

Infrastructure Plan

January 2018

Rushmoor Infrastructure Plan

1 Introduction	2
2 Policy Context	4
3 Sub Regional Context	5
4 Future Growth in Rushmoor	6
5 Evidence from other Infrastructure Studies	11
6 Recent Infrastructure Developments	14
7 Summary of key infrastructure to be provided	16
8 Infrastructure Funding	17
9 Transport Infrastructure	20
10 Utilities and Waste	36
11 Education	47
12 Health Care	56
13 Emergency Services	61
14 Community Services/Facilities	68
15 Green Infrastructure	77
16 Cultural/Historical Assets	84
17 Wellesley	87
18 Delivery Plan	95

1 Introduction

1 Introduction

1.1 Rushmoor Borough Council is currently preparing long term planning policies to guide the scale, location and type of future development in the Borough. An important part of this process is to establish the infrastructure, such as schools, health facilities, open space and transport improvements, that might be required to support future development and meet the needs of existing and future residents.

1.2 Work on the provision of infrastructure will be progressed through engagement with a range of partners, including the Local Enterprise Partnership ⁽¹⁾, the Environment Agency, adjoining Local Authorities, Hampshire County Council and other infrastructure providers.

Purpose of the Infrastructure Plan

1.3 The purpose of this Infrastructure Plan (IP) is to provide background evidence as to the key elements of physical and social infrastructure likely to be needed in the Borough up to 2032 to support delivery of the Rushmoor Local Plan.

1.4 The IP identifies the current baseline in relation to existing infrastructure in the Borough. It also identifies main areas of responsibilities and where possible, details of planned future provision. Where appropriate, facilities are mapped. As far as possible, the IP has been prepared with the involvement of relevant stakeholders. The IP is based on information that the Council has managed to obtain from the sources listed in later sections and from meetings with stakeholders, including feedback received during the Preferred Approach consultation and Draft Submission consultation.

1.5 The IP should be read in conjunction with the Rushmoor Local Plan and supplementary evidence. These can be found at www.rushmoor.gov.uk/newlocalplan.

1.6 The IP will be kept as a 'live' document following adoption of the Rushmoor Local Plan. That means that with its partners, the Council will seek to keep the IP as up to date as possible. Delivery of the Infrastructure Plan will be reported on on an annual basis through the Authority Monitoring Report.

What do we mean by "Infrastructure"?

1.7 Paragraph 162 of the National Planning Policy Framework (NPPF) outlines the types of infrastructure that will need to be considered and additional guidance is provided by the Planning Advisory Service.

1.8 The following types of infrastructure have been included within the study:

- **Transport** - including the road network (strategic and local), rail services, Farnborough Airport, bus services, taxis, walking and cycling.
- **Utilities and Waste** - including water supply, sewage treatment, gas supply, electricity supply, telecommunications and broadband and waste collection, disposal and recycling.
- **Education** - including primary, secondary, 16-19 education and other schools.
- **Health Care** - including acute health care and local health care
- **Emergency Services** - including fire and rescue, ambulance, police and flooding and flood defences.

1 Rushmoor is part of the Enterprise M3 LEP which covers parts of Hampshire and Surrey

Introduction 1

- **Community Services and Facilities** - including libraries, community and voluntary services, community centres, places of worship, cemeteries and sport facilities.
- **Green Infrastructure** - including open space, allotments and Suitable Alternative Natural Greenspace (SANG).
- **Cultural/Historical Assets** - including museums, theatres and cinemas.

The Structure of the Document

1.9 Sections 2 to 6 provide context for future infrastructure requirements. Sections 7 to 14 contain tables which show the following for different types of infrastructure in the Borough:

- An audit of existing facilities, including mapping where appropriate
- Capacity of existing facilities where possible
- Details of any known or planned provision
- Details of any key issues for Rushmoor
- Implications for the Rushmoor Local Plan

1.10 Section 15 sets out the infrastructure requirements to support the delivery of 3,850 new homes at Aldershot Urban Extension (Wellesley).

1.11 Section 16 sets out a Delivery Plan which sets out more detail about infrastructure schemes.

2 Policy Context

2 Policy Context

National Guidance

The National Planning Policy Framework (NPPF) places an emphasis on the role of planning in the provision of infrastructure alongside growth. Different elements of infrastructure, for example transport and green infrastructure, are dealt with in various parts of the NPPF. It states that Local Planning Authorities should set out the strategic priorities for the area in the Local Plan, including:

"the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat); [and] the provision of health, security, community and cultural infrastructure and other local facilities..." (Para 156)

The NPPF includes some requirements for Local Plans and planning policies, including:

"Local Plans should plan positively for the development and infrastructure required in the area to meet the objectives, principles and policies of this Framework" (Para 157)

"Local planning authorities should work with other authorities and providers to:

- assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and
- take account of the need for strategic infrastructure including nationally significant infrastructure within their areas." (Para 162)

There is an emphasis in the NPPF on ensuring that careful attention is made to viability and costs in plan making. It states that:

"the sites and the scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. To ensure viability, the costs of any requirements likely to be applied to development...should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable." (Para 173)

Planning Practice Guidance provides further guidance on a number of relevant subjects, including Local Plan preparation, the Duty to Cooperate, viability and the use of planning obligations. It also provides more detailed guidance on the Community Infrastructure Levy.

The Community Infrastructure Levy was introduced in 2010 and is a charge that can be levied on new development to help to pay for infrastructure that is needed to support the impact of development in an area. The charge is set by a local authority through the preparation and adoption of a CIL Charging Schedule. Once in place it largely replaces the use of section 106 (s106) developer contributions⁽²⁾, although these can still be used, in particular for site-specific infrastructure and to provide affordable housing.

2 Section 106 agreements are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken

Sub Regional Context 3

3 Sub Regional Context

3.1 Paragraph 178 and 181 of the National Planning Policy Framework (NPPF) sets out how Local Planning Authorities should plan strategically across boundaries. The NPPF states that public bodies have a duty to cooperate on planning issues that cross administrative boundaries, particular those which relate to the strategic priorities including those listed above. The Council has prepared a Duty to Cooperate Statement, which demonstrates how the Council has met both the legal and soundness requirements of the Duty to Cooperate in the production of the Local Plan. This includes cooperation on matters including the water supply, waste, transport, flooding and healthcare provision.

3.2 It is important to consider the delivery of infrastructure in the wider context and the role of delivery agencies who cover much wider areas. It is also important to recognise that in many cases, Rushmoor Borough Council is not directly responsible for delivering infrastructure and the Council must work closely with other organisations and companies.

4 Future Growth in Rushmoor

4 Future Growth in Rushmoor

4.1 Future infrastructure requirements in the Borough will be associated largely with the additional needs generated from new development. The following section sets out the areas of growth over the plan period.

Determining Housing Need

4.2 The NPPF requires local planning authorities to have a clear understanding of housing needs in its area. It stipulates that this should be established through the preparation a Strategic Housing Market Assessment (SHMA) to assess full housing needs, working with neighbouring authorities where housing market areas cross administrative boundaries. The Council undertook an analysis in 2013 which identified that whilst Rushmoor has cross boundary migration and commuting links with a number of neighbouring local authorities, the strongest links are with Hart and Surrey Heath Councils, and this was corroborated by work undertaken on the same issue by those two Councils.

4.3 This conclusion that the three authorities together form a "Housing Market Area" (HMA) endorsed the continuation of a long history of joint working on the housing evidence base, and the three Councils therefore commissioned the preparation of a new joint SHMA. This study used a range of demographic, employment and market factors, including population projections, housing affordability, prices, rents and anticipated employment growth, to assess future housing need across the three authorities.

4.4 The SHMA identifies a housing need of 1,200 homes per annum across the HMA between 2014 and 2032. Of these, 436 homes per annum are identified as being required within Rushmoor, which equates to a total need of 7,850 dwellings to be provided in the Borough over the Plan period (2014 to 2032).

4.5 The housing need figure set out in the SHMA is the starting point against which an assessment of physical and environmental constraints must be made to determine whether the housing needs can be met or, if not, what the capacity of the Borough might be.

Meeting Housing Need

4.6 The main piece of evidence which is used to help determine whether housing need can be met is a Strategic Housing and Economic Land Availability Assessment (SHELAA). This identifies sites across the Borough with housing potential.

4.7 Using a base date of 1 April 2017, the SHELAA identifies potential capacity for the delivery of 7,739 dwellings up to 2032 from sites with planning permission which have not yet started, and other sites identified as having potential for housing development. In addition, the SHELAA identifies that 836 homes have been built between 2014 and 2017 and includes a windfall allowance of 420 dwellings for sites which are not covered by site specific identification in the SHELAA, because they are too small to be identified.

