for residential allocations is more precise as most infrastructure providers base their projections of demand on household numbers. The requirements of employment uses vary significantly dependant on their particular operation.
- 5.4 The identification of constraints, implications for timescales and associated costs is an iterative process and the Council is working with providers to understand the issues to ensure delivery of the Revised Local Plan. Some costs are to be confirmed as they depend on detailed information to come at the application stage (such as site specific costs of access), some are unavailable (such as the cost to the developer of requisitioning a sewer connection) and some are detailed (such as educational requirements) as the impact can be assessed based on the number of dwellings proposed. Additional information may be received during the consultation period and this document will continue to be updated as necessary.
- 5.5 Key:
- EA = Environment Agency
  - HA = Highways Agency
  - HCC = Hampshire County Council
  - NE = Natural England
  - NHS = National Health Service

- SGN = Scotia Gas Networks
- SSE = Scottish and Southern Electric
- SW = Southern Water
- TVBC = Test Valley Borough Council
- N/A = Not Applicable
- TBC = To Be Confirmed

Strategy for Southern Test Valley

COM3: Whitenap, Romsey

	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Whitenap (1300)						60	120	120	120	120	130	130	130	130	120	120		

Whitenap site constraints

<i>COM3 Whitenap, Romsey</i>					
<i>Constraint</i>	<i>Description</i>	<i>Implication to Delivery</i>	<i>Key Body</i>	<i>Timeframe</i>	<i>Cost</i>
Ecological Designations	Beggarspath Wood to the east of the site is locally designated as a SINC (ancient woodland). Potential to affect European sites within the vicinity (e.g. New Forest SAC/SPA/Ramsar). Need to consider on site veteran trees.	Impact on Beggarspath Wood and European sites will be considered through masterplanning and management of the site. Anticipated that appropriate mitigation measures can be provided.	HCC Ecology and NE	2018 - 2028	TBC (Management Plan)
Electricity	1) Existing electricity capacity is limited.	<i>Strategic Issue for Romsey</i>		Unknown	Dependent on electrical loading and layout
	2) Existing 33kv power lines cross the site.	None, development can be accommodated but must be considered during masterplanning.	SSE	2018 - 2028	TBC Cost borne by developer
Flooding and Drainage	The site is not within a flood risk zone for flooding from rivers and the sea. A number of small water	Surface water management and the implications to be considered during masterplanning.	EA	2018 - 2028	None

<i>COM3 Whitenap, Romsey</i>					
<i>Constraint</i>	<i>Description</i>	<i>Implication to Delivery</i>	<i>Key Body</i>	<i>Timeframe</i>	<i>Cost</i>
	courses cross the site.				
Gas	Works required to network in Southern Test Valley.	<i>Strategic Issue for Southern Test Valley</i>		Unknown	N/A
Highways	Access arrangements	Highways measures required as identified in future Transport Assessment. Key issues highlighted in Revised Local Plan	HA, HCC, TVBC Highways officers	2018 - 2028	TBC
Sewerage	Insufficient capacity in the sewerage network. Existing sewer on site and pumping station close to the boundary.	This is not a constraint provided a connection is made to the nearest point in the sewerage system with adequate capacity as advised by Southern Water. Existing infrastructure will need to be taken into account in the proposed site layout. Early consultation with SW is advised.	Developer/Southern Water	2018 - 2028	Funded by development. Total cost will be part funded by income to SW from future customers
Trees	The site contains trees of high amenity value.	None. Any masterplan must take these into account and be designed accordingly. Development can be accommodated without significant detriment to these important natural features.	TVBC Tree and Landscape Officers.	N/A	None
Water	Currently there is sufficient capacity in the water distribution system to accommodate the proposed development. Existing water mains on site.	Existing infrastructure will need to be taken into account in the proposed layout. Early consultation with SW is advised.	Developer	2018 - 2028	N/A
Education	Increased population will require additional school places	New 2 form entry school required on site	HCC Education	2022 - 2028	£6.9m
Healthcare	Existing capacity will be reviewed and expansion or renewal plans will be made in line with the policy of NHS England at the time.	Existing capacity will be reviewed.	NHS South Eastern Hampshire CCG	Unknown	TBC
<i>Site Specific Constraints</i>					
Access Bridge	Pedestrian access to the site from	Bridge close to Broadlands Grade 1	Network Rail and HCC	2020 - 2026	TBC

