East Hampshire District Local Plan: Joint Core Strategy

INFRASTRUCTURE DELIVERY PLAN

Interim Statement and Infrastructure Schedule

July 2013

EAST HAMPSHIRE DC Partners
www.easthants.gov.uk

Working in Partnership

South Downs National Park Authority

CONTENTS

INTRODUCTION

Purpose and Scope

1.1 An Infrastructure Delivery Plan (IDP) is being prepared by East Hampshire District Council (EHDC), in conjunction with the South Downs National Park Authority (SDNPA), to set out the infrastructure requirements of East Hampshire over the period of the Local Plan to 2028. This Interim Statement and Infrastructure Schedule is to provide evidence for the Local Plan: Joint Core Strategy examination, not least in identifying how planned infrastructure can be deliverable in a timely fashion, as required by the National Planning Policy Framework (NPPF).

1.2 The NPPF requires East Hampshire District Council and the SDNPA, as the Local Planning Authorities, to set out in their Local Plan the strategic priorities for the area. Accordingly, the Joint Core Strategy includes strategic policies relating to the provision of a wide range of infrastructure, including telecommunications, waste management, water supply, wastewater, flood risk, health, community and culture. Policy CP30 of the Joint Core Strategy sets out the key principles relating to the provision of infrastructure, in tandem with development-led growth, throughout the plan period.

1.3 The format and content of this Interim Statement reflect the advice of the Planning Inspectorate (PINS) and the Planning Advisory Service (PAS); the focus is on the critical infrastructure items required to deliver the Joint Core Strategy, and, as evidence, on 'quality over quantity' (PAS). The Statement provides a commentary on the attached schedule of infrastructure requirements **(Appendix 1)**, as identified at July 2013 (and as updated from the version submitted to the Joint Core Examination in late 2012).

1.4 The schedule represents an update of the table included as Appendix 2 of the submitted Joint Core Strategy (proposed to be removed through the proposed Modifications). Its contents will continue to evolve and be refined, not least as more detailed site-specific work is undertaken by the District Council in preparing its Part 2 of the Local Plan: Development Management and Allocations and by the SDNPA in its preparation of its own Local Plan documents.

1.5 A revised version of the schedule (as part of the IDP) will also provide the evidence required by the District Council and the SDNPA as they move towards adopting their respective proposals for the introduction of the Community Infrastructure Levy (CIL), both in terms of demonstrating the 'funding gap' and in providing the basis for the 'Draft List' of infrastructure (and S106 strategy) as required by the CIL Regulations (as amended) and revised CLG CIL Guidance.

2.0 PLANNING AND DELIVERY

Partnership

2.1 The Local Plan process has provided the District Council and the SDNPA with the opportunity to plan positively for infrastructure to meet the objectives, principles and policies of the NPPF, including by working with other authorities and providers to assess the quality and capacity of infrastructure and its ability to meet forecast demands. Working collaboratively with other bodies is also important in order to ensure that

strategic priorities across administrative boundaries are properly co-ordinated and clearly reflected in respective Local Plans and any sub-regional strategies.

2.2 The preparation of a formal IDP, if the document is to remain realistic and relevant throughout the plan period, is an iterative process and the IDP will need to be monitored and updated on a regular basis. The essential element will be the schedule of identified infrastructure requirements, and the evidence that underlies it. The version in **Appendix 1**, which sets out the position as at July 2013, comprises three distinct elements (the Eco-town is the fourth constituent part of the district), reflecting the relatively complex spatial arrangements within East Hampshire. These are described below, and illustrated on the attached plan.

South Downs National Park

2.3 The distinction between East Hampshire District Council and the SDNPA as two separate local planning authorities is reflected within the schedule. The identification of infrastructure requirements within the National Park has been undertaken jointly, building on the substantial evidence base (see Section 3.0) underpinning the preparation of the Joint Core Strategy, and subsequently refined by work undertaken by the SDNPA since it came into effect on 1 April 2011, notably through a community-based approach. It should be noted, too, that the SDNPA is currently preparing its own Park-wide IDP in consultation with parish, district and county councils, and other stakeholders.

Whitehill and Bordon Eco-town

2.4 The schedule does not set out the specific requirements of the proposed Eco-town at Whitehill and Bordon, where significant investment in infrastructure will be necessary to deliver 4,000 new dwellings, a new town centre, employment areas, green spaces and community facilities. The current intention is for the infrastructure to support this substantial 'free-standing' development to be delivered through a comprehensive package of S106 contributions and direct investment, without the need for CIL expenditure. The Council has commissioned consultants (LDA Design) to prepare a stand-alone IDP for the Eco-town Strategic Allocation, and their Revised Draft report (August 2013), including a separate schedule, is attached as **Appendix 2**.

Partnership for Urban South Hampshire

2.5 The three southern parishes of East Hampshire straddle the SDNPA boundary; to the north of the line is the National Park, whilst the area to the south lies within the coastal sub-region covered by the Partnership for Urban South Hampshire (PUSH). East Hampshire District Council is one of eleven authorities engaged in this collaborative partnership striving for sustainable economic growth. PUSH recognises that development plans of the respective local planning authorities will identify their own infrastructure needs, and that subsequent provision in South Hampshire will be funded by a range of public, private and third sector organisations.

2.6 Throughout 2013, PUSH has been reviewing its role in the light of changes to the planning landscape, in particular with the establishment of the Solent Local Economic Partnership (LEP), with a revised focus on development and infrastructure. PUSH is currently working on a strategy to provide a framework to guide sustainable development and change to 2026. The intention is for PUSH to prepare a South Hampshire

Infrastructure Plan to identify and cost the strategic infrastructure projects needed to deliver economic growth, new homes, improved quality of life and more sustainable communities. The principle of a sub-regional element of CIL is being considered by PUSH and work is underway to examine the merits.

Neighbourhoods

2.7 The Government has stressed that local planning authorities should work closely with neighbourhoods to decide what infrastructure they require, and that the wide definition of infrastructure gives communities flexibility to choose what they need to deliver the development plan. This approach has been strengthened by the Localism Act 2011, and it is one fully embraced by the District Council and the SDNPA, both of whom have strong record of engagement at the parish level.

2.8 In the case of the District Council, a positive long-term record of securing S106 funding in response to identified community-needs has been supplemented in recent years by the active engagement of the Community team and the introduction of Community Forums (covering all parish and town councils within four geographical areas – see attached plan) to filter and refine infrastructure priorities, often those emerging from a 'grass-roots' level. The Community Forums also provided a focus for consultation on the Council's Leisure Built Facilities Strategy (see paragraph 3.7) in late 2011, and in early 2012 for briefings on the proposed transition from a S106 to a CIL funding regime, and on the implications of the Localism Act in terms of neighbourhood and infrastructure planning.

2.9 The SDPNA has succeeded in securing 'Front-runner' funding from CLG for a neighbourhood development plan in Petersfield, and engages directly with communities across the National Park through specialist community facilitators and neighbourhood planners.

2.10 The provision of infrastructure, be it through S106 or CIL (including through the 'meaningful proportion' set out in amended CIL Regulations), at the community level will be a key determinant in the sustainable development of East Hampshire, both within and outside the National Park.

Priorities

2.11 The inter-relationships described above are reflected in the attached schedule and plan; the table also distinguishes between the relative priority of identified infrastructure, as defined below.

2.12 'Critical' infrastructure is that essential to the delivery to the proposals and policies of the Local Plan: Joint Core Strategy, and without which sustainable development can not satisfactorily take place. Some of these requirements will be addressed through the investment programmes of utility and infrastructure providers and delivered directly, but otherwise will need to be met by developer contributions, be it S106 or CIL as appropriate.

2.13 'Priority' infrastructure is that required to meet a need in those neighbourhoods where development is planned or anticipated, but where it is not considered essential to the

delivery of specific development. The infrastructure items listed in this category have been identified by the District Council in conjunction with local communities and in partnership with Hampshire County Council, and/or with, in many instances, evidence of need established by specialist reports commissioned by the District Council, County Council or PUSH (as described in Section 3.0). Funding would be secured (where justified) through site-specific developer contributions; otherwise these infrastructure schemes will be strong candidates to remain a priority for CIL expenditure, as the levy is introduced by the District Council and the SDNPA.

2.14 The schedule in **Appendix 1** does not currently reveal the full extent of the required infrastructure (or of the subsequent 'funding gap'). Beyond the current list of infrastructure that the District Council and the SDNPA regard as necessary to deliver the Local Plan policies, there are many other potential schemes important to the long-term sustainable development of East Hampshire. The remaining two categories comprise infrastructure schemes that are neither critical nor priority (as defined above) but that have been identified as important by or within communities, as follows:

- 'Community Plan' schemes are those that have secured formal ratification, through current community planning processes culminating in an 'endorsed' (ie. approved by the Council) parish plans. The preparation of such plans has been a long-standing priority of the District Council, and over thirty five of the forty or so parishes have either completed a parish plan or are in the process of doing so (as listed in **Appendix 3**). The adoption of infrastructure proposals through this route demonstrates that specific items (and often details on timing and costs) have wider community support. This definition will also apply in due course to any future adopted Neighbourhood Development Plan. Implementation may be secured, in due course, through the spending of the particular community's 'meaningful contribution' CIL funds, provided at either the lower rate (15%), or the higher rate (25%) where a Neighbourhood Development Plan has been adopted.

- 'Community Key' schemes are those that have been identified through other means, particularly through the work of the District Council's Community team and the Community Forums serviced by the Council and the SDNPA.

2.15 As the District Council and the SDNPA move towards the introduction of a CIL regime, procedures will be put in place that ensure that the community continues to contribute to infrastructure planning. The District Council and SDNPA recognise, however, that not every parish and town council will need or desire to prepare a parish plan (let alone a Neighbourhood Development Plan).

2.16 In such areas, as elsewhere, under current Council funding arrangements, infrastructure schemes identified at the neighbourhood level can be candidates for S106 funding. In the future, such projects will need to be prioritised by the District Council and the SDNPA, through their respective Infrastructure Delivery Plans, for the purposes of spending CIL funds (via the refined Regulation 123 List) and/or seeking alternative means of funding. As required by the amended CIL Regulations and revised CIL Guidance, the two authorities will set out their 'Draft List' infrastructure priorities and S106 strategy at their respective CIL examinations.