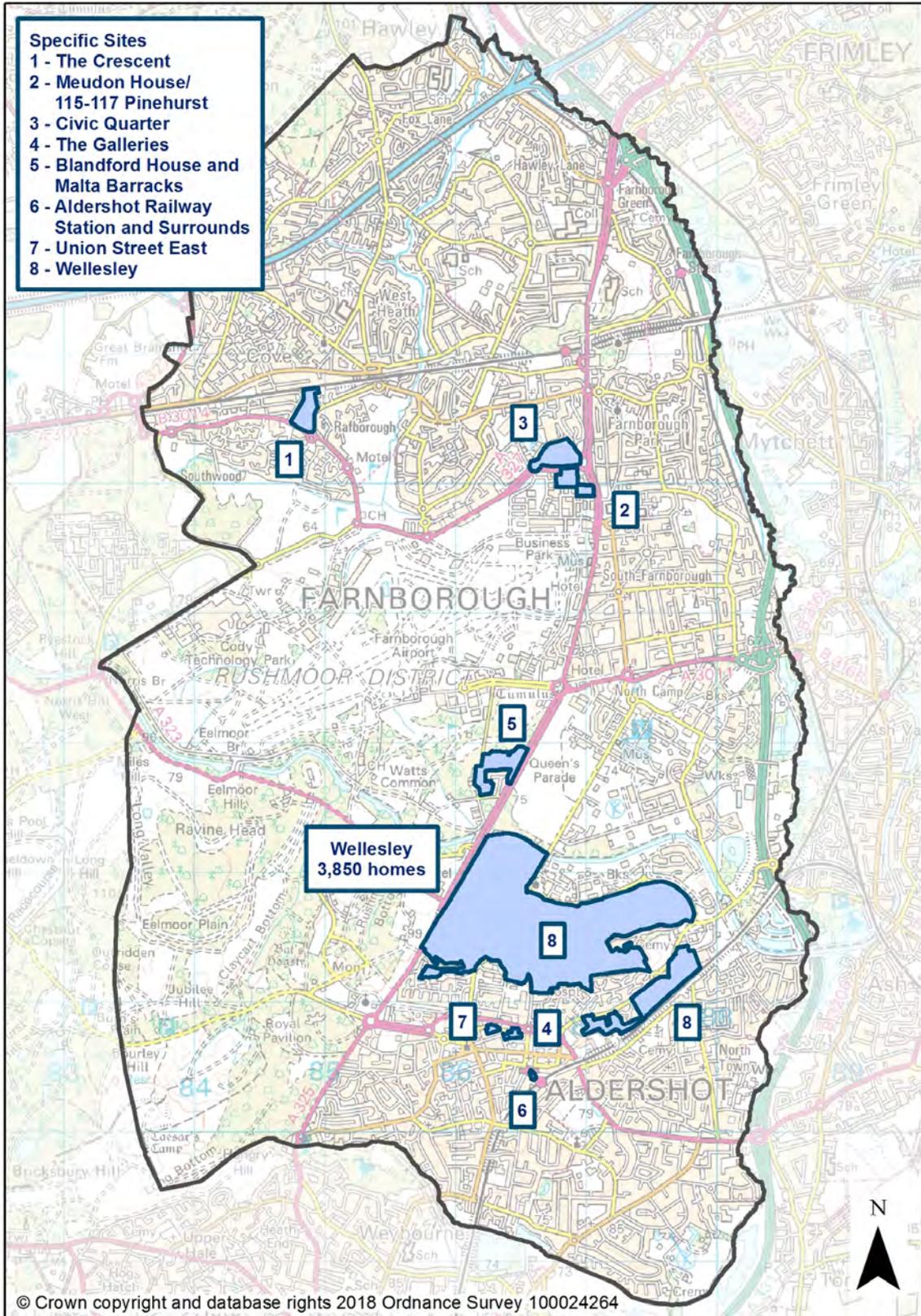
4.8 In total, these sources identify potential capacity in the Borough between 2014 and 2032 of 8,995 dwellings. Of these, 5,620 homes have been granted planning permission, including as part of the Wellesley development (previously known as the Aldershot Urban Extension). As noted above, 836 of these homes have been built.

Future Growth in Rushmoor 4

4.9 Wellesley is a surplus military site located to the north of Aldershot Town Centre. Between 2014 and 2032 this site will accommodate about 3,850 new homes, some small scale employment development, and associated infrastructure. Details of infrastructure needed to support development are identified through the agreed Section 106 obligations as set out in Section 15 of this document.

Source of Supply	Number of Dwellings (Net)
Completions (1st April 2014 to 30th November 2017)	836
Sites with Planning Permission (as at 30th November 2017)	4784
Other sites identified in the SHELAA as deliverable/developable (not including those listed below)	897
Windfall Allowance	420
Specific Sites in Aldershot	
The Galleries	500
Union Street East	130
Aldershot Railway Station and Surrounds	32
Specific Sites in Farnborough	
Meudon House/ 115-117 Pinehurst	387
The Crescent	159
Civic Quarter	700
Sites outside of the existing Built Up Area Boundary	
Blandford House and Malta Barracks	150
Total	8,995

4 Future Growth in Rushmoor



The Distribution of New Homes

Future Growth in Rushmoor 4

Town Centre Uses

4.10 Aldershot and Farnborough town centres are identified in the Local Plan as the focus for a range of town centre uses. These are likely to include most significantly retail and residential developments. In addition, North Camp District Centre has the capacity to accommodate small-scale retail development appropriate to its role and function as a District Centre.

4.11 There are plans for new development in Aldershot and Farnborough town centres, commensurate with the capacity outlined in the Retail, Leisure and Town Centres Study (2015). Long term additional capacity by 2032 for Class A1 to A5 floorspace is up to 21,600sqm gross. However, the study sets out that these long-term projections should be treated with caution.

4.12 Shorter term projections are more reliable and these are set out below:

- Aldershot - 2,892sqm (gross) by 2022
- Farnborough - 1,583sqm (gross) by 2022

Employment

4.13 The joint Employment Land Review (2016) (ELR) covers the Hart, Rushmoor and Surrey Heath Functional Economic Area (FEA). The ELR concludes that across the FEA, the balance between the supply of office and industrial space, and forecast requirements, to 2032 is fairly tight. Hence, the ELR, coupled with evidence from the Enterprise M3 LEP, provides the evidence base for the identification of nine 'Strategic Employment Sites' and twelve 'Locally Important Employment Sites' in the Local Plan.

4.14 On 10 February 2017, the Council made an Article 4 direction to remove the permitted development rights that allow developers to change the use of offices, storage or distribution units, or light industrial units to homes without planning permission. The direction will come into force on 19 February 2018 and will apply to the following employment sites across the Borough:

- Blackwater Trading Estate
- Civil Enclave
- East Aldershot Industrial Cluster
- Eelmoor Road
- Farnborough Aerospace Park
- Farnborough Business Park
- Frimley Business Park
- Hawley Lane East
- Hawley Lane West
- Hollybush Lane
- Invincible Road Industrial Estate
- Lynchford Lane
- Redan Road Industrial Estate
- Rotunda Estate
- Southwood Business Park
- Spectrum Point
- Springlakes
- Wyndham Street

4 Future Growth in Rushmoor

4.15 This will provide greater protection against loss to alternative non-B-class uses of commercial premises that fulfil a strategic economic function. More information is available at www.rushmoor.gov.uk/article/9838/Article-4-directions-and-planning-permission

Evidence from other Infrastructure Studies 5

5 Evidence from other Infrastructure Studies

Hampshire Strategic Infrastructure Statement

5.1 The Hampshire Strategic Infrastructure Statement (April 2017) provides a position statement, detailing the infrastructure requirements identified by Hampshire County Council and its partners. It focuses on the infrastructure types which Hampshire County Council and its public sector providers have a role in planning, coordinating and in some instances also delivering.

5.2 The statement identifies the headline infrastructure needs related to services provided by HCC, showing the total figures on a county-wide basis. It is noted that all figures and costs within the statement should be considered as minimum figures. This is because there are a number of schemes, some significant, where costs, identified funding, and shortfalls have yet to be determined. In addition, it presents information currently available relating to the additional infrastructure needed to support future development in each Hampshire district. It provides the following summary for Rushmoor:

Infrastructure Type	Estimated Total Costs	Estimated Funding Shortfall
Strategic Infrastructure Schemes	£25,950,000	£15,800,000
Other Transport Schemes	£30,275,000	£23,400,000
Schools	£51,900,000	£19,400,000
Social and Community Extra Care	To be determined	To be determined
Countryside Schemes	To be determined	To be determined
Waste Management	£1,000,000	£1,000,000
Flood Risk Management	N/A	N/A
Total	£109,125,000	£59,600,000

Other Relevant Plans and Strategies

5.3 The following table sets out a number of ongoing plans and strategies that will, over time help to determine the need for, and commitment to delivering infrastructure in the Borough.