<i>COM3 Whitenap, Romsey</i>					
<i>Constraint</i>	<i>Description</i>	<i>Implication to Delivery</i>	<i>Key Body</i>	<i>Timeframe</i>	<i>Cost</i>
	the A27 to the west is to be provided by a new bridge spanning the railway line.	listed building and registered historic park and garden, therefore implications for setting these features	Highways, TVBC landscape, conservation and highways officers		
Minerals	The site contains gravel and sand which would be suitable for production of graded concreting aggregate.	None. The buffer zones required around the nearby dwellings, railway line and important natural features along with the high level of the water table means that extraction is not viable and may result in adverse ecological impacts off site.	HCC as Minerals Authority.	N/A	None

COM4: Hoe Lane, North Baddesley

	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Hoe Lane (300)								30	60	60	60	60	30					

Hoe Lane site constraints

<i>COM4 Hoe Lane, North Baddesley</i>					
<i>Constraint</i>	<i>Description</i>	<i>Implication to Delivery</i>	<i>Key Body</i>	<i>Timeframe</i>	<i>Cost</i>
Ecological Designations	Potential to affect European sites within the vicinity (e.g. Emer Bog SAC, New Forest SAC/SPA/Ramsar). There are a number of SINC's beyond the site.	Anticipated that appropriate mitigation measures can be provided. Will be considered through the masterplanning process.	NE, HCC Ecology, EA	2020-2025	TBC
Electricity	Existing 33kv power lines cross the site.	None, development can be accommodated but must be considered during masterplanning.	SSE	2020-2025	TBC. Cost borne by the developer
Flooding & Drainage	The site is not within a flood risk zone for flooding from rivers and the sea. None of the site is within a high flood risk zone. Areas within the vicinity are thought to experience poor drainage.	None. Consider surface water management and drainage through masterplanning.	EA	2020-2025	None
Gas	Works required to network in Southern Test Valley.	<i>Strategic Issue for Southern Test Valley</i>		Unknown	N/A
Highways	Access arrangements.	Highways measures required as identified in future Transport Assessment. Key issues highlighted in Revised Local Plan.	HA, HCC, TVBC Highways officers	2020-2025	TBC
Sewerage	Insufficient existing capacity in the	This is not a constraint provided a	Developer/Southern	2020-2026	Funded by



<i>COM4 Hoe Lane, North Baddesley</i>					
<i>Constraint</i>	<i>Description</i>	<i>Implication to Delivery</i>	<i>Key Body</i>	<i>Timeframe</i>	<i>Cost</i>
	sewerage network to accommodate 300 new residential dwellings.	connection is made to the nearest point in the sewerage system with adequate capacity as advised by Southern Water. Existing infrastructure will need to be taken into account in the proposed site layout. Early consultation with SW is advised.	Water		development. Total cost will be part funded by income to SW from future customers
Trees	There are trees on site.	This is a consideration for the masterplanning stage.	TVBC Tree and Landscape Officers.	N/A	None
Water	Mains capacity is available.	None.	Developer	2020-2029	N/A
Education	Increased population will require additional school places.	Additional places required.	HCC Education	2020-2029	£2m
Healthcare	Existing capacity will be reviewed and expansion or renewal plans will be made in line with the policy of NHS England at the time.	Existing capacity will be reviewed.	NHS South Eastern Hampshire CCG	Unknown	TBC

COM5: Park Farm, North Stoneham

	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Park Farm, Stoneham (50)														20	20	10		

Park Farm site constraints

<i>COM5 Park Farm, North Stoneham</i>					
<i>Constraint</i>	<i>Description</i>	<i>Implication to Delivery</i>	<i>Key Body</i>	<i>Timeframe</i>	<i>Cost</i>
Ecological Designations	Potential to affect European sites within the vicinity (e.g. Emer Bog SAC, New Forest SAC/SPA/Ramsar). There are a number of SINC's beyond the site.	Anticipated that appropriate mitigation measures can be provided. Will be considered through the masterplanning process.	NE, HCC Ecology, EA	2026-2029	TBC
Electricity	There is an existing 11kV running across the site.	None, development can be accommodated but must be considered during the masterplanning process.	SSE	2026-2029	None
Flooding & Drainage	The site is not within a flood risk zone for flooding from rivers and the sea. Part of the site lies within an area at risk of flooding from a reservoir.	None. Consider surface water management and drainage through masterplanning.	EA	2026-2029	None
Gas	Works required to network in Southern Test Valley.	<i>Strategic Issue for Southern Test Valley</i>		Unknown	N/A
Highways	Access arrangements.	Highways measures required as identified in future Transport Assessment. Key issues are highlighted in the RLP.	HA, HCC, TVBC Highways officers	2026-2029	TBC
Sewerage	Insufficient existing capacity in the	This is not a constraint provided a	Developer/Southern	2026 - 2029	Funded by