2.17 The District Council recognise that there will be circumstances in those areas where parish plans have not been endorsed (or even prepared), that the community may be

able to identify infrastructure that can contribute to the creation and maintenance of sustainable neighbourhoods, and have a realistic prospect of implementation should development occur in the vicinity. In these instances, in order to establish relative priorities within the IDP and 'Draft List', the District Council will use a criteria-based approach to assess such proposals and rank them as 'Community Plan' or 'Community Key' schemes on a consistent and transparent basis. The criteria cover a number of key issues, including:

- Value for money (including potential for match funding)
- Future liability (management and maintenance implications)
- Contribution towards the delivery of Local Plan policies and objectives
- Contribution towards the delivery of sustainable development
- Contribution towards the delivery of the Council's Community and Corporate Strategy.

2.18 This distinction also recognises that funding for Community Plan projects is more likely than for those categorised as Community Key, as they may be secured via developer contributions, either through site-specific S106 payments, or more likely (after the introduction of CIL), through the distribution of levy funds as resources and spending priorities allow. Community Key infrastructure, even as a valid reflection of needs or aspirations, will mostly be found within those neighbourhoods where development on any significant scale is not considered likely during the Local Plan period. In these circumstances, delivery through S106 contributions or CIL funding is not a realistic short or medium term prospect.

2.19 The District Council will include both categories of community schemes within the Infrastructure Delivery Plan (to be submitted as CIL evidence) as they represent a legitimate articulation of community wishes, and on that basis they will form part of the overall infrastructure 'funding gap' required to justify the need for CIL, and on the 'Draft List' where considered appropriate. As part of the current work on the IDP, the District Council and the SDNPA are reviewing the details of infrastructure requirements identified at the community level and such schemes have been omitted from the schedule within **Appendix 1**.

2.20 Finally, it should be noted that the emerging IDP does not deal with 'nationally significant infrastructure projects'. None have been identified within the District, and are not currently anticipated as required within the Local Plan period.

Funding

2.21 The attached infrastructure schedule sets out a cost for each item. In some cases the figures are relatively firm, reflecting detailed assessments as part of the work on the evidence base. In other instances, the numbers are more indicative, based on estimates informed by relevant studies or discussions with stake-holders. In all cases, the costs are included within the schedule on a non-prejudicial basis; they are presented here primarily to demonstrate that the evidence base is comprehensive and detailed.

2.22 In addition to illustrating how the provision of infrastructure supports the delivery of the proposed growth set out within the Local Plan, the finalised schedule (with community

schemes added) will also confirm the existence and scale of the total infrastructure 'funding gap' - having taken account of other sources of available funding - that the District Council and the SDNPA (as respective charging authorities) intend CIL to contribute towards filling.

2.23 The District Council is due to consult local communities and stakeholders in 2014 on its proposed rates for the levy in a Preliminary Draft of the CIL Charging Schedule. The IDP will form part of the published evidence, alongside the critical economic viability assessments, and an updated version will be prepared for submission with the Draft Charging Schedule in anticipation of the CIL examination. These processes provide an opportunity for the public and stakeholders to scrutinise the IDP and its schedule of prioritised infrastructure schemes.

2.24 The IDP evidence does not, in its current form, provide a clear steer as to how the authority intends to spend CIL. The Government recognises that priorities can change over time and these will need to be reflected in the Council's 'Draft List' (to be submitted to the CIL examination) and subsequent Regulation 123 list on adoption of CIL (currently anticipated for late 2014/early 2015).

2.25 The IDP will continue to evolve through 2013 and 2014 (and the District Council's introduction of CIL) and thereafter through the plan period. The SDNPA's CIL timetable (for the introduction of a CIL regime across the entire National Park) has yet to be finalised, and from the District Council's perspective, the schedule of infrastructure schemes to be submitted alongside its own Preliminary Draft Charging Schedule will need to reflect three important considerations:

(i) Schemes within the National Park will be omitted to reflect the status of the SDNPA as both a local planning authority and a CIL charging authority; and

(ii) Schemes within the Whitehill and Bordon Eco-town will continue be omitted to reflect the current intention to fund the substantial and phased infrastructure requirements through a S106 regime.

(iii) Other schemes to be funded through S106 funding (both prior and post adoption of CIL) will be omitted; these will include site specific works provided through 'enabling development'.

(iv) As described above, those infrastructure schemes defined as Community Plan and Community Key will be added to the schedule.

2.26 In some instances, the required infrastructure (whether Critical, Priority, Community Plan or Community Key) will be delivered directly by providers, be they public bodies and agencies, utility companies (for example in relation to water, waste and drainage), or service providers (for example in relation to improved telecommunication and broadband networks). Such delivery takes place year-in, year-out, often unrelated to proposals for new built development. The IDP for East Hampshire will need to reflect the more significant of such schemes or programmes, although the required level of information (in terms of timing and investment) is not always readily available.

3.0 EVIDENCE

Introduction

3.1 It is essential that the IDP is based on sound and robust evidence. The schedule sets out those infrastructure schemes that have been identified through a variety of sources in recent years. In addition to internal studies and on-going discussions with infrastructure providers (including utility companies and the National Health Service), substantial evidence has been secured through the commissioning of bespoke reports and in collaborative engagement between the District Council and the SDNPA, and key partners in Hampshire County Council and PUSH. The key source documents have assisted in the identification of schemes as 'critical' or 'priority' within the infrastructure schedule, and are summarised briefly below.

3.2 In addition, as noted above, it is important for local planning authorities to work closely with local communities in the identification of required infrastructure, and the District Council and the SDNPA have fully embraced this approach. The IDP and its revised schedule will reflect the priority afforded to schemes identified at the community level through the parish plan and Neighbourhood Development Plan processes.

3.3 The commentary below reflects updated information provided through consultation with partners during June 2013, undertaken as part of the review of Joint Core Strategy policies.

EHDC and SDNPA

Open Space, Sports and Recreation Study

3.4 In 2008, East Hampshire District Council jointly commissioned with Winchester City Council a study of open space, sport and recreation facilities (in line with PPG17 guidance), with the specific objective of providing a comprehensive and robust evidence base for their respective development plans, including the parts of the district within the National Park. The study comprised four parts as set out below; each were written as 'stand alone' documents, although all were intended to be considered together.

3.5 Part 1: Main Report (prepared by Inspace Planning Limited) was published in October 2008, and set out the methodology and background information. Part 2: Area Profiles, published in June 2008, gives details in relation to the provision of open space and recreational facilities at the local level, by four sub areas, each of which was analysed using the (as then proposed) East Hampshire standards for open space, outlined in Part 1.

3.6 Part 3: Playing Pitch Strategy (PPS) was also published in 2008. It had several stated objectives, including the provision of evidence to assist with funding bids and to allow providers to co-ordinate their priorities and investment programmes. The PPS forms an an over-arching assessment of need and supply for all types of open space, with the intention of providing a robust planning context for future proposals, and a strategy consistent with Sport England national policy and guidance and with PPG17.

3.7 Part 4: Built Sports Facilities Study was commissioned jointly by East Hampshire District Council and Winchester City Council, with the support of Sport England, in order to provide a comprehensive assessment of the current quality, quantity and access to recreational built facilities. The report by RQA Limited in June 2008 was based on information provided by sports clubs and agencies, the assessment identified future needs for facilities and sets out a strategic framework for future provision. The study considered leisure centres, sports halls, gymnasiums, tennis courts and bowling facilities and swimming pools.

Leisure Built Facilities Strategy 2012 - 2026

3.8 Building on the evidence base from 2008, and reflecting the increased national focus on improving health and reducing obesity (through London 2012 and Government initiatives), the District Council is currently developing a strategy for safeguarding and enhancing the provision of built leisure facilities throughout the whole district. A report prepared by RPT Consulting Limited (May 2012) deals with the assets owned by the Council and operated through a management contract: Alton Sports Centre, Taro Leisure Centre (Petersfield), and Mill Chase Leisure Centre (Bordon), together with the grant funded community schools (Bohunt School, Horndean Technology College, and Mill Chase Community Technology College) and other school provision throughout the district. Playing pitches and other community provision lie outside the scope of the strategy. The report has informed the Council's strategy, and, in turn, the IDP.

North East Area Study 2011

3.9 The study was commissioned to support the proposed Eco-town at Whitehill and Bordon, through an updated assessment of open space, sports and recreational needs undertaken in 2008. The study found that the area has a considerable amount of sport facilities under private ownership, particularly by the Ministry of Defence, and that the Eco-town Masterplan should include the retention or replacement of certain key sites in order to maintain a suitable level of formal sports provision. The study also used demand models to set out specific sports facilities requirements for the Eco-town.

Green Infrastructure Study for East Hampshire

3.10 The study report by UE Associates was published in August 2011, with the expressed intent of providing evidence to support the Joint Core Strategy. The aim of the study was to identify opportunities for strengthening the green infrastructure network and to mitigate any potential adverse effects that may be affecting the way in which the network functions. The study concentrated on the settlements identified in the Preferred Policies Core Strategy (November 2009), and drew on a range of secondary information. Consultees included stakeholder groups, environmental professionals, parish and town councils, and other local authorities. The authors suggested that the Council's Community Forums verify and ratify the proposals; 78 projects were recommended at the settlement level, and 17 at the district scale.

3.11 In 2013, to compliment this study, the District Council commissioned consultants Environment X to produce a Green Infrastructure Strategy 2011-28. This builds on the previous work by setting out ten district-wide strategic priorities for green infrastructure to match the broad strategy for growth.

Whitehill and Bordon Eco-town Masterplan (Revised May 2012)

3.12 The Council is one of the lead partners in the delivery of the proposed Eco-town, through the project's Delivery Board. The first Masterplan was published in June 2010 and was revised in May 2012 following the completion of the extensive community engagement and evidence base studies. The Masterplan is adopted by the Council and supported by all the project partners. The spatial strategy set out within the Masterplan provided the basis for the detailed assessment undertaken by consultants LDA Design (see paragraph 2.4) and their Revised Draft report attached as **Appendix 2**.

3.13 The establishment of the appropriate delivery vehicle is still at an early stage and will need to address a series of development challenges. It is envisaged that the Eco-town will require a delivery vehicle to structure private sector investment in a way that secures the necessary resources and development expertise to deliver the Masterplan.