Plan/Strategy	Comment	Timescale
Hampshire Local Transport Plan 3	Produced by Hampshire County Council. The Hampshire Local Transport Plan comprises of two parts: <ul style="list-style-type: none"> a long term strategy, containing the strategic priorities, policies and approach to improving transport in Hampshire up to 2031, and A three year Implementation Plan currently setting out planned expenditure on transport over the period April 2013 to March 2016. 	Local Transport Plan - Adopted 2011. On 6 May 2014 the County Council approved a rolled forward three year Implementation Plan as part of a process of annual review and revision which is carried out each spring.
Rushmoor Borough Transport Statement	A Transport Statement has been produced by Hampshire County Council for each of the 11 district and boroughs. The 11 Transport Statements follow the same format as a transport strategy, developed	Adopted September 2012

5 Evidence from other Infrastructure Studies

Plan/Strategy	Comment	Timescale
	<p>from existing strategies and policies, together with a proposed schedule of transport improvements. However, individual statements reflect key local priorities, informed by engagement with districts and boroughs and public consultation.</p> <p>Since adoption of the Statements in September 2012, the Schedule of Transport Improvements has been updated to reflect changes in the context of scheme development within each area, such as schemes being delivered, or changes to policy and local political and partner priorities. These changes have been subject to review by County Councillors at their Highways and Transport Workshops in Autumn 2013, prior to formal agreement to schedule updates.</p>	Rushmoor Transport Statement Live Scheme List was last updated in December 2013.
Aldershot Town Access Plan	The Aldershot Town Access Plan has been developed by Hampshire County Council in partnership with Rushmoor Borough Council. The aim of the TAP is to help make Aldershot a more attractive place to visit, to encourage access by sustainable transport modes, providing transport infrastructure to facilitate development, to promote social inclusion, and to integrate transport proposals with land use development.	Adopted April 2012
Farnborough Town Access Plan	The Farnborough Town Access Plan has been developed by Hampshire County Council in partnership with Rushmoor Borough Council and its aim is to improve access to facilities and services within the town.	Adopted November 2011
Surface Water Management Plan	A joint strategy led by HCC to identify surface water flood risks and to identify potential mitigation and delivery and funding options.	A draft version for Rushmoor was published for consultation in 2013. This has fed into the Strategic Flood Risk Assessment for Rushmoor (April 2015).
Cycling Strategy	Produced by Hampshire County Council. The aim of the strategy is to provide a clear statement on the County Council's overall aspirations for cycling; set a strategic framework to support the planning and development of cycling measures with local partners including district councils; provide a means to prioritise available funding for cycling to the best value for money investments; and support the County Council in attracting new investment from funding partners for cycling and other associated sustainable transport measures.	Approved in September 2015
Hampshire Countryside Access Plan	Produced by Hampshire County Council. Hampshire County Council's (HCC) Countryside Service is responsible for protecting and conserving the heritage of landscapes, wildlife and historic places, maintaining countryside sites that are host to a wide range of activities including education. The service is also responsible for ensuring that public rights of way are safe and easy to use. As a statutory requirement under the Countryside & Rights of Way Act 2000, HCC has prepared a Rights of Way improvement plan (the Hampshire Countryside Access Plan) which describes actions that can be taken to improve local rights of way and other access to the countryside for all users.	2015-2025 The HCAP refers to the seven area-based plans that formed part of the previous Plan (2008-2013). These have been retained as reference guides for the current plan.
Playing Pitch Strategy	Prepared by Continuum Sport and Leisure on behalf of Rushmoor Borough Council. Provides a quantitative, qualitative and accessibility assessment of playing pitch provision in the Borough.	2014-2020

Evidence from other Infrastructure Studies 5

Plan/Strategy	Comment	Timescale
Hampshire School Places Plan	Produced by Hampshire County Council. The School Places Plan sets out the identified need for extra mainstream school places.	2017-2021

6 Recent Infrastructure Developments

6 Recent Infrastructure Developments

6.1 Recent significant infrastructure projects completed or commenced in the Borough have included:

Health facility improvements:

- The Aldershot Centre for Health opened in 2008 providing a new purpose built health centre for Aldershot. It combines Army and NHS primary medical services and replaced the old Aldershot Health Centre and Aldershot Garrison medical facilities. The Centre for Health brings together GP's, dental services, clinicians, counsellors, community nurses, Army doctors, out-patient services for Frimley Park Hospital, Child and Adolescent Mental Health Services (CAMHS) and a pharmacy.
- The relocation of the Alexandra Practice to Princes Gardens Surgery in 2011.

Transport improvements:

- Completion of the Airport Southern Access road
- Bus Quality Partnership bus services;
- Small scale footway/cycleway improvements and safety improvement schemes.
- New bridge and forecourt remodelling at Farnborough Station to provide bus and taxi lanes. New multi-storey car park.
- Junction improvements at Queens Roundabout
- New Cove Brook cycleway
- Improvements to the M3 by constructing a smart motorway between junctions 2 (M25) and 4a (Farnborough (west)). The aim of smart motorways is to help relieve congestion by using technology to control traffic flows, to assist in the management of incidents and provide information to road users. Work commenced in November 2014 and was completed in 2017.

Community/leisure/recreation facility improvements:

- The development of Southwood Woodlands as a Suitable Alternative Natural Greenspace (SANG)
- The development of Hawley Meadows/Blackwater Park as a SANG
- Secured and enabled enhancement of Rowhill Nature Reserve to deliver as a SANG
- Delivery of the Runways End Activity Centre - a 50 bed dormitory, classroom, kitchens, meeting rooms, low ropes and high ropes course, camping for 200, multi use activity hall, and a canoe store with changing rooms.
- Upgraded all weather pitches at Aldershot Lido
- New all weather pitches at Connaught School, Aldershot
- Aldershot Park playground improvements (£240,000 improvement scheme funded by Big Lottery, Playbuilder, HCC and S106)
- Manor Park, Aldershot - upgrade to playground (£150,000 scheme) and installation of skate park
- Municipal Gardens, Aldershot - upgrade to playground (£150,000 scheme)
- Osbourne Road Recreation Ground and Play Area, Farnborough - upgrade to playground (£100,000 scheme)
- Pyestock Crescent Play Area, Farnborough - upgrade to playground (£150,000 scheme)

Educational improvements:

Recent Infrastructure Developments 6

- New facilities at Farnborough 6th Form College
- New facilities at Farnborough College of Technology
- Completion of a six class block at Tower Hill Primary School, Farnborough (Autumn 2016)
- The investment of £5,500,000 in the relocation and expansion of facilities previously provided at the Linden Education Centre (LEC).

Utilities improvements:

- Gas service replacement of all gas mains in Aldershot with plastic pipes.
- Gas mains replacement in Farnborough
- Improvements to water mains in Aldershot
- BT Fibre optics network underway

Private investment in:

- A £53 million redevelopment of Farnborough town centre, including a new Sainsbury's store and Travelodge (both opened December 2010), a 7 screen cinema (opened May 2015) and restaurants.
- The Westgate development in Aldershot town centre, comprising cinema, restaurants, hotel and supermarket (opened 2012).

Defence Estates investment in:

- A £325 million scheme providing 2,425 new or refurbished single living accommodation spaces and associated uses in Aldershot Military Town.

7 Summary of key infrastructure to be provided

7 Summary of key infrastructure to be provided

7.1 The following key elements of infrastructure are considered to be required to support the Rushmoor Local Plan. More detail on each infrastructure type is provided in the following sections and a more detailed delivery plan is set out in Section 16.

7.2 The elements of infrastructure considered to be most essential to deliver the Local Plan are:

Infrastructure at Wellesley

- Detailed work has been carried out on identifying infrastructure needs for Wellesley and has been incorporated into the adopted SPD and the Heads of Terms in the s106 agreement. This is set out in more detail under Section 15.

Transport

- A range of solutions at Wellesley, the implementation of Town Access Plans (TAP) for Aldershot and Farnborough and specific programmes of work will encourage the use of alternative modes of travel. The TAP's include a series of improvements to deliver these aims and objectives.
- Transport schemes identified within the Hampshire Strategic Infrastructure Statement (April 2017), s106 agreement for Wellesley, Farnborough Growth Package and/or in the transport evidence prepared to support the Rushmoor Local Plan.

Green Infrastructure

- This is essential to help to deliver the Sustainable Community Plan vision as well as that of the Local Plan. This is particularly important as the Open Space, Sport and Recreation Study (December 2014) has shown a shortage of open space across the Borough.

Community Facilities

- The Open Space, Sport and Recreation Study (December 2014) and Playing Pitch Strategy (2014) set out a number of recommended improvements to sports and recreation facilities across the Borough.