<i>COM5 Park Farm, North Stoneham</i>					
<i>Constraint</i>	<i>Description</i>	<i>Implication to Delivery</i>	<i>Key Body</i>	<i>Timeframe</i>	<i>Cost</i>
	sewerage network to accommodate 50 new residential dwellings.	connection is made to the nearest point in the sewerage system with adequate capacity as advised by Southern Water. Existing infrastructure will need to be taken into account in the proposed site layout. Early consultation with SW is advised	Water		development. Total cost will be part funded by income to SW from future customers
Trees	The site contains trees subject to Tree Preservation Orders.	None. Any masterplan must take these into account and be designed accordingly.	TVBC Tree and Landscape Officers.	2026-2029	None
Water	Pending further information.		SW	Unknown	TBC
Education	Increased population will require additional school places.	Additional places required.	HCC Education	2026-2029	Approx £150,000
Healthcare	Existing capacity will be reviewed and expansion or renewal plans will be made in line with the policy of NHS England at the time.	Existing capacity will be reviewed.	NHS South Eastern Hampshire CCG	Unknown	TBC

Strategy for Andover

COM 6: Picket Piece

	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Picket Piece including extension		20	70	70	70	70	70	70	70	70	70	70	70	70	70			

Picket Piece site constraints

<i>COM6 Picket Piece, Andover</i>					
<i>Constraint</i>	<i>Description</i>	<i>Implication to Delivery</i>	<i>Key Body</i>	<i>Timeframe</i>	<i>Cost</i>
Ecological Designations	No designation although a detailed study will be required as part of any future application(s).	None. To be taken into account at the application stage.	HCC, Natural England, TVBC Landscape team	2014-2028	None
Electricity	1) Electricity pylons cross the site.	None. This is a consideration for the masterplanning stage	SSE	2014-2028	None
	2) Electricity network does not have a significant level of available capacity.	<i>Strategic Issue for Andover</i>		Unknown	Dependent on electrical loading and layout
Flooding and Drainage	A small portion of the site to the north has an area of flood zone 3 designation	None. Appropriate compatible land uses, such as open space, can be used. This is a matter for the masterplanning stage.	EA	2014-2028	None
Gas	Gas provision can be achieved	None.	SGN	2014-2028	None
Highways	Access arrangements	Highways measures required as identified in future Transport Assessment	HA, HCC, TVBC Highways officers	2014-2028	TBC
Sewerage	Currently no sewer capacity available, however there are infrastructure systems crossing the	Will need to requisition a connection with Southern Water, current schemes within the area may provide	SW and EA	2014-2028	N/A

<i>COM6 Picket Piece, Andover</i>					
<i>Constraint</i>	<i>Description</i>	<i>Implication to Delivery</i>	<i>Key Body</i>	<i>Timeframe</i>	<i>Cost</i>
	site or within adjacent highways. Anticipate that there will be sufficient treatment works capacity.	some capacity. Development will need to be phased to account for waste water treatment capacity.			
Trees	The site contains trees subject to Tree Preservation Orders.	None. Any masterplan must take these into account and be designed accordingly.	TVBC Tree and Landscape Officers	N/A	None
Water	Insufficient capacity in the water distribution network to accommodate 400 new residential dwellings	This is not a constraint providing a connection is made to the nearest point in the water distribution system with adequate capacity, as advised by Southern Water. Early engagement with Southern Water is advised	Developer/Southern Water	2014-2028	Funded by development. Total cost will be part funded by income to SW from future customers
Education	Increased population will require additional school places in existing schools in the vicinity	Additional places required	HCC Education	2014-2028	£2,817,321 secured from developer contribution for improvements to existing schools
Healthcare	Existing capacity will be reviewed and expansion or renewal plans will be made in line with the policy of NHS England at the time.	Existing capacity will be reviewed	NHS North Hampshire CCG	Unknown	TBC

COM6A: Picket Twenty

	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Picket Twenty including extension	110	110	110	110	110	110	110	110	100	60	60	45	30					

Picket Twenty site constraints

<i>COM6A Picket Twenty extension land, Andover</i>					
<i>Constraint</i>	<i>Description</i>	<i>Implication to Delivery</i>	<i>Key Body</i>	<i>Timeframe</i>	<i>Cost</i>
Ecological Designations	Harewood Forest - Site of Importance for Nature Conservation.	Anticipated that appropriate mitigation measures can be provided. Will be considered through the masterplanning process.	HCC, Natural England, TVBC Landscape team	2021-2026	TBC
Electricity	Electricity network does not have a significant level of available capacity.	<i>Strategic Issue for Andover</i>		Unknown	Dependent on electrical loading and layout
Flooding and Drainage	The site is not within a flood risk zone for flooding from rivers and the sea.	None. Consider surface water management and drainage through masterplanning.	EA	2021-2026	None
Gas	Pending further information.		SGN	Unknown	TBC
Highways	Access arrangements.	Highways measures required as identified in future Transport Assessment. Key issues highlighted in the Revised Local Plan	HA, HCC, TVBC Highways officers	2021-2026	TBC
Sewerage	Adequate capacity for transfer and	Phasing of development to ensure	SW and EA	Unknown	N/A