Viability Assessment of Whitehill and Bordon Eco-town Masterplan

3.14 Assessment of the revised Masterplan was undertaken in June 2012 by property consultants GVA, building upon the knowledge and findings of previous development viability work. Development appraisals of emerging options for the Masterplan were completed by GVA in 2009, updated in July 2011, and further refreshed in June 2012 for the revised Masterplan adopted by the Council in May 2012. This assessment takes into account the entire evidence base prepared for the Masterplan, including the detailed Water Cycle Study, Energy Feasibility Study, Green Infrastructure Strategy, Habitats Regulations Assessment and Transport Studies.

Partners

Hampshire County Council – Strategic Infrastructure Statement

3.15 To support the planning of new development in Hampshire the County Council prepared a series of Hampshire Community Infrastructure Studies, the most recent of which was published in November 2009. These set out the best available evidence of the non-transport infrastructure required within the county to support the planned housing growth to 2026. Supplements were published in 2010 and 2011 setting out the investments identified in the County's Capital Programme. The purpose of those documents was to inform the production of the then South East Plan, and to assist Hampshire authorities and other stakeholders in planning for the delivery of infrastructure in their areas.

3.16 Since that time, the focus has shifted towards enabling a collaborative approach to infrastructure delivery, not least because the County Council has recognised that the introduction of CIL has emphasised the need for coordination between service providers and planning authorities, and the Localism Act 2011 introduced a new role for parish councils. The County Council has therefore worked with East Hampshire and all other local planning authorities in determining what infrastructure requirements need to be taken into account in their emerging development Plans and IDPs. The County Council has now published county-wide Strategic Infrastructure Statement (Version 1, February 2013) to set out what the infrastructure requirements are across Hampshire, to inform all stakeholders in considering suitable funding arrangements and potentially the

coordination of investments across administrative district boundaries. The Statement is available at http://www3.hants.gov.uk/mineralsandwaste/infrastructure.htm

3.17 Whilst the Statement focus on the County Council's own services (education, transport, libraries, and so on), it is intended to be a first step towards agreeing a Joint Strategic Infrastructure Plan for Hampshire to cover all strategic needs, including emergency services, health, utilities and telecommunications, up to 2031. The County Council has also prepared a Memorandum of Understanding, approved by all Hampshire authorities in early 2013, setting out broad aims and principles for collaboration and cross-boundary working in respect of the planning, funding and delivery of infrastructure.

Hampshire County Council - District Transport Statements

3.18 In March 2012 the County Council published a draft District Transport Statement for East Hampshire, and each of the other Hampshire districts. The Statement sets out the County Council's transport objectives and sets out a district-wide transport policy framework, to prioritise transport investment and provide a basis for land-use and development planning. It is also intended to assist East Hampshire in its preparation of CIL and with its interim Transport Contributions Policy, adopted by the District Council from April 2012 until the adoption of a CIL charging regime. The County Council is also employing this transport evidence as a basis for priority setting in the progression of the LEP initiatives.

The South Hampshire and Hampshire Cultural Infrastructure Audit

3.19 In order to develop an evidence base for cultural infrastructure planning in Hampshire, an audit of local authority owned, managed or supported cultural facilities was undertaken in early 2010. The original focus of the research was the area covered by PUSH, but this was widened to cover the rest of the county through additional funding from Hampshire County Council. The study builds on the culture mapping project carried out by Audiences South in 2008, which located all the major cultural facilities in the South Hampshire area and was funded by the South East England Development Agency (SEEDA). It relates to the current physical state of buildings, access issues, capacity and broad usage patterns, and the comprehensive audit of cultural facilities, and presents a base line intended to support a dialogue between planners and cultural officers about provision in their area. Specific planning recommendations within the September 2010 report, however, only relate to the PUSH area.

PUSH Green Infrastructure Strategy

3.20 In October 2006, the Government identified PUSH as one of twenty nine New Growth Points, with a requirement for its development being the production and adoption of a Green Infrastructure Strategy. Background evidence was collected by TEP consultants in 2007, and this informed a GI Strategy, prepared by UE Associates, and adopted by PUSH in 2010. This area of work is co-ordinated and delivered through the Sustainability and Community Infrastructure Development Panel, one of five PUSH delivery panels. The objective is to deliver "new and improved" GI to support the sustainable development of South Hampshire, by providing guidance and support to LPAs in the production of their development plans. A PUSH GI Implementation Framework was published in October 2011.

Secondary Sources

Southern Water - Final Water Resources Plan 2010-35

3.21 Southern Water provides wastewater services to a number of settlements across central and southern East Hampshire. Its Resources Plan (October 2009) states that investment in infrastructure to provide additional capacity will be required in parallel with new development. Recent improvement schemes have been undertaken in plant at Budds Farm (serving Horndean, Clanfield and Rowlands Castle), Petersfield and Liss. The company has confirmed (June 2013) that no additional specific schemes have been identified at its wastewater treatment works, and that investment will be planned to meet demand from new development in parallel with it. The adopted Joint Core Strategy will inform this investment planning, with adoption providing the certainty to support proposals to Ofwat through the five yearly price review process. The next price review is in 2014, with Ofwat's price determination funding the investment programme up to 2020 (another price review in 2019 will cover the investment period 2020-25).

3.22 Investment to the local sewerage infrastructure is funded differently to wastewater. Ofwat takes the view that enhancements required to the local infrastructure sewerage system as a result of new development should be paid for by the developer. Off-site infrastructure may be required if capacity of the system immediately adjacent to the site is insufficient to meet the anticipated demand. The precise investment required to provide new or improved local infrastructure can only be assessed on a site-by-site basis when proposed development sites come forward.

3.23 In summary, Southern Water confirm (June 2013) that there is no fundamental reason why the level of development proposed within the Joint Core Strategy (Modifications) should not be progressed unless "the Environment Agency identifies constraints in relation to water quality objectives."

South East Water - Water Resources Management Plan 2010-35

3.24 South East Water is a 'water only' supply company (as opposed to a water and sewerage company) serving much of northern East Hampshire, as well as parts of Kent, Sussex, Surrey and Berkshire. The company's Water Resources Management Plan (December 2010) sets out how it plans to ensure appropriate security of water supply from 2010 to 2035, in the face of increased pressures from housing and population growth, climate change and environmental protection obligations. The Plan relates to different resource zones and aligns to five year 'asset management plan' (AMP) periods. On the demand side, the Plan entails significant reduction of individual consumption, whilst on the supply side, two impounding reservoirs are proposed, one in Kent and one in Sussex. Within East Hampshire (Resource Zones 4 and 5), 'output enhancement' is proposed post-2021 at Lasham, Greatham and East Meon (details are not included within Table 1).

3.25 In May 2013, the company published its draft Water Resources Management Plan which advises that an additional 145 million litres of water will be needed by 2040. A number of major proposals are set out in the Plan, including the development of six transfer schemes to share water with Thames Water, Southern Water and Portsmouth Water (and other companies), although no specific schemes are identified in East Hampshire.

Portsmouth Water - Final Water Resources Management Plan 2010-35

3.26 Portsmouth Water provides water to 300,000 homes and businesses, including across part of southern East Hampshire. A new winter storage reservoir at Havant Thicket within the district forms part of the company's proposals within its Management Plan, with development of the reservoir initially projected to commence between 2025 and 2035. Modelling work by the Water Resources in the South East (WRSE), which includes the Environment Agency, indicates that the reservoir could have a significant part to play in finding a long term solution to water resource shortfalls in South East England. The importance of this facility is recognised within the Joint Core Strategy (CP24: Water Resources/Water Quality) which seeks to safeguard the reservoir site from development.

3.27 In May 2013 the company published its Draft Water Resources Management Plan Update, in line with the 5 year rolling statutory programme and national guidance. It has not identified a supply demand deficit in the 25 year period to 2040, although reference is made to new transfer pipelines to provide bulk water supplies to neighbouring water companies (see South East Water above). The proposed bulk transfer impacts upon the timing of the Havant Thicket reservoir; the exact date for delivery of the reservoir will be dependent on demand from other water companies, as it will depend on the feasibility of other WRSE schemes, and their impact on the environment and European protected sites.

Thames Water - Draft Final Water Resources Plan 2010-35

3.28 Thames Water is the statutory sewerage undertaker for the majority of East Hampshire, and has recently (June 2013) advised the District Council on the possible implications of the proposed increase in housing growth as set out in the Joint Core Strategy Modifications). There are issues of capacity that will need to be resolved through the development process, and the advice can be summarised as follows;