Educational Facilities

- New facilities for pre-school and primary education are being provided at Wellesley, along with financial contributions to provide for additional school places at existing secondary schools.
- The Council is working closely with Hampshire County Council to ensure that adequate provision is available.

8 Infrastructure Funding

8.1 Developers may be asked to provide contributions for infrastructure in several ways. This may be by way of the Community Infrastructure Levy and planning obligations in the form of section 106 agreements and section 278 highway agreements.

8.2 The Community Infrastructure Levy (CIL) was introduced in 2010 and is a charge that can be levied on new development to help to pay for infrastructure that is needed to support the impact of development in an area. The charge is introduced by a local authority through the preparation and adoption of a CIL Charging Schedule.

8.3 Once a CIL Charging Schedule is in place, CIL is a mandatory, non-negotiable payment. The levy must be charged in £ per square metre on the net increase in floorspace (which means a discount can be made for recently occupied converted or replacement floorspace). Any new build is only liable to pay if it has at least 100 sq.m. gross internal floorspace or involves the creation of one or more dwellings (even if below 100 sq.m). CIL receipts can be pooled and used towards the provision and maintenance of infrastructure. The Community Infrastructure Levy will largely replace section 106 (s106) developer contributions, although these can still be used, in particular for site-specific infrastructure and to provide affordable housing.

8.4 Whilst the introduction of CIL is discretionary, the CIL Regulations have introduced changes to the way in which S106 planning obligations can be used for the funding of infrastructure. The impact of the regulations are that, since April 2015, the Council cannot pool more than five S106 planning obligations towards a specific infrastructure project or type. The base date for calculating whether five obligations have been entered into is April 2010. If CIL were in place, S106 would remain but this would be for site specific infrastructure (where pooling restrictions are unlikely to apply) and the delivery of affordable housing.

8.5 In October 2012, the Council published a Preliminary Draft Charging Schedule for consultation. This proposed a Borough wide CIL charge of £180/sqm for residential developments and £100/sqm for large retail developments.

8.6 The CIL Regulations have been subject to a number of amendments since the principle of CIL was introduced at the national level. The changes have predominantly resulted in an increase in the types of development that would be exempt from paying CIL. This now includes affordable housing, charities, self-build properties, residential extensions and some vacant buildings. For those developments which are liable, CIL is also only chargeable on additional net floorspace. All these factors have an impact on the amount of revenue that might be received from a CIL charge, and might therefore be available to fund infrastructure.

8.7 Therefore, in July 2014, a report was presented to Cabinet that sought to delay the preparation and introduction of a CIL Charging Schedule until there was more clarity about the long-term future of the CIL mechanism.

8.8 In summary, the main reasons were:

- The difficulties of funding Special Protection Area (SPA) mitigation measures through the Community Infrastructure Levy, as some developments would not generate any Community Infrastructure Levy

8 Infrastructure Funding

money (for example, conversions that generate no additional floorspace and affordable housing) and would not therefore fund their own mitigation

- Anticipated income levels were likely to be lower than income received through s106 because of the types of development that are exempt from the Community Infrastructure Levy, and on qualifying developments, the levy would only be chargeable on net additional floorspace. This meant there would be less money to spend on infrastructure
- We would need additional resources to implement a Community Infrastructure Levy charge

8.9 In July 2014, the Cabinet agreed that until we had greater certainty about the future of the Community Infrastructure Levy under the current, or a future, government, we should delay the introduction of a Community Infrastructure Levy charging schedule.

8.10 In 2015, the Government launched a review of CIL and appointed an independent panel to assess whether it does, or can, provide an effective mechanism for funding infrastructure. This has concluded that the current system is not as fast, simple, certain or transparent as originally intended. In the Housing White Paper, published in February 2017, the Government stated its support for the principle that developers are required to mitigate the impacts of development in their area, in order to make it acceptable to the local community and pay for the cumulative impacts of development on the infrastructure in the area. It will examine the options for reforming the system of developer contributions, including ensuring direct benefit for communities, and will respond to the independent review by making an announcement on the future shape of CIL at the Autumn Budget 2017.

8.11 The Government announced in the Autumn Budget 2017 that DCLG will launch a consultation with detailed proposals on the following measures:

- removing restriction of Section 106 pooling towards a single piece of infrastructure where the local authority has adopted CIL, in certain circumstances such as where the authority is in a low viability area or where significant development is planned on several large strategic sites. This will avoid the unnecessary complexity that pooling restrictions can generate
- speeding up the process of setting and revising CIL to make it easier to respond to changes to the market. This will include allowing a more proportionate approach than the requirement for two stages of consultation and providing greater clarity on the appropriate evidence base. This will enable areas to implement a CIL more quickly, making it easier to set a higher 'zonal CIL' in areas of high land value uplift, for example around stations
- allowing authorities to set rates which better reflect the uplift in land values between a proposed and existing use. Rather than setting a flat rate for all development of the same type (residential, commercial, etc.), local authorities will have the option of a different rate for different changes in land use (agricultural to residential, commercial to residential, industrial to residential). All the protections for viability from CIL, such as the Examination in Public, will be retained
- changing indexation of CIL rates to house price inflation, rather than build costs. This will reduce the need for authorities to revise charging schedules. This will ensure CIL rates keep up with general housing price inflation and if prices fall, rates will fall too, avoiding viability issues
- giving Combined Authorities and planning joint committees with statutory plan-making functions the option to levy a Strategic Infrastructure Tariff (SIT) in future, in the same way that the London Mayoral CIL is providing funding towards Crossrail. The SIT would be additional to CIL and viability would be examined in public. DCLG will consult on whether it should be used to fund both strategic and local infrastructure

Infrastructure Funding 8

8.12 The Council is considering the implications of these proposals and reviewing the previous decision made to put CIL on hold. The viability evidence prepared to support the Local Plan has taken into account potential future CIL rates. This evidence will be available to inform an emerging CIL charge, subject to the need to update this evidence to take into account changes to CIL proposed by the Government.

8.13 It is recognised that the Community Infrastructure Levy is one source of funding and in determining the size of an infrastructure funding gap, the authority should consider known and expected infrastructure costs and the other possible sources of funding to meet those costs. There are a number of other sources of funding for infrastructure. These are set out in more detail in the sections below or in the Delivery Plan.

9 Transport Infrastructure

9 Transport Infrastructure

9.1 The following tables set out the existing and future situation in relation to the provision of the Strategic Road Network (SRN), the non strategic road network, rail services, Farnborough airport, bus services, taxis and walking and cycling.

Strategic Road Network

Lead Organisation	Highways England
Existing provision	Highways England is responsible for the operation and stewardship of the strategic road network (SRN) in England on behalf of the Secretary of State for Transport. In Rushmoor the SRN is represented by the M3 motorway.
Known Planned Provision	Highways England has recently improved the M3 between junctions 2 to 4a by introducing a smart motorway scheme. This scheme will relieve congestion and smooth the flow of traffic, improving journey times. These benefits will support economic development in the region by providing much needed capacity on the motorway. The cost of this work was £174 million and work was completed in 2017.
Key Issues for Rushmoor	Importance of the strategic road network and supporting improvements to tackle congestion and improve connectivity, where it is required.
Implications for the Rushmoor Plan	<p>The projected increase in housing may increase traffic growth with a greater impact on the M3 motorway. The combined effect of growth in neighbouring authorities with that predicted for Rushmoor needs to be considered and an assessment of the cumulative impact of future development on part of the M3 has been prepared in conjunction with the Highways England and Hampshire County Councils.</p> <p>Evidence has been prepared to analyse the potential transport impact of the emerging Local Plan (more information on this evidence is provided below). This evidence has identified a number of locations where transport mitigation measures will need to be considered on the Strategic Road Network. This includes M3 J4a North and South roundabouts and M3 Junction 4 North roundabout.</p>
Sources of Funding	<p>Highways England funding comes from central government revenue and capital funding.</p> <p>Developer contributions.</p>
Evidence	<p>Highways England M3 smart motorways</p> <p>Transport evidence base supporting the Rushmoor Local Plan</p>