<i>COM6A Picket Twenty extension land, Andover</i>					
<i>Constraint</i>	<i>Description</i>	<i>Implication to Delivery</i>	<i>Key Body</i>	<i>Timeframe</i>	<i>Cost</i>
	treatment	adequate lead in times so that capacity can be planned for.			
Trees	The site contains trees subject to Tree Preservation Orders.	None. Any masterplan must take these into account and be designed accordingly.	TVBC Tree and Landscape Officers	N/A	None
Water	Pending further information.		SW	Unknown	TBC
Education	Increased population will require additional school places.	Additional places required. Capacity of existing school under review	HCC Education	2021-2026	TBC
Healthcare	Existing capacity will be reviewed and expansion or renewal plans will be made in line with the policy of NHS England at the time.	Existing capacity will be reviewed.	NHS North Hampshire CCG	Unknown	TBC

### *Leisure, Health and Wellbeing*

#### LHW2: Ganger Farm, Romsey

<i>LHW2: Ganger Farm, Romsey</i>					
<i>Constraint</i>	<i>Description</i>	<i>Implication to Delivery</i>	<i>Key Body</i>	<i>Timeframe</i>	<i>Cost</i>
Ecological Designations	No designation but floodlighting for pitches may have impact on Mottisfont Bats SAC	Ecological assessment of impact of floodlighting on migrating bats to inform siting and usage	HCC, Natural England, TVBC Landscape team	2021-2026	TBC
Electricity	Existing electricity capacity is limited.	None, development can be accommodated but must be considered during the masterplanning process.	SSE	2014 - 2015	Dependent on electrical loading and layout
Flooding and Drainage	The site is not within a flood risk zone for flooding from rivers and the sea.	None. Consider surface water management and drainage through masterplanning.	EA and HCC	2021-2026	None

<i>LHW2: Ganger Farm, Romsey</i>					
<i>Constraint</i>	<i>Description</i>	<i>Implication to Delivery</i>	<i>Key Body</i>	<i>Timeframe</i>	<i>Cost</i>
Gas	Pending further information.		SGN	Unknown	TBC
Highways	Access arrangements.	Highways measures required as identified in future Transport Assessment. Key issues highlighted in the Revised Local Plan	HA, HCC, TVBC Highways officers	2021-2026	TBC
Sewerage	Insufficient capacity in existing network.	Will need to requisition a connection with Southern Water, current schemes within the area may provide some capacity. Development will need to be phased to account for waste water treatment capacity.	SW and EA	Unknown	N/A
Trees	The site is mostly clear of trees other than mature trees bordering the site. Hilliers Aboretum, a registered historic park and garden, is in close proximity to the site to the north	None. Consideration will need to be given to floodlighting to preserve the rural setting of the arboretum.	TVBC Tree and Landscape Officers, NE	N/A	None
Water	Insufficient capacity in the water distribution network to accommodate 400 new residential dwellings	This is not a constraint providing a connection is made to the nearest point in the water distribution system with adequate capacity, as advised by Southern Water. Early engagement with Southern Water is advised	SW/Developer	2014 - 2015	TBC
Education	Increased population will require additional school places.	Additional places required. Capacity of existing school under review	HCC Education	2021-2026	TBC
Healthcare	Existing capacity will be reviewed and expansion or renewal plans will be made in line with the policy of NHS England at the time.	Existing capacity will be reviewed.	NHS South Eastern Hampshire CCG	Unknown	TBC



*Employment*

## LE4: Land South of Brownhill Way, Nursling

<i>LE4 Land South of Brownhill Way, Nursling</i>					
<i>Constraint</i>	<i>Description</i>	<i>Implication to Delivery</i>	<i>Key Body</i>	<i>Timeframe</i>	<i>Costs</i>
Ecological Designations	Potential to affect European sites within the vicinity (e.g. Solent Maritime SAC, Solent and Southampton Water SPA/Ramsar).	Anticipated that appropriate mitigation measures can be developed through the masterplanning process.	NE, HCC Ecology.	2014-2019	TBC
Electricity	Existing electricity capacity is limited.	<i>Strategic Issue for Nursling</i> – upgrade to existing system required to serve regional distribution centre when it comes forward for development.		2014-2019	Dependent on electrical loading and layout
Flooding and Drainage	No issues identified.	None SUDS required to deal with surface water runoff.	HCC, EA, TVBC	2014 - 2019	TBC
Gas	Works required to network in Southern Test Valley.	<i>Strategic Issue for Southern Test Valley</i>		2014-2019	N/A
Highways	Access arrangements.	Highways measures required as identified in Transport Assessment for Lidl regional distribution centre.	HA, HCC, TVBC Highways officers.	2014-2019	TBC
Sewerage	Unable to assess capacity until proposal comes forward	Precise requirements will need to be investigated when the development comes forward and in any event, connection will need to be made at the nearest point with adequate capacity, as advised by Southern Water. Early engagement with Southern Water is advised	Developer/Southern Water	-	Unknown until proposal comes forward
Trees	No issues identified.	-	-	-	-
Water	Unable to assess capacity until proposal comes forward.	Precise requirements will need to be investigated when the development comes forward and in any event,	Developer/Southern Water	-	Unknown until proposal