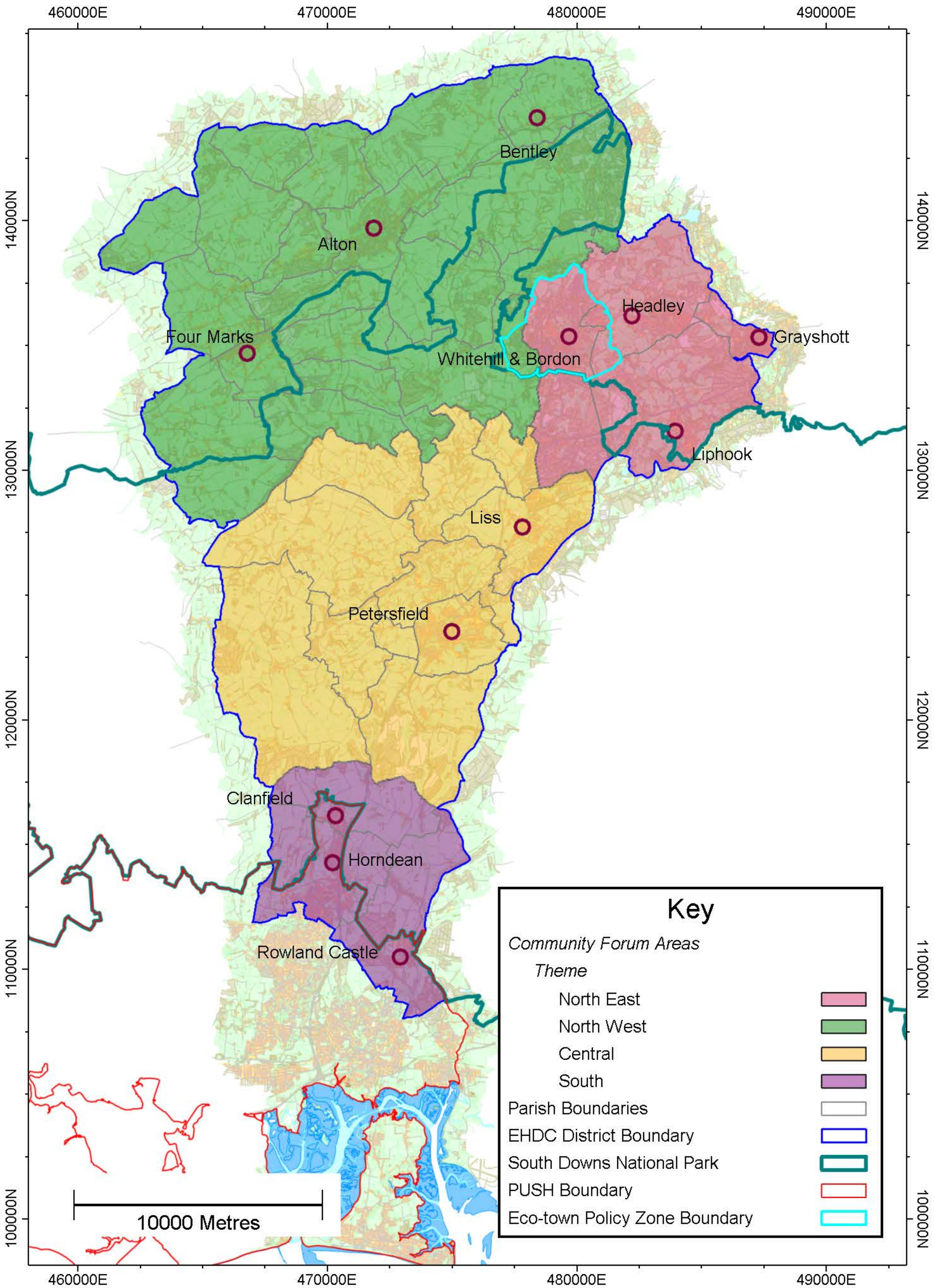
- There is spare network capacity at Alton, although the exact location and scale of any upgrade can only be determined once certainty of development, location, size and phasing are known;
- Appropriate phasing of development in the Liphook area will be vital to ensure upgrades are in place ahead of occupation, and further investigations should be carried out into the capacity of the sewers;
- Upgrades to the network should be anticipated at Grayshott, Bentley, Four Marks/Medstead, and Whitehill and Bordon, and investigations will be required into the impact of development at Headley; and
- In all cases, "developers will be required to demonstrate that there is adequate waste water capacity both on and off site to serve the development and that it would not lead to problems for existing or new uses."

National Health Service

3.29 Early work on infrastructure provision included liaison with the appropriate bodies within the National Health Service. The need for additional capacity to match population growth (for example at Alton, Petersfield, Whitehill and Bordon, and Horndean) was recognised, with delivery of expanded or new facilities related, in some instances, to specific

developments or proposals. The intense level of internal NHS reorganisation during 2011 and 2012 did not assisted clarification of long-term investment plans, and the District Council has continued discussions with the two clinical commissioning groups (CCG) established on 1 April 2013 ; the South Eastern Hampshire CCG and the North Hampshire CCG. Details will, where possible, be included within the Infrastructure Delivery Plan.

Plan 1: IDP Interim Statement - Spatial Context



Appendix 1: IDP Interim Satement - Schedule of Identified Requrements (as at July 2013)

Definitions and Notes

Level of Priority
Critical - Essential infrastructure without which development can not take place. Some of these requirements will be addressed through the investment programmes of utility and infrastructure providers ('Direct Delivery'), but otherwise will need to be met by developer contributions (S106 or CIL as appropriate).

Priority – Infrastructure identified by East Hampshire DC, in conjunction with local communities and in partnership with Hampshire County Council, as that required to meet a specific need in neighbourhoods where development is planned or anticipated. Some schemes will be provided through direct delivery; otherwise, where appropriate, funding will be secured through developer contributions.

Not included in this version

Community Plan - Infrastructure identified by East Hampshire DC, in conjunction with local communities, which would contribute towards the creation and maintenance of sustainable neighbourhoods, and as ratified through an endorsed Parish Plan. Where possible, and appropriate, funding will be secured through developer contributions.

Community Key - Infrastructure identified by East Hampshire DC, in conjunction with local communities, which would contribute towards the creation and maintenance of sustainable neighbourhoods. Where possible, and appropriate, funding will be secured through developer contributions.

Timing of Delivery
Dates within the schedule are indicative only, and beyong the short term (2013-16), the timeframes are based on five year periods.

Delivery
In some instances, infrastructure will be delivered directly by a utility or service provider, in some cases alongside S106 expenditure. Elsewhere, S106 will be the sole funding source. Where such funding is not currently identified, the schedule refers to the Community Infrastructure Levy (CIL) as a possible means to meet the 'funding gap'.

Costs
Cost are based on best knowledge as of July 2013; in many instances the figures are working estimates, and all should be regarded as indicative only. Where working estimates do not yet exist, figures are shown as 'to be confirmed' (tbc).

CENTRAL AND NORTHERN PARISHES (EXCLUDING NATIONAL PARK AND ECO TOWN)

Infrastructure	Parish	Core Strategy Policy Link	Level of Priority	Timing of Delivery	Cost (estimated or actual)	Delivery			Funding Gap (£)	Source
						S106	Direct	CIL		
Network Infrastructure										
Energy										
Information Technology and Communications										
Transport										
Improvements to Butts Bridge, Alton	Alton	CP29	Critical	2017-22	£8,000,000	✓	✓		tbc	HCC Local Access Scheme RT7
Improvements to A31/B3004	Alton	CP29	Priority	2017-22	£2,500,000	✓	✓		tbc	HCC East Hampshire District Transport Statement
Improvements to Mill Lane/B3004 junction	Alton	CP29	Priority	2017-22	£150,000			✓	£150,000	HCC Local Access Scheme RT2
Improvements to London Rd/Anstey Road junction	Alton	CP29	Priority	2017-22	£150,000			✓	£150,000	HCC Local Access Scheme RT3
Roundabout at Whitedown Lane/Basingstoke Road junction	Alton	CP29	Priority	2017-22	£150,000			✓	£150,000	HCC Local Access Scheme RT4
Improvements to Anstey Lane/Anstey Road junction	Alton	CP29	Priority	2017-22	£200,000			✓	£200,000	HCC Local Access Scheme RT5
Traffic calming & parking improvements in Alton	Alton	CP29	Priority	2017-22; 2023-27	£270,000			✓	£270,000	HCC Local Access Scheme RT8-RT12
Improved disabled access and car parking at railway stations at Liphook railway station	Bramshott & Liphook	CP29	Priority	2017-22	£1,000,000			✓	£1,000,000	HCC Local Access Scheme PT3
Completion of cycle route between Holybourne and Four Marks	Four Marks, Alton	CP29	Priority	2017-22	£100,000			✓	£100,000	HCC Local Access Scheme CW3
Improvements to A31/Lymington Bottom junction	Four Marks	CP29	Priority	2023-27	£150,000			✓	£150,000	HCC Local Access Scheme CW13
Traffic calming in Headley	Headley	CP29	Priority	2017-22	£150,000			✓	£150,000	HCC Local Access Scheme RT46-RT48

Waste										
Water and Drainage										
Improvements to wastewater treatment works	Various	CP24 and CP30	Critical	On-going		✓	Southern Water			Southern Water
Site specific improvements to local sewerage infrastructure	Various	CP24 and CP30	Critical	On-going		✓	Southern Water			Southern Water
Community Infrastructure										
Affordable Housing										
Health										
Alton Health Centre, Station Road	Alton	CP14	Priority	2017-22	tbc			✓	tbc	
Education										
Additional primary capacity at Alton	Alton	CP14	Crictical	2017-22	£4,100,000			✓	£4,100,000	HCC Strategic Infrastructure Statement 2012
Additional primary capacity at Liphook	Liphook	CP14	Critical	2017-22	£720,000			✓	£720,000	HCC Strategic Infrastructure Statement 2012
Community Services										
Refurbishment of Alton Library	Alton	CP14	Priority	2017-22	£1,000,000			✓	£1,000,000	HCC Strategic Infrastructure Statement 2012
Refurbishment of Liphook Library	Liphook	CP14	Priority	2017-22	£200,000			✓	£200,000	HCC Strategic Infrastructure Statement 2012
New library facility at Grayshott	Grayshott	CP14	Priority	2017-22	£500,000			✓	£500,000	HCC Strategic Infrastructure Statement 2012
Culture and Leisure										
Alton Sports Centre	Alton	CP16	Critical	2017-22	£12,000,000	✓				Open Space, Sport and Recreation Study 2008
Provision of junior football pitches, Alton	Alton	CP16	Priority	2017-22				✓		Open Space, Sport and Recreation Study 2008
Improvements to War Memorial recreation ground, Liphook including toilet facilities	Bramshott & Liphook	CP16	Priority	2017-22	£150,000			✓	£150,000	Open Space, Sport and Recreation Study 2008
Improvements to playing pitches, Grayshott	Grayshott	CP16	Priority	2017-22	tbc			✓	tbc	Open Space, Sport and Recreation Study 2008
Green Infrastructure										
Provision of allotments, Alton	Alton	CP26	Priority	2017-22	tbc			✓	tbc	Open Space, Sport and Recreation Study 2008 East Hampshire Green Infrastructure Study 2011
Provision of allotments, Liphook	Bramshott & Liphook	CP26	Priority	2017-22	tbc			✓	tbc	Open Space, Sport and Recreation Study 2008 East Hampshire Green Infrastructure Study 2011
Mitigation measures to protect Wealden Heaths SPA	Various	CP20	Critical	2017-22	tbc			✓	tbc	Local Plan: Habitats Regulations Assessment Report 2012
Sub Totals					**£31,490,000**				**£8,990,000**	

SOUTHERN PARISHES (PUSH)