Transport Infrastructure 9

Non Strategic Road Network

Lead Organisation	Hampshire County Council/MoD/Private
Existing provision	<p>The County Council is the local highway authority for Rushmoor and is responsible for the maintenance, management and improvement of all publicly adopted highways (excluding the M3).</p> <p>The MOD own and manage a number of roads within the military town.</p> <p>There are also several private roads in the Borough, for example within Farnborough Business Park and Farnborough Aerospace Park</p>
Known Planned Provision	<p>A number of schemes are identified within the Hampshire Strategic Infrastructure Statement (April 2017) and in the s106 agreement for Wellesley.</p> <p>Hampshire County Council has developed a number of scheme proposals to improve congestion, and accommodate increasing travel demands in Farnborough and the wider Blackwater Valley, known as the Farnborough Growth Package. The Enterprise M3 Local Enterprise Partnership has identified Farnborough as one of its 'growth towns' and has provisionally allocated £6.7 million of Local Growth Fund to the County Council, to start making improvements. This will be added to the £2 million of developer contributions, giving a total package of £8.7 million for highways improvements to tackle congestion and improve cycle facilities in the area.</p> <p>The County Council is also looking to improve public transport in the area, known as the 'Blackwater Valley Gold Grid', which aims to increase connectivity across the area. The County Council is working with Surrey County Council and Stagecoach to deliver this project, which stretches from Aldershot to Camberley.</p> <p>Consultation on the Farnborough Growth Package took place between 28 November 2017 and 23 January 2018.</p>
Key Issues for Rushmoor	To inform the emerging Local Plan, a transport study has been undertaken utilising the North Hampshire Transport Model (NHTM). The study is divided in to three stages:

9 Transport Infrastructure

	<ul style="list-style-type: none"> ● Stage 1 – 2031 Do Minimum (with committed development but without Local Plan allocations) ● Stage 2 – 2031 Do Something (with committed development and Local Plan allocations but no mitigation) ● Stage 3 – 2031 Transport Mitigation (with committed development and Local Plan allocations and transport mitigation) <p>The purpose of stage 3 is to identify the transport mitigation measures necessary to accommodate the planned Local Plan growth. This builds on the results from Stages 1 and 2 which has highlighted those locations where significant or severe impacts are likely to occur. The overall objective of this work is to demonstrate that the planned level of growth can be satisfactorily accommodated or adequately mitigated. In addition to considering mitigation measures for the highway network, this study also provides a high-level review of public transport and walking and cycling networks, identifying current gaps and potential mitigation proposals.</p>
<p>Implications for the Rushmoor Plan</p>	<p>The Borough Council with the support of HCC will develop a series of proposals to mitigate the impact of growth in the borough. The two authorities will continue to work together to deliver improvements to the transport infrastructure in the Borough, including the implementation of schemes with approved funding and the submission of future funding bids to the LEP and other potential sources. The evolution of these transport improvements will be documented as work continues to draw up transport infrastructure improvements associated with new development.</p> <p>The Stage 3 report identified eight impacted junctions for further investigation which are expected to require mitigation improvements:</p> <ul style="list-style-type: none"> ● M3 – Junction 4a North Roundabout ● M3 – Junction 4a South Roundabout ● M3 – Junction 4 North Roundabout ● A325 Farnborough Road / B3008 Cranmore Lane roundabout ● A327 Elles Road / Ively Road roundabout ● Naafi Roundabout (A323 Wellington Avenue / Station Rd / High St) ● Rectory Road / Coleford Bridge Road T junction ● A325 Farnborough Rd / A323 Wellington Avenue roundabout

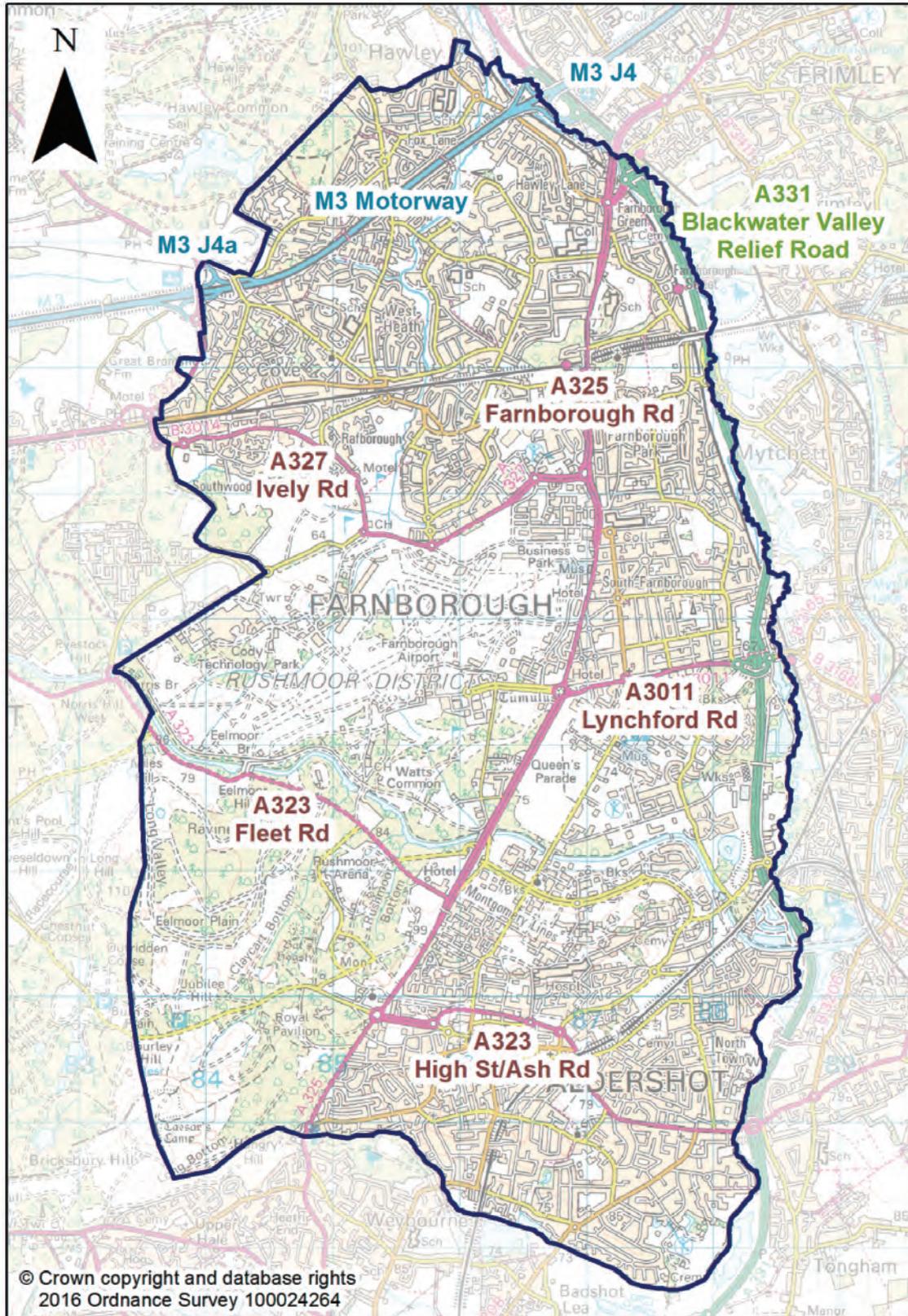
Transport Infrastructure 9

	<p>Proposed mitigation measures have been developed and tested for each of the junctions with the exception of Junction 12 (Naafi Roundabout) which was found not to be significantly adversely affected once examined in greater detail through a detailed junction model.</p> <p>Full details of the proposed junction mitigation schemes are set out in the report. The results show that these measures are sufficient to address the adverse traffic impacts resulting from future Local Plan growth.</p> <p>Cost estimates have been calculated for the seven junctions for which designs have been prepared as part of the transport study. However, these should be regarded as high-level estimates for budgeting purposes and will need to be refined as more detailed designs come forward.</p> <p>The transport evidence supporting the Local Plan has considered the opportunities that are or could be available to promote opportunities for sustainable transport modes and improve accessibility to local facilities and linkages with the surrounding pedestrian and cycle network as described in Policy IN2 of the Rushmoor Local Plan.</p> <p>With regard to public transport, walking and cycling, the proposed housing allocation sites are located within or adjacent to existing urban areas with reasonable access to public transport, walking and cycling services and infrastructure. No significant gaps in these transport networks have been identified. However, this does not preclude the possible need for localised improvements to existing infrastructure or services which may be identified as planning applications for individual development sites come forward.</p> <p>Given the high level approach of the assessment, individual proposals to bring forward development in the borough will require detailed site based Transport Assessments to consider the impact of the development on the highway network, and to identify appropriate mitigation, where required. These will be considered by the Highway Authority through the development planning process.</p>
Sources of Funding	The County Council will seek funding from development contributions to support any identified deficit.