<i>LE4 Land South of Brownhill Way, Nursling</i>					
<i>Constraint</i>	<i>Description</i>	<i>Implication to Delivery</i>	<i>Key Body</i>	<i>Timeframe</i>	<i>Costs</i>
		connection will need to be made at the nearest point with adequate capacity, as advised by Southern Water. Early engagement with Southern Water is advised			comes forward
Education	No issues identified.	-	-	-	-
Healthcare	No issues identified.	-	-	-	-

LE5: Land at Bargain Farm, Nursling

<i>LE5 Land at Bargain Farm, Nursling</i>					
<i>Constraint</i>	<i>Description</i>	<i>Implication to Delivery</i>	<i>Key Body</i>	<i>Timeframe</i>	<i>Costs</i>
Ecological Designations	Potential to affect European sites within the vicinity (e.g. Solent Maritime SAC, Solent and Southampton Water SPA/Ramsar).	Anticipated that appropriate mitigation measures can be developed through the masterplanning process.	NE, HCC Ecology.	2014-2019	TBC
Electricity	Existing electricity capacity is limited.	<i>Strategic Issue for Nursling</i>		2014-2019	Dependent on electrical loading and layout
Flooding and Drainage	No issues identified.	-	-	-	-
Gas	Works required to network in Southern Test Valley.	<i>Strategic Issue for Southern Test Valley</i>		2014-2019	N/A
Highways	Access arrangements.	Highways measures required as identified in future Transport Assessment.	HA, HCC, TVBC Highways officers.	2014-2019	TBC
Sewerage	Unable to assess capacity until proposal comes forward.	Precise requirements will need to be investigated when the development comes forward and in any event, connection will need to be made at the nearest point with adequate capacity, as advised by Southern Water. Early engagement with Southern Water is advised	Developer/Southern Water	-	Unknown until proposal comes forward
Trees	No issues identified.	-	-	-	-
Water	Unable to assess capacity until proposal comes forward.	Precise requirements will need to be investigated when the development comes forward and in any event, connection will need to be made at the nearest point with adequate capacity, as advised by Southern Water. Early engagement with Southern Water is	Developer/Southern Water	-	Unknown until proposal comes forward

<i>LE5 Land at Bargain Farm, Nursling</i>					
<i>Constraint</i>	<i>Description</i>	<i>Implication to Delivery</i>	<i>Key Body</i>	<i>Timeframe</i>	<i>Costs</i>
		advised			
Education	No issues identified.	-	-	-	-
Healthcare	No issues identified.	-	-	-	-

## LE6: Land at Adanac Park, Nursling

<i>LE6 Land at Adanac Park, Nursling</i>					
<i>Constraint</i>	<i>Description</i>	<i>Implication to Delivery</i>	<i>Key Body</i>	<i>Timeframe</i>	<i>Costs</i>
Ecological Designations	Potential to affect European sites within the vicinity (e.g. Solent Maritime SAC, Solent and Southampton Water SPA/Ramsar).	Anticipated that appropriate mitigation measures can be developed through the masterplanning process.	NE, HCC Ecology.		TBC
Electricity	Existing electricity capacity is limited.	<i>Strategic Issue for Nursling</i>			Dependent on electrical loading and layout
Flooding and Drainage	No issues identified.	-	-	-	-
Gas	Works required to network in Southern Test Valley.	<i>Strategic Issue for Southern Test Valley</i>			N/A
Highways	Access arrangements.	Highways measures required as identified in future Transport Assessment. Key issues identified in relevant Revised Local Plan policy	HA, HCC, TVBC Highways officers.		TBC
Sewerage	Unable to assess capacity until proposal comes forward.	Precise requirements will need to be investigated when the development comes forward and in any event, connection will need to be made at the nearest point with adequate capacity, as advised by Southern Water. Early	Developer/Southern Water	-	Unknown until proposal comes forward