Infrastructure	Parish	Core Strategy Policy Link	Level of Priority	Timing of Delivery	Cost (estimated or actual)	Delivery			Funding Gap (£)	Source
						S106	Direct	CIL		
Network Infrastructure										
Energy										
Information Technology and Communications										
Transport										
Waste										
Water and Drainage										
Improvements to wastewater treatment works	Various	CP24 and CP30	Critical	Ongoing		✓	Southern Water			Southern Water
Site specific improvements to local sewerage infrastructure	Various	CP24 and CP30	Critical	Ongoing		✓				Southern Water
Havant Thicket Reservoir	Rowlands Castle	CP24	Priority	2025-35	tbc		Portsmouth Water Company		tbc	Portsmouth Water Final Resources Plan 2009
Community Infrstructure										
Affordable Housing										
Health										
Provision of health centre/surgery at Horndean	Horndean	CP14	Prority	2017-22	tbc			✓	tbc	
Education										
Additional capacity at Petersgate Infant School, Clanfield	Clanfield	CP14	Critical	2017-22	£600,000			✓	£600,000	HCC Strategic Infrastructure Statement 2012
Community Services										
New facilities at Horndean Library	Horndean	CP14	Prority	2017-22	£1,200,000			✓	£1,200,000	HCC Strategic Infrastructure Statement 2012
Provision of youth facilities at Horndean	Horndean	CP14	Prority	2017-22	tbc			✓	tbc	Open Space, Sports and Recreation Study 2008
Culture and Leisure										
Green Infrastructure										
Provision of allotments at Clanfield	Clanfield	CP14	Prority	2017-22	tbc			✓	tbc	Open Space, Sports and Recreation Study 2008 East Hampshire Green Infrastructure Study 2011
Havant Thicket Reservoir – Green Infrastructure	Rowlands Castle	CP14	Prority	2025-36	tbc			✓	tbc	PUSH Green Infrastructure Study
All weather track between Havant Thicket Reservoir to Staunton Country Park	Rowlands Castle	CP14	Prority	2025-35	tbc			✓	tbc	PUSH Green Infrastructure Study
Totals					**£1,800,000**				**£1,800,000**	

WITHIN THE NATIONAL PARK

Infrastructure	Parish	Core Strategy Policy Link	Level of Priority	Timing of Delivery	Cost (estimated or actual)	Delivery			Funding Gap (£)	Source
						S106	Direct	CIL		
Network Infrastructure										
Energy										
								✓		
Information Technology and Communitications										
								✓		
Transport										
Improved access and car parking at railway stations at Petersfield	Petersfield	CP29	Priority	2023-27	£2,000,000			✓	£2,000,000	HCC local Access Scheme PT8
Traffic calming and parking improvements in Petersfield	Petersfield	CP29	Priority	2017-22; 2023-27	£150,000			✓	£150,000	HCC local Access Scheme RT16 and RT49-53
Waste										
Relocation of Petersfield HWRC to provide split level site	Petersfield	CP29	Priority	2017-22; 2023-27	£1,000,000			✓	£1,000,000	HCC Strategic Infrastructure Statement 2012
Water and Drainage										
Improvements to wastewater treatment works	Various	CP24 and CP30	Critical	On-going			Southern Water	✓		Southern Water
Site specific improvements to local sewerage infrastructure	Various	CP24 and CP30	Critical	Ongoing		✓				Southern Water
Community Infrastructure										
Affordable Housing										
Health										
Education										
Additional primary provision in Petersfield	Petersfield	CP14	Critical	2017-22	£5,500,000			✓	£5,500,000	Core Strategy Appendix 2 (HCC)
Community Services										
Culture and Leisure										
Green Infrastructure										
Totals					**£8,650,000**				**£8,650,000**	

District Wide Totals

Infrastructure	Cost (estimated or actual)	Delivery			Funding Gap (£)
		S106	Direct	CIL	
	£41,940,000				**£19,440,000**

LDĀDESIGN

Designers of the London 2012 Olympic Parklands

Whitehill & Bordon Eco-town

Infrastructure and Delivery Plan
02 August 2013

Revised Draft IDP Report

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Revised Draft IDP Report
Whitehill & Bordon Eco-town

Contents

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This document has been prepared and checked in accordance with ISO 9001:2008.

Revised Draft IDP Report
Whitehill & Bordon Eco-town

1.0 Introduction

LDA Design has been commissioned to prepare an infrastructure and delivery plan for the Whitehill & Bordon Eco-town. In addition to clarifying roles and responsibilities for infrastructure delivery, the infrastructure and delivery plan (IDP) is intended to prioritise infrastructure investment and improve the viability of the proposed development. It needs to achieve this in such a way that the key development principles underpinning the Whitehill & Bordon Eco-town Vision are maintained.

Specifically, the objectives of the IDP are to:

- Set out the infrastructure requirements for the Eco-town over the entire delivery timescale.
- Include a critical path of infrastructure delivery for the first five years and details on the initial phases of development
- Review the infrastructure provision
- Help to improve commercial viability as a whole.
- Ensure that the long term masterplan vision and objectives are delivered over the life of the Eco-town project

This report describes the IDP and the work that has been undertaken to date to develop it. It draws out some conclusions on how infrastructure for the Eco-town is likely to be delivered, and some recommendations and next steps for taking the work forwards. The report is accompanied by a separate schedule, which sets out the detail of the IDP.

2.0 Infrastructure Delivery Plan

A detailed infrastructure schedule has been prepared and issued alongside this report, which essentially sets out the detail of the IDP. The schedule provides an up-to-date list of infrastructure requirements and costs for the town, based on the most recent information available and discussions with members of the Eco-town team, Hampshire County Council and other stakeholders and consultants engaged on the project.

The schedule groups the infrastructure items into a number of different categories and provides further information on how and when that infrastructure is likely to be delivered, how it will be funded, and what the ultimate impact on development viability is likely to be. It also highlights next steps and actions to address any uncertainties and move the delivery process forwards.

It is intended to be used as a living document which can be updated as the development moves forward and there is greater clarity over how each item will be delivered.

The following categories and information are included in the schedule:

- **Phasing trigger or relationship to development sites:** This highlights any particular requirements concerning when the infrastructure needs to be delivered, the trigger for the infrastructure need where applicable such as given quantum of development, or whether there are any particular sites which rely on that infrastructure being in place or will be critical to its delivery. This information is essential to help determine the critical path for development and infrastructure delivery.
- **Cost:** A phased cost plan has been prepared by Gardiner and Theobald. This identifies all infrastructure cost items necessary to create serviced development land.
- **Need:** This enables a distinction to be drawn between infrastructure that enables development to happen and infrastructure that adds value to the development. **Enabling** infrastructure is required to deliver serviced plots, mitigate the impacts of development or provide facilities to meet the need created by the new development to a basic minimum standard. **Added value** might include delivering this same infrastructure to a higher standard than the basic minimum, or additional projects that help to meet aspirations of the Eco-town vision and which help achieve an uplift in land value through the wider regeneration of the town.
- **Type:** This is split into **on-plot** infrastructure or **communal** infrastructure which serves one or more development plots.

- **Funding and delivery role:** This identifies the parties that have a role in initiating the delivery of the infrastructure and providing upfront funding where required to enable it to be delivered in advance of development. For each item, the schedule highlights where funding and delivery is likely to be by the master developer, plot developers via s106, public sector or a third party. A percentage of the up-front funding likely to come from each source is included. The purpose of this is to target action such as grant or loan applications or negotiations with third party investors, and enable any financing costs –particularly interest payments – to be taken into account in the cashflow model.
- **Proportion funded by development:** This refers to the proportion of the total cost of each infrastructure item which is ultimately funded out of the development budget, irrespective of how it is funded initially. This could be through direct spending by the master developer or plot developers, adjustments to the land value, or developer contributions through S106 or another mechanism.
- **Funding and delivery route:** This provides further description of the overall process by which each item of infrastructure will be delivered and if and how the costs of that will be recovered.
- **Next steps and actions:** These are proposed as short-term actions to help address gaps in the IDP and move the delivery process forwards.

References are provided to relevant parts of the evidence base which demonstrate the need for the infrastructure or provide more detail on what is to be provided, including the source of cost estimates.

3.0 Conclusions

The IDP schedule issued alongside this report sets out the infrastructure requirements for the Eco-town over the entire delivery timescale, based on the best available information. It also includes approximate phasing information for each infrastructure item, although there are a number of uncertainties and decisions yet to be made which make it difficult to provide a clear critical path for infrastructure delivery for the first five years and details on the initial phases of development.

The total cost of the infrastructure listed in the IDP schedule is over £266 million. The proportion of this which is ultimately to be paid for out of the development budget will have an important influence on the assessment of development viability along with assumptions about other development costs, developer profit, and land value aspirations.

If the full cost of infrastructure as currently estimated were paid for by the development it would result in a negative land value, based on the latest discounted cashflow model prepared by GVA on behalf of the landowners' group. There is therefore a need to reduce costs or identify alternative sources of infrastructure funding to ensure the development is viable, although without an understanding of the landowners' land value aspirations it is not possible to quantify exactly how far it is necessary to go on this front.

There is potential to reduce the apparent infrastructure burden on the development and improve viability without compromising on the Eco-town vision, by:

- Minimising site preparation costs
- Maximising the efficiency of the plan
- Tightening up the scope of some infrastructure items and improving cost estimates
- Reducing other abnormal costs faced by the development
- Delaying infrastructure spending where possible to reduce financing costs
- Maximising the value of third party investment
- Making the case for public sector investment or grant funding, where available and appropriate
- Ensuring that the viability model reflects any positive impact on development values and marketability associated with delivering to the high standards in the Eco-town vision
- Ensuring that each phase of development is viable

Each of these is described in further detail below.

Minimising site preparation costs

Due to the historic MOD use of much of the Masterplan area, site preparation costs are substantial, amounting to over £34 million for all phases. There is potential to refine and reduce these costs as more detailed site information comes forward. Further, there is potential for some site assets to deliver a value back into the development. For example crushed concrete arising from the demolition process will have a commercial value. Existing buildings can be let to 'meanwhile' uses to create a rental income.

Maximising the efficiency of the plan

There is potential to improve the efficiency of the plan, in terms of the value of development unlocked per unit of infrastructure spending. In particular there could be scope for reducing the amount of infrastructure needed to service land by value engineering the primary and secondary roads, the utilities distribution network and the drainage network. These together have a combined cost of around £30 million. A more efficient plan would consider in particular the efficiency of development plots in relation to the primary road network, including the IRR.