9 Transport Infrastructure

	<p>Funding for Major Transport Schemes (schemes estimated to cost in excess of £2 million), together with a proportion of LTP and LSTF funding, which was previously received directly from Government, is now awarded by the Government to the LEPs. This funding stream is known as the Single Local Growth Fund. LEPs are responsible for prioritising and allocating this funding to schemes in its area that are considered to offer value for money and support economic growth.</p> <p>Highways England now has the ability to invest away from its network, which it is doing on Hampshire County Council's network.</p>
Evidence	<p>Hampshire County Council Strategic Infrastructure Statement (April 2017)</p> <p>Hampshire County Council website - www.hants.gov.uk/transport/transportschemes/famboroughgrowthpackage</p> <p>Transport evidence base supporting the Local Plan</p>

Transport Infrastructure 9



9 Transport Infrastructure

Rail Services

Lead Organisation	Network Rail
Existing provision	<p>There are four railway routes crossing the Borough:</p> <ul style="list-style-type: none"> • Waterloo to Weymouth line (South Western Franchise) • Waterloo to Alton line (South Western Franchise) • Reading to Redhill (via Guildford) (Great Western Franchise) • Ascot to Guildford (via Aldershot) (Great Western Franchise) <p>There are three train stations within the Borough:</p> <ul style="list-style-type: none"> • Aldershot (on the London Waterloo to Alton and Ascot to Guildford lines) • Farnborough Main (on the London Waterloo to Weymouth line) • Farnborough North (on the Reading to Redhill line) <p>In addition, there are three train stations in close proximity to the Borough:</p> <ul style="list-style-type: none"> • North Camp • Frimley • Ash Vale <p>A new decked car park has been constructed at Farnborough railway station providing an extra 243 spaces, also a new western access has been constructed helping to relieve congestion around the station forecourt and improve ingress and egress to the expanded car park.</p> <p>New bike racks and shelters installed at Farnborough.</p> <p>New footbridge at Aldershot station.</p>
Known Planned Provision	<p>Services are primarily structured to allow an intensive level of service into London Waterloo. Committed improvements in Control Period 5 (CP5) will increase platform capacity at London Waterloo, although through its Long Term Planning Process, Network Rail has identified other capacity bottlenecks that will need to be addressed, including Woking and main line capacity east of Surbiton.</p> <p>The new South Western Franchise started in August 2017, which will define train service provision on most rail routes serving Rushmoor over the next seven to eight years. In September 2017, South Western Trains launched a consultation on proposals for the December 2018 timetable.</p>
Key Issues for Rushmoor	<p>The effect of the rail network into London being at capacity at peak hours has implications on commuting from Rushmoor. Network Rail's Long Term Planning Process has identified the need for a number of further capacity improvements</p>

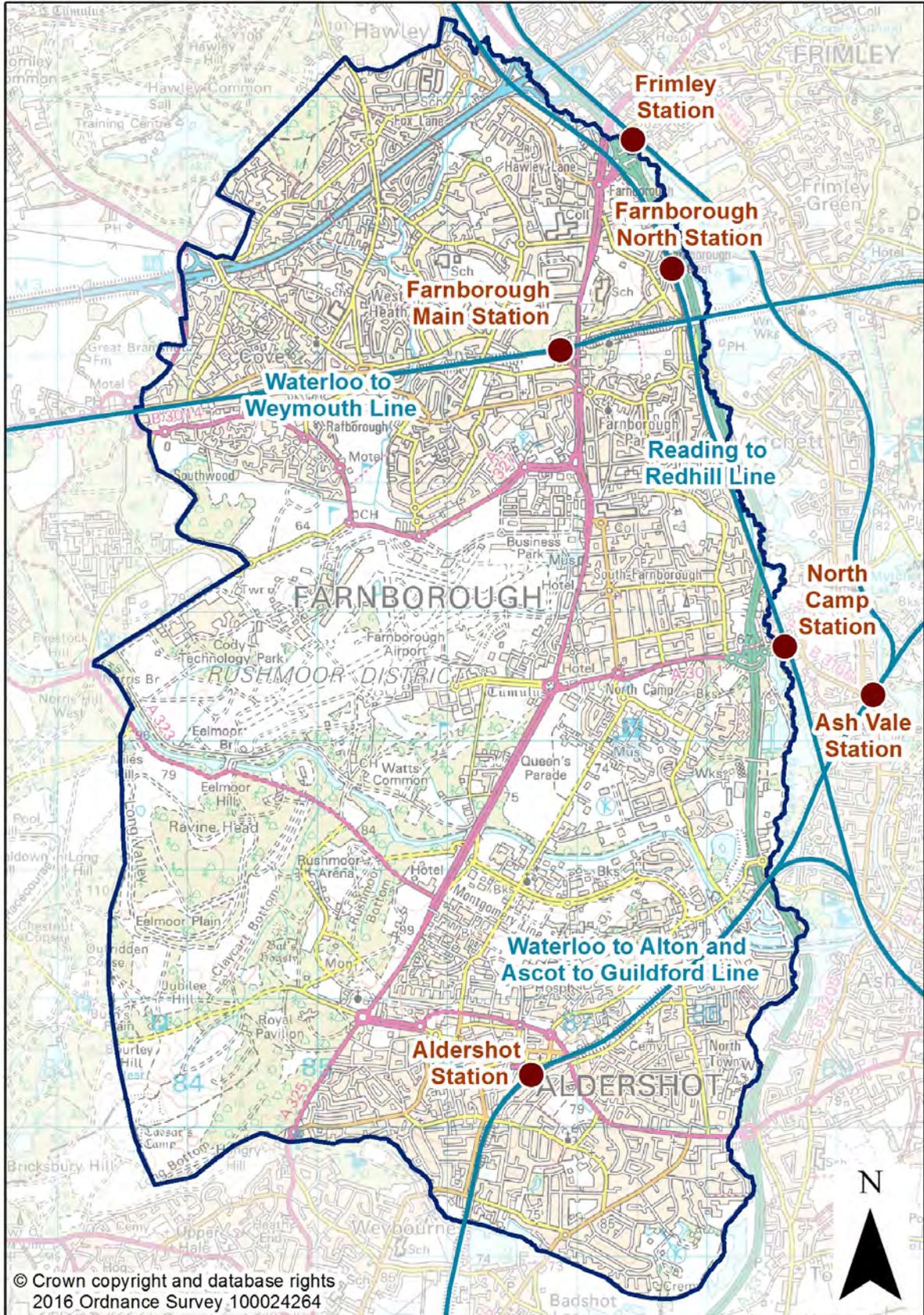
Transport Infrastructure 9

	<p>to address this issue over the period to 2043. In the short term, this includes a grade separated junction and additional platform at Woking, which is likely to be a high priority for funding in CP6 (2019-2024). In the longer term, Crossrail 2 and the provision of digital signalling east of Woking have been identified as the preferred solutions to deliver the necessary high peak capacity into London Waterloo.</p> <p>Single line sections of track also restrict capacity at Ash Vale, Farnham and Alton and the approaches to Reading station.</p> <p>At Farnborough North there is very limited car parking.</p> <p>Joint working with neighbouring authorities is required, particularly in relation to North Camp, Ash Vale and Frimley stations.</p>
Implications for the Rushmoor Plan	<p>The projected increase in housing and employment development and encouragement of alternative modes of transport to the car inevitably increases passenger traffic on the rail network.</p> <p>The transport evidence supporting the Local Plan identified that there are established between the six railway stations in or adjoining the Borough and the main urban areas by all travel modes. The proposed housing allocation sites are located within or adjacent to existing urban areas with reasonable access to bus and rail services. No significant gaps in public transport networks have been identified. However, this does not preclude the possible need for localised improvements or restructuring of existing bus services which may be identified as planning applications for individual development sites come forward.</p>
Sources of Funding	<p>Significant enhancements in rail infrastructure are generally funded by Central Government and delivered by Network Rail in five year Control Periods, although it is now proposed to move to a rolling investment programme. It is likely that more innovative funding solutions will be developed for major rail infrastructure, as recommended in the Shaw Report.</p> <p>Train Operating Companies provide funding opportunities for improvements, particularly for stations and often tied in with national funding programmes for general station enhancements or to provide accessibility improvements for disabled people. Other funding can come through local authorities, including developer contributions.</p>
Evidence	<p>Network Rail Wessex Route Study August 2015</p> <p>South Western Trains website</p> <p>Hampshire County Council</p>