<i>LE6 Land at Adanac Park, Nursling</i>					
<i>Constraint</i>	<i>Description</i>	<i>Implication to Delivery</i>	<i>Key Body</i>	<i>Timeframe</i>	<i>Costs</i>
		engagement with Southern Water is advised			
Trees	No issues identified.	-	-	-	-
Water	Unable to assess capacity until proposal comes forward.	Precise requirements will need to be investigated when the development comes forward and in any event, connection will need to be made at the nearest point with adequate capacity, as advised by Southern Water. Early engagement with Southern Water is advised	Developer/Southern Water	-	Unknown until proposal comes forward
Education	No issues identified.	-	-	-	-
Healthcare	No issues identified.	-	-	-	-

## LE8 Extension to Walworth Business Park, Andover

<i>LE8 Extension to Walworth Business Park, Andover</i>					
<i>Constraint</i>	<i>Description</i>	<i>Implication to Delivery</i>	<i>Key Body</i>	<i>Timeframe</i>	<i>Cost</i>
Ecological Designations	No designation although a detailed study will be required as part of any future application(s).	None. To be taken into account at the application stage.	HCC, Natural England, TVBC Landscape team.	2014-2019	None
Electricity	Electricity network does not have a significant level of available capacity.	<i>Strategic Issue for Andover</i>		2014-2019	Dependent on electrical loading and layout
Flooding and Drainage	No issues identified.	-	-	-	-
Gas	No issues identified.	-	-	-	-
Highways	Access arrangements.	Highways measures required as identified in future Transport Assessment. Issues highlighted in the relevant Revised Local Plan	HA, HCC, TVBC Highways officers.	2014-2019	TBC
Sewerage	Unable to assess capacity until proposal comes forward.	Precise requirements will need to be investigated when the development comes forward and in any event, connection will need to be made at the nearest point with adequate capacity, as advised by Southern Water. Early engagement with Southern Water is advised	Developer/Southern Water	-	Unknown until proposal comes forward
Trees	No issues identified	-	-	-	-
Water	Unable to assess capacity until proposal comes forward.	Precise requirements will need to be investigated when the development comes forward and in any event, connection will need to be made at the nearest point with adequate capacity, as advised by Southern Water. Early engagement with Southern Water is advised	Developer/Southern Water	-	Unknown until proposal comes forward
Education	No issues identified	-	-	-	-

<i>LE8 Extension to Walworth Business Park, Andover</i>					
<i>Constraint</i>	<i>Description</i>	<i>Implication to Delivery</i>	<i>Key Body</i>	<i>Timeframe</i>	<i>Cost</i>
Healthcare	No issues identified	-	-	-	-

LE14 George Yard, Andover

<i>LE14 George Yard, Andover</i>					
<i>Constraint</i>	<i>Description</i>	<i>Implication to Delivery</i>	<i>Key Body</i>	<i>Timeframe</i>	<i>Cost</i>
Ecological Designations	No designation although a detailed study will be required as part of any future application(s).	None. To be taken into account at the application stage.	HCC, NE, TVBC Landscape team.	2024-2029	None
Electricity	1) Underground power lines and substation within site.	This is a consideration for the masterplanning stage, diversion may be required.	SSE	2024-2029	Dependent on electrical loading and layout
	2) Electricity network does not have a significant level of available capacity.	<i>Strategic Issue for Andover</i>		2024-2029	Dependent on electrical loading and layout
Flooding and Drainage	No issues identified.	-	-	-	-
Gas	No issues identified.	-	-	-	-
Highways	Access arrangements.	Highways measures required as identified in future Transport Assessment	HA, HCC, TVBC Highways officers	2024-2029	TBC
Sewerage	Unable to assess capacity until proposal comes forward	Precise requirements will need to be investigated when the development comes forward and in any event, connection will need to be made at the nearest point with adequate capacity, as advised by Southern Water. Early engagement with Southern Water is advised	Developer/Southern Water	2024-2029	Unknown until proposal comes forward
Trees	No issues identified.	-	-	-	-
Water	Unable to assess capacity until proposal comes forward	Precise requirements will need to be investigated when the development comes forward and in any event, connection will need to be made at the	Developer/Southern Water	2024-2029	Unknown until proposal comes



<i>LE14 George Yard, Andover</i>					
<i>Constraint</i>	<i>Description</i>	<i>Implication to Delivery</i>	<i>Key Body</i>	<i>Timeframe</i>	<i>Cost</i>
		nearest point with adequate capacity, as advised by Southern Water. Early engagement with Southern Water is advised			forward
Education	Increased population will require additional school places.	Additional places required.	HCC Education	2024-2029	TBC
Healthcare	Existing capacity will be reviewed and expansion or renewal plans will be made in line with the policy of NHS England at the time.	Existing capacity will be reviewed.	NHS England	Unknown	TBC

## **6 Monitoring**

- 6.1 The Council will report progress of the Revised Local Plan policies in the Council's Monitoring Report which is made available in December of each year (covering the previous 12 months from 1 April to 31 March).
- 6.2 Monitoring the progress and development outcomes of the Revised Local Plan is of significant importance in the realisation of the objectives of the Development Plan Document. Where monitoring results show that the identified targets are not being met, this information can inform the decisions necessary to redress this.
- 6.3 The monitoring framework is set out in Section 16 of the Sustainability Appraisal for the Revised Local Plan.