Improving cost estimates

There is potential to reduce the estimated cost of a number of infrastructure items by being more precise about the scope and specification of what is to be delivered, revising cost estimates accordingly and reflecting these in the cashflow model and viability assessment. These include:

- Energy centres and district heating: Gardiner and Theobald 2013 estimate energy centre and heat distribution costs at £19m. assuming district heating is provided for the Louisburg Barracks and Town Centre (Prince Philip Barracks) sites. These could be served either by independent energy centres and heat networks or a shared system depending on the relative costs and benefits of each option. Identifying the most commercially viable option, revising the cost estimates accordingly whilst at the same time considering the asset value of the energy centres is likely to result in a reduction in cost.
- Traffic management measures on the A325 (current estimate £5m): Options for the scheme design are currently being developed by Halcrow on behalf of Hampshire County Council (HCC). Options with a budget of £2m or £5m are being considered, which means there is scope to reduce cost by up to £3m.
- Potable water works (current estimate £4m): The actual scope of the works required to supply potable water to the development needs to be clarified. In particular, it would be worth considering the extent and cost of the reinforcements needed if greenwater recycling is provided for new development, whether costs can be

reduced if the abstraction rate at the existing civilian borehole is increased instead of using the MOD borehole, and whether any costs of providing potable water mains are double counted with the allowance for potable water distribution included in the utilities distribution network costs.

- Green infrastructure maintenance (current estimate £7.9m): The contribution required from the development towards green infrastructure maintenance could potentially be reduced if alternative models of management are considered, such as a community trust. Further, the creation of a management company could also reduce the capital costs for all open space provision including SANG, currently estimated at almost £21m.

Reducing other abnormal costs

There are some other abnormal costs associated with the development in Whitehill & Bordon which could have an impact on development viability. There will be costs associated with building to the higher construction standards necessary to achieve the Eco-town vision, including Code for Sustainable Homes Level 5 and BREEAM Excellent.

The current cashflow model assumes a build cost of £1,356 per m^2 for all housing which assumes Code 5 standards, and various rates for commercial development reflecting BREEAM Excellent standard. There could be potential to reduce these estimated build costs by taking into account the latest technological and supply chain developments and the potential to use modern methods of construction. In addition, some of the other infrastructure items listed in the schedule including energy centres and district heating, SUDs and the greenwater supply could help plot developers to go some of the way towards achieving these higher Code and BREEAM levels.

Delaying infrastructure spending where possible

Delaying infrastructure spending as far as possible without holding back development or having a significant adverse impact on the existing town would enable a greater proportion to be funded directly from developer contributions. This would reduce the scale of the loans required to front-fund infrastructure and the associated interest payments. It would also enable limited public sector funds to be targeted to the infrastructure which must be in place before development occurs. The IDP schedule represents the phasing as agreed by the various parties to the development. The phasing seeks to balance early infrastructure delivery and placemaking with commercial issues. There may be opportunities to further refine this phasing to improve cash flow and reduce upfront infrastructure funding requirements, in particular by:

- More closely aligning GI and open space provision with housing provision. Phase 1 in particular provides more open space than is warranted by the housing numbers;
- Aligning the servicing of land with market demand. For example a large amount of serviced employment land is created in Phase 1 but this is likely to take some time to be taken up. The provision of employment land and land for other uses could be brought into line with the likely rate of take up to reduce both site preparation and land servicing costs.

Maximising the value of third party investment

A number of the major infrastructure items could attract some form of third party investment to offset the capital cost either in part or in full. The level of investment will depend on the valuation of each asset, which will take into account revenues it could attract over its lifetime, operating and maintenance costs, and a return for the investor.

Infrastructure with a combined cost of over £36m has been identified as having the potential for third party investment, including:

- Utilities distribution network: Third party infrastructure companies may be willing to invest in the utilities distribution network, either focusing on specific elements of infrastructure or packaging all services together under a Multi Utility Services Company (MUSCO) arrangement. Some of this investment may be recovered through connection charges per property, which would be payable by the developer.
- Sewage treatment works basic upgrade (current estimate £3m), potentially with greenwater recycling upgrade (£1.5m): The cost of the basic upgrade to the existing Bordon STW could be fully funded by Thames Water out of the capital works programme. It is not considered likely that Thames Water would be willing to fund the additional £1.5m associated with incorporating facilities for greenwater recycling. Alternative models for delivering sewage treatment and water recycling facilities could attract investment from other third party inset water companies, although this may preclude the use of the existing Bordon STW site given it is owned by Thames Water.
- Potable water supply reinforcements (current estimate £4m): An inset water company could also be interested in investing in the reinforcements required to supply potable water to the town, depending on the location of the boreholes, ownership of existing assets, and how this is packaged up with other infrastructure items.

- Energy centres and district heating (current estimate £19m): An Energy Services Company (ESCO) or MUSCO would likely be involved in delivering energy centres and district heating for the development. The current cashflow model assumes 50% would be paid by an investor. The remainder would need to be funded by other means, such as connection charges per property.
- Enhanced learning and skills campus: Potential has been identified to attract third party investment from a university, private sector education and training providers, or businesses.
- Primary care centre (current estimate £4m): Beyond the cost of providing a serviced plot, the construction of the primary care centre may be funded by the local commissioning authority or a group of GPs. Alternatively its cost could be offset by the value of leasing or selling the facility to care providers after construction. The IDP assumes 50% of costs will be met by a third party investor.
- Built leisure facility (current estimate £8 m): A leisure operator may be interested in investing in all or part of the cost of constructing the built leisure facility. Commercial viability and ability to attract investment will increase towards the later phases of the development as demand for the facility increases. The IDP assumes 50% of costs will be met by a third party investor.
- Sports pitches and playing fields : Similarly, a leisure operator may invest in sports pitches and playing fields where there is potential to recover revenues through their operation.

Although there is significant potential for third party investment in the Eco-town, engagement with potential investors to date has been limited and there is a need to obtain greater certainty over what could be achieved. The way that infrastructure is packaged together, ownership of existing infrastructure in the town, and the role of the incumbent infrastructure operators in delivery will all have an impact on asset value and the amount of investment that could be attracted.

Making the case for public sector investment or grant funding

Several infrastructure items have been identified which would benefit the town as a whole, including existing residents and businesses, but are not necessarily directly meeting a need created by the new development. For these items, there could be a case for significant public sector investment or grant funding if it could be secured. They include:

- The new secondary school (£20m): The existing school at Mill Chase is underperforming and there were proposals to replace it before Building Schools for the Future funding was withdrawn. Part of the benefit of building a new school will

be to improve the facilities available to existing residents. As a minimum, there could be a case for partial public sector funding for the new school to the level which would otherwise be spent on refurbishing and enhancing the existing school at Mill Chase.

- The skills training centre (£1m): This is provided partially to address issues associated with MOD withdrawl. It is estimated that the public sector will fund 50% of costs associated with this. The remaining funding is likely to come via a third party investor.
- The Sports Hub (£8m): The Sports Hub is intended to meet the town's recreational needs as it outgrows its current facilities. With the involvement of a private leisure provider, it is estimated that the public sector will need to fund around 50% of costs associated with this facility.

In addition to direct public sector investment or grant funding, there is likely to be a need for the public sector to secure loans to cover upfront delivery of some infrastructure, which would then be recovered through developer contributions or other revenues from the development over time. Approximately £80m of infrastructure elements have been identified which will be funded via s106 as fund accrue, or in repayment of an upfront loan.

The case for public sector investment in the Eco-town is strong, given the potential it presents for housing delivery, the economic benefits offered and the amount of investment that could be attracted from the private sector.

Ensuring that the viability model reflects positive impact on development values and marketability

Investment in infrastructure over and above what is required to meet basic needs should help to create an attractive and vibrant place, give it a distinct identity, and enable facilities and services to be offered which attract people to the town. This in turn should help to market the development and has the potential to have a positive effect on property values. A number of infrastructure items have been identified in the schedule as potentially adding value to the development, although the effect is yet to be quantified and evidence on which to base such assumptions is limited in some areas. These include:

- The school and enhanced learning and skills campus
- The built leisure facility
- Enhanced environmental performance of the new development
- Access to green infrastructure

Where possible, the value added by these investments should be researched and reflected in the cashflow model.

Ensuring that each phase of development is viable

One the above opportunities to improve viability by reduce costs and attracting investments and alternative sources of funding have been taken into account, it is possible to estimate the residual infrastructure cost to development. In addition, a more accurate profile of spending on infrastructure across the entire delivery timescale can be derived.

Together these should inform the preparation of a more detailed cashflow model, which enables viability to be modelled for each phase of development. This should take into account the cost of servicing any loans used to front fund major infrastructure investments. It should also ideally take into account income which could be generated through planning incentives such as New Homes Bonus or Local Business Rates Retention.

4.0 Recommendations

Based on the conclusions presented above, our recommendations for further work are as follows:

1. Make the plan more efficient, to ensure that Eco-town objectives are still achievable, while maximising development value per unit of infrastructure investment. In particular this should include optimising layouts of plots in relation to the road network and considering the implications of IRR layout options on other infrastructure costs and development value.

2. Confirm trigger points for major items and whether some investment can be delayed until revenues start to be generated through development.

3. Confirm potential development phasing and align infrastructure provision more closely with housing growth. In particular consider scope to align green space provision with house numbers. Ensure the phasing of land release (in particular employment land) is aligned with market demand and consider whether some site preparation and land servicing costs can be deferred.

4. Prepare a business case using the asset value of infrastructure items that have potential for third party investment, considering how they could be specified and packaged in different ways to maximise value. Once this has been done, more formal industry engagement should be undertaken to confirm the level of interest and the amount of investment that could be attracted and identify preferred partners for the development.

5. Confirm public sector appetite to fund elements of infrastructure primarily for general community benefit and not resulting from a direct need arising from the development.

6. Explore the potential to reduce construction costs associated with achieving Code Level 5 and BREEAM Excellent by using modern methods of construction and the latest technological and supply chain developments.

7. The cash-flow model should take into account and quantify the beneficial impact of infrastructure items on property values or marketability.

8. Investigate the high site preparation, infrastructure decommissioning and remediation costs associated with the redevelopment of the MoD land and its impact on the land value aspirations of the landowners and project viability.

9. Update the cashflow model to account for revised cost estimates. In updating the cash flow model consider the implications of the funding options suggested in the IDP schedule. Consider also the potential for return to the public sector through planning incentives such as NHB.