9 Transport Infrastructure

	Transport evidence base supporting the Local Plan
--	---

Transport Infrastructure 9



9 Transport Infrastructure

Farnborough Airport

Lead Organisation/Provider	TAG Farnborough Airport Ltd
Existing provision	<p>In the early 1990s, the MOD declared the airfield surplus to military requirements and following a competitive process led by the government, TAG Aviation won the bid. Following redevelopment, TAG Farnborough Airport Limited took full control under a 99 year lease in 2003 as a fully compliant CAA airport for business aviation. TAG bought the airfield freehold at the end of 2007.</p> <p>TAG Aviation has already made significant infrastructure improvements to the Airport's facilities, including a new terminal building and hangar facilities.</p>
Known Planned Provision	<p>TAG purchased 1 Meadow Gate, a 39,000 square foot office building in Farnborough Business Park.</p> <p>TAG Farnborough Airport is undertaking an airspace change proposal (ACP), a formal UK Civil Aviation Authority (CAA) process, in order to introduce a new airspace design in the vicinity of the airport.</p> <p>The purpose of the TAG Farnborough Airport's ACP is to create a new operating environment with the elements of controlled airspace, which would offer all airspace users predictability and consistency of operation. Overall, this could further reduce noise and carbon dioxide emissions, improving the environment in and around the airport. It is also set to improve efficiency and enhance safety.</p>
Key Issues for Rushmoor	<p>The Airport meets a specialist business aviation market and does not therefore generate infrastructure pressures that would usually be implicit with the expansion of an airport that offers inclusive charter tour flights etc. Infrastructure is already in place at the Airport to accommodate the increase in annual air traffic movements to 50,000 per annum.</p>
Implications for the Rushmoor Plan	To ensure that any proposals to change the pattern, nature or number of annual air traffic movements are supported by adequate infrastructure.
Sources of Funding	Farnborough Airport is a privately funded business operation owned by TAG.
Evidence	<p>Information submitted by TAG Farnborough Airport Ltd in support of its 2009 planning application to increase annual air traffic movements.</p> <p>www.tagfarnborough.com.</p>

Transport Infrastructure 9

Bus Services

Lead Organisation	Hampshire County Council
Existing provision	<p>Bus operators Stagecoach and National Express.</p> <p>Private buses serving a number of offices and business parks.</p>
Known Planned Provision	<p>Operator bus services provided on a commercial basis, as well as tendered services by the County.</p> <p>A new bus service will be provided as part of the Wellesley development to run between the Neighbourhood Centre Buildings on the site and Aldershot Town Centre via Ordnance Road.</p> <p>A number of public transport schemes are identified in the Hampshire CC Strategic Infrastructure Statement (April 2017).</p>
Key Issues for Rushmoor	<p>Service improvements to retain journey time reliability and a good service through appropriate bus priority infrastructure and improved buses (following Quality Bus Partnership schemes) have introduced Bus Route 1 (Goldline), Route 6 (Yo Yo) and Route 20 (The Kite).</p> <p>Voluntary and community services (including school transport) could provide greater flexibility to encourage more use of public transport by providing more customised services.</p>
Implications for the Rushmoor Plan	<p>The projected increase in housing and development and encouragement of alternative modes of transport to the car may increase passenger traffic on the bus network.</p> <p>The transport evidence supporting the Local Plan identifies that the proposed housing allocation sites are located within or adjacent to existing urban areas with reasonable access to bus and rail services. No significant gaps in public transport networks have been identified. However, this does not preclude the possible need for localised improvements or restructuring of existing bus services which may be identified as planning applications for individual development sites come forward.</p>
Sources of Funding	<p>The operator receives income through the fares that passengers pay and from tendered bus service support from Hampshire County Council.</p> <p>Developers' contributions can be sought to support the introduction of bus services for a limited period.</p>

9 Transport Infrastructure

Evidence	<p>Hampshire County Council Strategic Infrastructure Statement (April 2017).</p> <p>Hampshire County Council - Bus and Train Travel Guides (www3.hants.gov.uk/bus-guides)</p> <p>www.stagecoachbus.com</p> <p>Transport evidence base supporting the Local Plan</p>
----------	---

Taxis

Lead Organisation	Rushmoor Borough Council, Private operators
Existing Provision	<p>There are currently over 200 vehicles licenced in the Borough (including Hackney Carriage and Private Hire).</p> <p>There are 11 taxi ranks across the Borough:</p> <ul style="list-style-type: none"> • Aldershot railway station • Westgate, Alexandra Road, Aldershot • Court Road, Aldershot • Station Road, Aldershot (evenings only) • Frederick Street, Aldershot • Victoria Road, Aldershot (next to the Wellington Centre entrance) • Farnborough Main railway station • ASDA in Princes Mead car park, Aldershot • Queensmead, Farnborough (next to the Iceland store) • Fernhill Road, Farnborough (near junction with Sandy Lane) • Lynchford Road, North Camp (near North Camp Public House) <p>There have been recent improvements made to taxi facilities at Farnborough Main railway station.</p>
Known Planned provision	Changes dealt with through individual licensing applications.

Transport Infrastructure 9

Key Issues for Rushmoor	Taxis complement other traffic services and are particularly important for the night time economy and for people with disabilities.
Implications for the Rushmoor Plan	One of a range of measures that can improve accessibility.
Sources of Funding	Private finance.
Evidence	Rushmoor Borough Council.

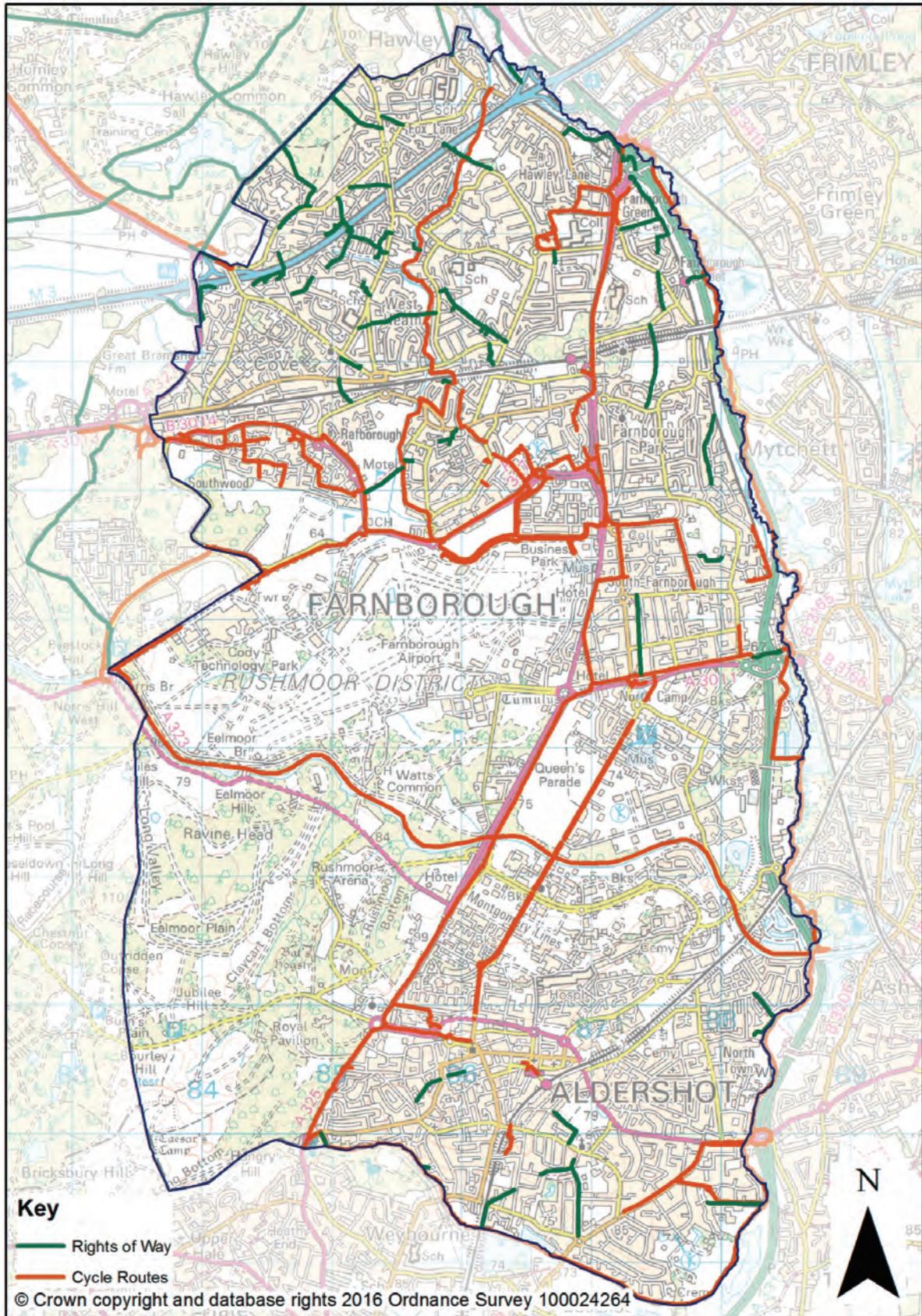
Walking and Cycling

Lead Organisation	Hampshire County Council
Existing provision	<p>Includes footways and cycleways and cycle parking.</p> <p>The addition of a link between the Cove Brook Greenway cycle path at the Hawley Bridge end and the cycleways around the Farnborough Road and the Blackwater Valley has allowed a complete loop around Farnborough using cycle routes.</p> <p>The Cove Brook cycle route (funded by Sustrans, TAG environmental fund, and Veolia Environmental Trust) is three kilometres long and provides a valuable off-road link to 14 local schools (4500 pupils) and commuter route for those travelling from the north of the borough into the town centre.</p>
Known Planned Provision (and funding)	A number of pedestrian and cycling schemes are identified in the Hampshire Strategic Infrastructure Statement (April 2017). These include 'borough-wide' improvements and strategic routing improvements and links associated with the Wellesley development.
Key Issues for Rushmoor	Promotion of sustainable modes of transport and the provision of a successful network are integral to the delivery of a sustainable places.
Implications for the Rushmoor Plan	<p>The projected increase in housing and development and encouragement of alternative modes of transport to the car and travel planning is expected to increase usage of the footway and cycleway network.</p> <p>Links between new development and key locations, including Farnborough and Aldershot town centres, schools and medical facilities, are important as well as quality cycle parking at key locations.</p> <p>The transport evidence supporting the Local Plan identifies that the proposed housing allocation sites are located within or adjacent to existing urban areas which are readily accessible by walking and cycling. No significant gaps in pedestrian and cycling infrastructure have been identified. However, this does</p>