## **7 Conclusion**

- 7.1 The Revised Local Plan is considered to provide developable and deliverable strategic sites to meet the requirements of Borough over the lifetime of the document.
- 7.2 This document supports the Revised Local Plan by providing information on the key aspects of infrastructure delivery requirements and provides evidence that the Council has engaged with all relevant partners from an early stage of the Development Plan process.
- 7.3 The Council has identified those key partners required for the effective delivery of the Local Plan vision, and wider goals of the Community Plan Test Valley Partnership has produced a Community Plan, 'Your Test Valley', which sets out a vision for the future of the borough. The themes of the Community Plan accord with the topic in the Revised Local Plan. The key partners are included in the Delivery Strategy table in Annex 1.

## **8 Additional notes**

- 8.1 Deliverability of the Revised Local Plan is an iterative process developing as information and site details are worked up as the proposals progress. Many stakeholders which the Council is actively seeking input from are working to different timescales and different priorities. Council will continue to work delivery the vision set out in the Local Plan throughout its lifetime.

## Annex 1 Delivery Strategy

The documents listed are available on the Council's Local Development Framework website, under the evidence base section:

[\(http://www.testvalley.gov.uk/resident/planningandbuildingcontrol/planningpolicy/local-development-framework/evidence-base/\)](http://www.testvalley.gov.uk/resident/planningandbuildingcontrol/planningpolicy/local-development-framework/evidence-base/)

Documents produced by key partners are available on their websites.

### *Southern Test Valley*

Southern Test Valley			
Theme	Key Partners	Programmes/Projects	Key Documents
Local Communities	HCC, RSLs, Housing and Communities Agency, utility companies, EA, NHS England South Central Ambulance Service NHS Trust, LSP Action Group, business community	Abbotswood, Redbridge Lane and Romsey Brewery sites, Whitenap and Hoe Lane proposals, health facilities, leisure and community facilities	Strategic Housing Market Assessments (SHMA), Strategic Housing Land Availability Assessment (SHLAA), Housing Strategy
Local Economy	Learning and Skills Council, HCC, PUSH, Chamber of Commerce, LSP Action Group, Utility Companies, IT providers.	University of Southampton Science Park, Adanac, Whitenap, Bargain Farm/Brownhill Way proposals	PUSH Business Plan, Long Term Economic Strategy, Employment Land Review, Retail Capacity Study, Economic Impact of Tourism
Environment	HCC, FWAG, NE, EA, HWT, FC, Landowners, Parish Councils, LSP Action Group, SW	Forest Park, Designating Local Gaps, Enhancing Romsey's Waterways, HCC Minerals and Waste Plan	PUSH Green Infrastructure BAP, Strategic Flood Risk Assessment, Village Design Statements, EA Catchment Management Plan, Forest Park Feasibility Studies, PUSH Integrated Water Management Strategy
Leisure, Health and Wellbeing	HCC, Valley Leisure, Sport England, Access Forums,	Forest Park, Romsey community facilities, Public Open Space Audit	PUSH Green Infrastructure, Greenspace Strategy, HCC

Southern Test Valley			
Theme	Key Partners	Programmes/Projects	Key Documents
	NHS England, South Central Ambulance Service NHS Trust, HCC, LSP Action Group	review, Green Infrastructure Strategy	Countryside Action Plans, NHS Estates Strategy, South Hampshire Cultural Audit, POS Audit
Transport	HCC, Highways Agency, Parish Councils, bus companies, Three Rivers Rail Partnership, Community Transport, LSP Action Group, Transport for South Hampshire	Park and Ride, Nursling; access to Romsey Rail Station; improvements to Romsey Bus Station	Cycle Strategy, Southern Test Valley Transport Strategy, Romsey Town Access Plan, Test Valley Access Plan, Site Travel Plans
Community Safety	Crime and Disorder Reduction Partnership, Safety Advisory Group, development industry, Hampshire Police & Crime Commissioner, Hampshire Fire & Rescue Service		Hampshire Police and Crime Plan 2013 - 2017, Hampshire Fire and Rescue Service Plan 2013 - 2018
Education and Learning	HCC, schools, LSP Action Group	Review of Organisation Plan, review of library funding	HCC School Organisation Plan, HCC Library Strategy, HCC Children's Services Capital Plan