Whitehill & Bordon Eco-town
Infrastructure Delivery Plan: Consolidated Infrastructure Schedule
Prepared by: Helen Pearce
Reviewed by: Frazer Osment 22-May-13

* Note, where proportion of third party or public sector contribution not yet known, 100% developer contribution has been put in as a worst case. Opportunity for third party or public sector funding has been highlighted and should be reviewed to reduce developer burden, particularly for added value elements.

Infrastructure	Phasing trigger or relationship to development sites	Costs					Need	Type	Funding and delivery role (% upfront funding contribution) PROVISIONAL UNTIL WORKSHOP								Proportion of spending recovered from development (%)	Funding and delivery route	Next steps and actions
		Phase 1	Phase 2	Phase 3	Phase 4				Master developer	Cost	Plot developer via s106	Cost	Public sector	Cost	Third party	Cost			
Site Preparation																			
Site preparation including demolition, remediation, addressing contamination, ecology, archaeology, major earthworks, removal of structures, temporary works and works to site boundaries. Cost allows for 15% main contractor preliminaries		£8,965,000	£20,153,000	£4,594,000	£475,000	£34,187,000			100%	34,187,000		0		0		0		Master developer funded to enable land development.	Site preparation plan required to identify where works can create a return / value. For example felled timber and arisings from demolition will have a value which will help to offset costs.
On Site Primary Infrastructure																			
Onsite Primary infrastructure including secondary roads and infrastructure necessary to create serviced land including IRR in inner alignment built as distributor as shown on adopted masterplan.		13,835,221	14,730,979	919,000	597,000	£30,082,200	Enabling	Communal	100%	30,082,200		0		0		0		Master developer funded to create serviced plots Potential funding for IRR/public sector subject to funding bids currently underway. Potential for fron funding through SLIC or othe rmechanism and costs recouped through s106 on plot development over time.	Intelligent design / value engineering opportunities to be considered. Opportunities to reduce the extent of primary infrastructure and ensure efficient servicing of land to be identified. Options to look at phasing triggers and the qunatum of development that can be released from each phase of infrastructure investment to optimise cash flow. Design and costs for key items to be clarified, for example design of existing street upgrades. Utilities strategy to developed, for example potential for rebate of utilities enabling costs through provider to be defined. G&T Figures in this item allow for trenching and backfill only. Develop primary infrastructure funding strategy. Consider respective merits of upfront public sector investment and 'claw back' via a local CIL/tariff.
Inner Relief Road Separately Itemised - FIGURES NOT INCLUDED IN TOTAL BELOW Inner Alignment	Phase 1 IRR costed within onsite primary infrastructure - isolated cost to follow		11,592,000			£11,592,000	Enabling	Communal		0	100%	11,592,000		0		0		Front funded with public sector support recouped through s106 Potential funding for IRR/public sector subject to funding bids currently underway. Potential for fron funding through SLIC or othe rmechanism and costs recouped through plot development over time.	Intelligent design / value engineering opportunities to be considered. Options to look at phasing triggers and timing of IRR investment.
Inner Relief Road Separately Itemised Outer Alignment - FIGURES NOT INCLUDED IN TOTAL BELOW	Phase 1 IRR costed within onsite primary infrastructure - isolated cost to follow		14,991,000			£14,991,000	Enabling	Communal		0	100%	14,991,000		0		0			
Public Open Space																			
Sport and Leisure (outboor pitches)		£1,148,489	£167,623	£2,184,032		£3,500,144				0	100%	3,500,144		0		0		Master developer assumed to fund and deliver the work in order to deliver plots ready for development, potentially recouped through land value uplift. Potential to secure partial funding from a management company, which could be recouped over time from use charges.	Confirm listand location of larger communal sites and phasing. Confirm asset value and potential contribution from a third party management company. Consider scope for plot developer delivery for some elements to reduce master developer upfront infrastructure cost burden.
Allotments		£122,221	£1,083,692	£294,423		£1,500,336			100%	1,500,336		0		0		0		Master developer assumed to fund the work in order to deliver plots ready for development, potentially recouped through land value uplift.	Consider overal scope of open space provision relative to standards and assess potential for sharing of facilities and development value of any surplus land.
Parks and Recreation Grounds / Green Loop		£759,043	£1,429,572	£1,360,072		£3,548,687			100%	3,548,687		0		0		0		Some elements delivered as part of primary infrastructure network. Other elements plot developer funded and delivered, standard construction cost.	
Core SANG		£1,396,031	£4,685,484	£3,921,240		£10,002,755				0	100%	10,002,755		0		0		Master developer or public sector to front fund and deliver the work in order to deliver plots ready for development. Full recovery of costs anticipated from plot developer contributions.	
SANG Network		£929,891	£256,893	£947,264		£2,134,048			100%	2,134,048		0		0		0		Master developer or public sector to front fund and deliver the work in order to deliver plots ready for development. Full recovery of costs anticipated from plot developer contributions.	
Commuted Sum for GI Network	Contributions on a pro rata basis	£2,633,333	£2,633,333	£2,633,334		£7,900,000				0	100%	7,900,000		0		0		Costs recovered through s106 on a pro rata basis.	Potential for costs to be substantially reduced through the formation of a special purpose management vehicle, potentially with community ownership following (for example) the Milton Keynes model.

Infrastructure	Phasing trigger or relationship to development sites	Costs					Need	Type	Funding and delivery role (% upfront funding contribution) PROVISIONAL UNTIL WORKSHOP								Proportion of spending recovered from development (%)	Funding and delivery route	Next steps and actions
		Phase 1	Phase 2	Phase 3	Phase 4				Master developer	Cost	Plot developer via s106	Cost	Public sector	Cost	Third party	Cost			
Onsite Statutory Utilities																			
On site statutory utilities including provision of HV and LV distribution network, gas distribution network, water distribution, network pumps, telecoms distribution, sub stations and gas pressure stations		£3,558,600	£6,987,800	£1,845,000	£210,000	£12,601,400			50%	6,300,700		0		0	50%	6,300,700		Master developer funded. Potential (partial) investment from MUSCO or utility companies, recovered through connection charges per property and/or ongoing use of system charges.	Confirm utilities strategy and identify split of costs between master developer and utilities provide.
Offsite Primary Infrastructure																			
Bordon STW upgrade			£3,500,000			£3,500,000				0		0		0	100%	3,500,000		Thames Water funding from Capital Works Programme. Potential for foul drainage connection charge payable by development to Thames Water to recoup part of the cost.	Role of an inset water management company or MUSCO to be confirmed, as part of business modelling and market testing (Eco-town team). Confirm preferred approach for Louisburg Barracks (developer) Consider potential for innovative on-plot solutions, eg package plant - localised lower cost solutions.
STW provision for green water upgrade			£1,500,000			£1,500,000			100%	1,500,000		0		0		0		Thames Water not expected to fund the water recycling component, although may be willing to deliver and operate. Funding would need to come from developer contributions or may be invested by an inset water management company or MUSCO if they are involved instead of Thames Water.	Role of an inset water management company or MUSCO to be confirmed, as part of business modelling and market testing (Eco-town team) May not be required if smaller scale on site package plan solutions considered. Confirm preferred approach for Louisburg Barracks (developer)
Primary foul to service the town		£3,000,000				£3,000,000			100%	3,000,000		0		0		0		Master developer assumed to fund this directly and recoup costs through plot development.	Survey work to confirm extent of works (developer). Role of an inset water management company or MUSCO to be confirmed, as part of business modelling and market testing (Eco-town team)
Potable water supply reinforcement, MOD borehole access and supply mains		£4,000,000				£4,000,000			100%	4,000,000		0		0		0		Master developer assumed to fund the work in order to deliver plots ready for development, potentially recouped through plot development. Delivery assumed to be by a third party.	Scope of works and costs to be confirmed (Eco-town team in consultation with South East Water). Role of an inset water management company or MUSCO to be confirmed, as part of business modelling and market testing (Eco-town team)
Diversion of high pressure gas main			£3,730,000			£3,730,000			100%	3,730,000		0		0		0		Master developer assumed to fund the work in order to deliver plots ready for development, potentially recouped through plot development. Work assumed to be undertaken by Scotia Gas Networks.	Confirm location of the high pressure gas mains and which development sites affected. Confirm whether responsibility will lie with master developer or plot developer.
Major electricity station upgrade			£5,330,000			£5,330,000			100%	5,330,000		0		0		0		Master developer assumed to fund the work in order to deliver plots ready for development, potentially recouped through land value uplift. Work assumed to be undertaken by Scottish and Southern.	Formal engagement with Scottish and Southern to confirm costs and delivery timing/approach. Confirm whether substation upgrade includes 'smart grid' components as required and capacity to export excess power back to the grid. Confirm whether
Smart grid enhancement of electricity distribution						£0			50%	0		0		0	50%	0		Scottish and Southern may be able to access innovation funding to pay additional costs of delivering a smart grid compared to providing distribution network to a standard specification.	Scottish and Southern to be followed up as potential partner for smart grid work, starting with Louisburg Barracks (BC, Eco-town team). Smart grid delivery to be addressed in MUSCO/ESCO market testing and business modelling.

Infrastructure	Phasing trigger or relationship to development sites	Costs					Need	Type	Funding and delivery role (% upfront funding contribution) PROVISIONAL UNTIL WORKSHOP								Proportion of spending recovered from development (%)	Funding and delivery route	Next steps and actions
		Phase 1	Phase 2	Phase 3	Phase 4				Master developer	Cost	Plot developer via s106	Cost	Public sector	Cost	Third party	Cost			
Energy Centre and District heating	Phase 1 assumed	£3,500,000	£3,500,000			£7,000,000			50%	3,500,000		0		0	50%	3,500,000		ESCO or MUSCO likely to fund and deliver infrastructure on development plots. Third party may not provide 100% of capital funding, assumed connection charge will be levied on the plot developers per property.	Confirm energy centre specification and costs for delivery on Louisburg Barracks and Prince Philip Barracks only. Business modelling and market testing for MUSCO or ESCO (Eco-town team) to confirm asset value and residual cost to development.
Energy Centre distribution pipework - one side of primary infrastructure plus 50% for crossings	Phase 1 assumed	£5,893,500	£6,136,500			£12,030,000			50%	6,015,000		0		0	50%	6,015,000			
Transport																			
Traffic management on the A325	To be completed in advance of the relief road opening		£5,000,000			£5,000,000	Enabling	Communal	100%	5,000,000		0		0		0	100%	Master developer funded to enable construction of IRR.	Confirm scheme design and delivery route.
Existing retained road upgrades	Phased delivery alongside development, detail to be confirmed	£1,333,333	£1,333,333	£1,333,333		£3,999,999	Enabling	Communal		0	100%	3,999,999		0		0	100%	There are no current bids to secure funding for these works. It is envisaged that the OPA will secure delivery and funding via s106.	
Transport Interchange	Bus services can operate without the full interchange. Interchange therefore envisaged in later phases to assist with cash flow.			1,300,000		£1,300,000	Added value	Communal		0		0	100%	1,300,000		0	100%	Assumed currently that this will be funded directly by the public sector as an added value item. Alternatively, delivery could be delayed and plot developer contributions could be collected in advance of construction.	Confirm phasing and delivery route.
Bus subsidy	Throughout development phasing. Phasing recommended by HCC: Phase 1: £0.625m Phase 2/3: £5.375m Phase 4: £7.5m Plus £1m for demand-responsive bus service, phasing unspecified.	625,000	2,687,500	2,687,500	7,500,000	£13,500,000	Enabling	Communal		0	100%	13,500,000		0		0	100%	Plot developer funded via s106 with contributions at key phasing triggers depending on the need for upfront investment. If upfront investment is required then master developer may need to fund and recoup costs through plot development or land value uplift.	Amount and profile of spend assumed in the DCF model to be reviewed.
Bicycle parking: strategic locations on primary infrastructure elements	Phased delivery alongside development, detail to be confirmed	£50,000	£50,000	£50,000		£150,000	Enabling	Communal	100%	150,000		0		0		0	100%	Master developer assumed to fund the work in order to deliver plots ready for development.	
Travel plan delivery, town-wide	Phased delivery alongside development, detail to be confirmed	£1,147,500	£1,147,500	£1,147,500		£3,442,500	Enabling	Communal		0	100%	3,442,500		0		0	100%	Assume all funded by development, contributions in line with development phasing via s106. Delivery responsibility depends on the measure, some led by EHDC, others implemented directly by the developer. Assume there is some flexibility in timing of implementation to enable development receipts to cover costs.	Confirm when costs would be incurred and whether some measures require front funding by the public sector or master developer. Confirm whether some measures intended to benefit existing residents and if so whether a portion of cost should be paid out of other public sector budgets. HCC view is the TP is necessary development cost necessary to achieve sustainable traffic behavioius for the whole town. Without such measures the development would not be mitigated or additional physical infrastructure would be required.

Infrastructure	Phasing trigger or relationship to development sites	Costs					Need	Type	Funding and delivery role (% upfront funding contribution) PROVISIONAL UNTIL WORKSHOP								Proportion of spending recovered from development (%)	Funding and delivery route	Next steps and actions
		Phase 1	Phase 2	Phase 3	Phase 4				Master developer	Cost	Plot developer via s106	Cost	Public sector	Cost	Third party	Cost			
Community Infrastructure																			
Health																			
Basic GP Surgery 760m2			1710000			£1,710,000	Enabling	Communal		0	50%	855,000		0	50%	855,000		Master developer to deliver serviced plot for primary care centre. Commissioning authority or private sector may fund and deliver the building, although their role, proportion of funding they would provide, and whether they would front-fund/deliver the building or purchase/lease it from developer at a later date not yet confirmed.	Confirm phasing, delivery route and funding source for primary care centre. Potential for private sector funding needs to considered.
Extra: related healthcare facilities 550m2			1375000			£1,375,000	Enabling	Communal		0	50%	687,500		0	50%	687,500			
Extra: dental practices 250m2			625000			£625,000	Enabling	Communal		0	50%	312,500		0	50%	312,500			
Extra: Car parking to above			400000			£400,000	Enabling	Communal		0	50%	200,000		0	50%	200,000			
Education																			
Early years facility - children centre and pre school	Split into Phase 1 (2015-2019) and Phase 3 (2025-2029)			1,000,000		£1,000,000	Enabling	Communal	100%	1,000,000		0		0		0	100%	Master developer assumed to provide up-front funding and deliver the buildings, although HCC have advised that delivery route still to be confirmed. The costs would be recouped through	Confirm phasing, delivery route and funding source for early years facilities.
Pre-school - 60 places - all phases 3 no in total		540,000	540,000	540,000		£1,620,000				0		0		0	100%	1,620,000	100%	Pre school in this part of Hampshire tends to be private sector delivered and funded. Assume no public sector inout required/	Confirm business case for pre-school provision and private sector interest.
Two new primary schools	Split into Phase 1 (2017-2019) and Phase 3 (2027-2029)	7,000,000		7,000,000		£14,000,000	Enabling	Communal		0	100%	14,000,000		0		0	100%	The costs recouped through s106. Upfront public sector funding may be required if need proceeds accrual of s106 funds.	Confirm phasing, delivery route and funding source for early years facilities.
New 850 place Secondary School to replace Mill Chase	Required early in the development to build confidence in scheme and kick start development. Just replaces existing provision at Mill Chase	19,762,500				£19,762,500				0		0	100%	19,762,500		0		Assume upfront public sector funding recouped through s106. However potential for private sector interest if school takes academy route.	Confirm funding and delivery route with HCC and potential private sector partrners.
600 place extension to secondary school	Required in line with demand generated by development			13,950,000		£13,950,000	Enabling	Communal		0	100%	13,950,000		0		0	100%	Public Sector / HCC assumed to provide up-front funding and deliver the buildings. Potential for private sector contribution through Academy programme The costs recouped through s106	Confirm specification, phasing of works, delivery route and proportion of public sector contribution to funding. Confirm future role and development of value of Budds Lane site depending on Secondary School option taken
Post 16 Further Education facility 3000m2			7,500,000			£7,500,000	Added value	Communal		0		0	0%	0	100%	7,500,000	0%	Delivered as a later extension to the new secondary school. Assume delivery is led by HCC as the education authority, with funding from a university, private sector training provider or businesses.	Continue discussions with potential university and private sector partners.
Skills Centre / Training - conversion of existing classroom for use as skills training centre			1,000,000			£1,000,000	Added value	Communal		0		0	50%	500,000	50%	500,000	0%	Delivered as joint public / private investment in WHB	Confirm need, timescale and spec for facility

Infrastructure	Phasing trigger or relationship to development sites	Costs					Need	Type	Funding and delivery role (% upfront funding contribution) PROVISIONAL UNTIL WORKSHOP								Proportion of spending recovered from development (%)	Funding and delivery route	Next steps and actions
		Phase 1	Phase 2	Phase 3	Phase 4				Master developer	Cost	Plot developer via s106	Cost	Public sector	Cost	Third party	Cost			
Community Infrastructure																			
Integrated Sports Hub containing swimming pool, learner pool, spectator viewing, multipurpose studios, healthcare and fitness suite, soft play and crèche, cafeteria, squash courts, general courts (4no) and parking to the above				8,040,000		£8,040,000	Enabling	Communal		0		0	50%	4,020,000	50%	4,020,000		Currently assumed to be funded jointly by public sector with private sector partners.	Identify potential third party leisure operators or consider potential for public sector funding. Consider option of shared facilities with new secondary school.
Multi-use Community facility containing youth centre, arts centre, theatre relocation, library, multifaith place of worship				£5,200,000		£5,200,000	Enabling	Communal	100%	5,200,000		0		0		0		Currently assumed to be funded and delivered by the master developer.	Confirm specification, sites, phasing and delivery route.
Emergency services building, fire and police combined - expansion on existing				£1,500,000		£1,500,000	Enabling	Communal		0	100%	1,500,000		0		0		Funded via s106	
Household waste / commercial waste recycling centre and civic amenity waste		2,000,000				£2,000,000	Enabling	Communal		0	100%	2,000,000		0		0			
Clubhouse and changing facilities - refurbishment of existing		400,000	400,000	400,000		£1,200,000	Enabling	Communal		0	100%	1,200,000		0		0			
Car parking at key locations		93,750	93,750	93,750		£281,250	Enabling	Communal		0		0	100%	281,250		0			
																35,010,700			
																	0		
Sub total		82,693,412	99,686,959	62,940,448	8,782,000	**£254,102,819**				116,177,971		77,050,398		25,863,750		35,010,700	£254,102,819		
Provision: contingencies and risk		**4,134,671**	**4,984,348**	**3,147,022**	**439,100**	**12,705,141**				**5,808,899**		**3,852,520**		**1,293,188**		**1,750,535**	**£12,705,141**		
Total		**86,828,083**	**104,671,307**	**66,087,470**	**9,221,100**	**£266,807,960**				121,986,870		80,902,918		27,156,938		36,761,235	**£266,807,960**		
Total with Outer with IRR alignment		**82,693,412**	**103,085,959**	**62,940,448**	**8,782,000**	**£257,501,819**													
Provision: contingencies and risk		**4,134,671**	**5,154,298**	**3,147,022**	**439,100**	**£12,875,091**													
		86,828,083	**108,240,257**	**66,087,470**	**9,221,100**	**£270,376,910**													

266,807,960

	Master developer		Plot developer via s106		Public sector		Third party investor		Total amount funded from development budget
Total funding contribution (£ million) *** Upper limit for developers**	121,986,870		80,902,918		27,156,938		36,761,235		**266,807,960**

Appendix 3: Coverage of Parish Plans (as at July 201		
Parish	**In Preparation**	**Completed**
South		
Clanfield		2009
Horndean		2013
Rowlands Castle		2008
Central		
Burition		1999
Colemore and Priors Dean		
East Meon		2005
Froxfield	√	
Greatham	√	
Hawkley		2013
Liss		2005
Langrish		2005
Petersfield		2007
Steep		2012
Stroud		2013
Sheet		2000
North West		
Alton		2005
Chawton	√	
Bentley		2010
Bentworth		2008
Beech		2012
Binsted		2010
Blackmore		
East Tisted	√	
Farringdon		2013
Four Marks		2012
Froyle		2013
Holybourne	√	
Kingsley		2013
Lasham	√	
Medstead		2008
Newton Valence		
Ropley	√	
Selborne	√	
Shalden		
West Tisted		
Wield		
Worldham		2011
North East		
Bramshott and Liphook	√	
Grayshott	√	
Headley		2005
Lindord		2003
Whitehill/Bordon		2005