*Northern Test Valley*

Northern Test Valley			
Theme	Key Partners	Programmes/Projects	Key Documents
Local Communities	HCC, Housing and Communities Agency, RP, EA, NHS England, South Central Ambulance Service NHS Trust, Business Community, LSP Action Group, Town Council	East Anton and Picket Twenty New Neighbourhoods, Picket Piece proposals	Strategic Housing Market Assessment (SHMA), Strategic Housing Land Availability Assessment (SHLAA), Housing Strategy
Local Economy	Andover Vision, Learning and Skills Council, HCC, Highways Agency, Investment Partners, Chamber of Commerce, LSP Action Group, Town Council	Walworth and Portway Business Park regeneration, Andover Business Park, Andover Town Centre Development	Long Term Economic Strategy, Employment Land Review, Retail Capacity Study, Economic Impact of Tourism
Environment	North Wessex Downs AONB Council NE, EA, Farming and Wildlife Advisory Group, HCC, HWT, Landowners, Parish Councils LSP Action Group, Town Council, SW	River Anton Enhancements, Designating Local Gaps, Andover Ring Roads Enhancements	North Wessex Downs AONB Management Plan, SFRA, Village Design Statements, Parish Plans, Biodiversity Action Plans, River Anton Strategy
Leisure, Health and Wellbeing	NHS England, South Central Ambulance Service, NHS Trust, HCC, LSP Action Group, Andover Vision, Valley Leisure, Sport England, HCC, LSP Action Group, Access Forums, Town Council	Andover Leisure Centre, Discovery Centre, Relocation of Walworth Sports Pitches, the Lights, Public Open Space Audit review	Greenspace Strategy, HCC Countryside Access Plans, NHS Estates Strategy
Transport	HCC, Highways Agency, CCG, Parish Councils, Town Council, Bus Companies, Community Transport Groups, LSP Action Group	East Anton and Picket Twenty NN, Picket Piece proposals,	Cycle Strategy, Andover Town Access Plan, Site Travel Plans

Northern Test Valley			
Theme	Key Partners	Programmes/Projects	Key Documents
Community Safety	Crime and Disorder Reduction Partnership, Safety Advisory Group, Development Industry, Town Council, Hampshire Police & Crime Commissioner, Hampshire Fire & Rescue Service		Hampshire Police and Crime Plan 2013 - 2017, Hampshire Fire and Rescue Service Plan 2013 - 2018
Education and Learning	HCC, Andover College, Andover Partnership Learning and Skills Council, Town Council	Andover Discovery Centre, erection and extensions of schools as part of major developments, Review of Organisation Plan	HCC School Organisation Plan, HCC Library Strategy, HCC Children's Services Capital Plan

*Rural Test Valley*

Rural Test Valley			
Theme	Key Partners	Programmes/Projects	Key Documents
Local Communities	HARAH, Housing and Communities Agency, RSLs, Utility Companies, EA, PCT, Business Community, LSP Action Group	Rural Exception Sites, Local Housing Needs Survey	Strategic Housing Market Assessment (SHLAA)
Local Economy	HCC, Highways Agency, IT Providers, Investment Partners, Chamber of Commerce, LSP Action Group, Hampshire Fayre	Reuse of Buildings, Farm Diversification,	LTES, Employment Needs, Economic Impact of Tourism
Environment	North Wessex Downs AONB, NE, EA, FWAG, HCC, Landowners, Parish Councils, LSP Action Group, SW	HCC Minerals and Waste Plan	AONB Management Plan, BAP, Village Design Statements Parish Plans, SFRA
Leisure, Health and Wellbeing	HCC, Parish Councils, LSP Action Group, Access Forums, NHS England, South Central Ambulance Service NHS Trust, HCC, LSP Action Group	Public Open Space Audit review, Green Infrastructure Strategy	HCC Countryside Access Plans, NHS Estates Strategy, Green Spaces Strategy
Transport	HCC, Parish Councils, Community Transport Groups, LSP Action Group	Community Transport Schemes	Cycle Strategy, Rural Access Strategy
Community Safety	Crime and Disorder Reduction Partnership, Safety Advisory Group, Hampshire Police & Crime Commissioner, Hampshire Fire & Rescue Service		Hampshire Police and Crime Plan 2013 - 2017, Hampshire Fire and Rescue Service Plan 2013 - 2018



Rural Test Valley			
Theme	Key Partners	Programmes/Projects	Key Documents
Education and Learning	HCC, Schools	Review of Organisation Plan	HCC School Organisation Plan, HCC Library Strategy, HCC Children's Services Capital Plan