9 Transport Infrastructure

	not preclude the possible need for new connections and localised improvements to existing networks which may be identified as planning applications for individual development sites come forward.
Sources of Funding	The County Council will seek funding from development contributions.
Evidence	Hampshire County Council Strategic Infrastructure Statement (April 2017)

Transport Infrastructure 9



10 Utilities and Waste

10 Utilities and Waste

10.1 The following tables set out the existing and future situation in the Borough in relation to the provision of water, sewage treatment, gas, electricity, telecommunications, and waste collection, disposal and recycling.

Water supplies

Lead Organisation/Provider	South East Water
Existing provision	<p>South East Water is responsible for the drinking water supplies to the Rushmoor area. The supply of water for the area is drawn predominantly from groundwater sources although provision from Bray Water Treatment Works is via surface water abstraction. A local grid helps water companies meet demand across company and local administrative boundaries.</p> <p>South East Water has undertaken a detailed review of its supply forecast and demand forecast for the next 25 years from 2015 to 2040, and have published a Water Resource Management Plan (June 2014). South East Water identify that Rushmoor falls into Resource Zone 4. This is an identified area with a high vulnerability to climate change.</p> <p>South East Water are preparing a new water resources management plan, which will be finalised in 2019. This Plan will set out measures to address water supply over a 60 year period from 2020 to 2080.</p>
Known Planned Provision	<p>Metering 90% of customers by 2020. Adoption of all customers' supply pipes.</p> <p>South East Water has adopted a twin track approach - developing new sources of water and initiatives to reduce demand.</p> <p>South East water states that further resource development will be necessary in Resource Zone 4 . During the period 2015-20, SEW are seeking to develop a groundwater source at Boxall's Lane (Aldershot).</p> <p>£390m investment over five years to improve infrastructure throughout South East Water's operating area.</p> <p>Over the 25 year planning period South East Water estimate that the current cost of their plan will be £500m and will increase the supply of water by up to 156 MI/d.</p> <p>The cost attributed to the Boxall's Lane scheme is £2.7m.</p>

Utilities and Waste 10

Key issues for Rushmoor	<p>Investigations have shown the impact of the following factors on water supplies - lower than average rainfall; climate change; environmental needs; increased demand; population growth; changes in lifestyle.</p> <p>The average usage of water is around 160 litres a day compared to 150 litres in other parts of England and Wales. The Wellesley development (including 3,850 new homes) is expected to result in an additional required 6.7 mega litres per annum of potable water.</p> <p>In 2007 South East Water's supply area was declared an area of serious water stress. The age and condition of water mains have also been identified as an issue.</p> <p>South East Water's Water Resource Management Plan (WRMP) published in 2014 identifies that demand is forecast to increase by around 11% over the period 2015 to 2040 within their supply area, largely driven by the increased water needs from the agricultural and horticultural sectors. Their calculations show that with less water being available for use, combined with an increasing overall demand for water, there will be insufficient supplies to meet demand, and to maintain expected levels of service to customers. The WRMP proposes a range of measures that seek to ensure that the needs of a growing population and increased demands are met up to 2040. Taking this into account, it is considered that the development proposed through the spatial strategy will not have a significant negative effect on water resources either alone or cumulatively with other plans and programmes.</p>
Implications for the Rushmoor Plan	<p>Need for liaison with the water companies regarding the number and location of new homes to feed into future long term strategies.</p> <p>In the South East region we rely heavily on water from the ground - some seventy five percent of the water supplied by South East Water is abstracted from chalk and sandstone aquifers. It is likely that the need to protect and improve our environment will mean that we will have to abstract less water from the ground in future. This is largely as a result of reviews being carried out under European legislation, such as the Habitat Directive and the Water Framework Directive. An issue for the Local Plan is therefore to make the most efficient use of water resources and protect water quality, as well as incorporating flood mitigation and adaptation methods such as Sustainable Drainage Systems.</p>
Sources of funding	<p>The standard model is for water companies to fund investment via business plans regulated by Ofwat. At this stage in the water companies' planning process, and having regard to commercial confidentially issues, it is not possible to identify costs nor consequently funding gaps.</p>
Evidence	<p>South East Water's Water Resource Management Plan 2014</p>

10 Utilities and Waste

	Rushmoor, Hart and Surrey Heath Water Cycle Study 2017
--	--

Sewage Treatment

Lead Organisation/Provider	Thames Water
Existing provision	<p>Thames Water is largely responsible for sewerage infrastructure in Rushmoor with the Borough being served by 3 sewage treatment works (STWs):</p> <ul style="list-style-type: none"> • Camberley STW (the largest, draining 50% of the borough geographically). • Aldershot Town STW (28%) • Ash Vale STW (22%). <p>Foulwater from the military town drains through existing sewerage sub systems towards the Basingstoke Canal. The main sewer passes beneath the canal to Camp Farm Sewage Treatment works which is owned by the MoD and operated by C2C and Aquatrine. Outside the Military town, the remainder of development in Rushmoor is likely to drain to Aldershot or Camberley Sewage Treatment works.</p>
Known planned provision	<p>Thames Water's strategy is to give priority to ensuring their works continue to meet relevant standards, through careful assessment of the risk of failure and focusing investment accordingly. This will include improved monitoring and real time control of their treatment operations and an increased focus on preemptive maintenance work on equipment which, if it failed, could cause significant problems such as river pollution.</p>
Key Issues for Rushmoor	<p>Development within Rushmoor Borough over the plan period will increase wastewater production. Wastewater from the Borough is treated by Thames Water and discharged to the River Blackwater, which ultimately drains to the River Thames.</p> <p>Based on desktop assessment of the proposed site allocations in the Local Plan, Thames Water have identified that the wastewater network capacity in the area surrounding some of the sites may be unable to support the demand anticipated from the proposed level of development. Local upgrades to the existing drainage infrastructure may be required to ensure sufficient capacity is brought forward ahead of the development. The scale, location and delivery timescales of any required network upgrades will be determined once Thames Water have required information on location, type, scale and phasing of development.</p>

Utilities and Waste 10

Development within Rushmoor falls into the catchments of three Waste Water Treatment Works (WwTWs): Camp Farm, Aldershot and Camberley. A Joint Water Cycle Study (WCS) for Rushmoor, Hart and Surrey Heath has been prepared to support the Local Plan. The WCS identifies that in total 11 Wastewater Treatment Works (WwTW) will serve the proposed future development across the study area, including the three listed above. The sensitivity of the receiving watercourses in the study area has been discussed, and current water quality concerns highlighted. Despite these concerns, it has been shown that the WwTW within the study area can ultimately accept the increased wastewater generated by growth, using economically feasible, conventional treatment technologies to the standards required to prevent significant deterioration to the water environment.

The study does highlight capacity available at each WwTW and notes the following:

- Camberley WwTW - Limited flow capacity under all growth scenarios, therefore growth upgrades and careful development phasing will be required. Will also require treatment process upgrades using conventional and possibly non-conventional treatment technologies to meet river quality targets.
- Camp Farm WwTW - Flow capacity for growth under all growth scenarios with some flow capacity available for further growth. However, treatment process upgrades will be required using conventional treatment technologies to meet river quality targets.

The water quality modelling results in the WCS demonstrate that, subject to the revision of discharge permits and the necessary treatment process upgrades (using conventional treatment technologies) being implemented, there is environmental capacity for the proposed growth to ensure the no deterioration Water Framework Directive water quality objectives can be met. The results also show that, where future WFD target status of waterbodies cannot be met, it is the limits of current technology and not the proposed growth that prevents it. Therefore, the WCS assessment has demonstrated that, subject to the permit changes and potential WwTW upgrades required, growth will not impact on WFD objectives as they have currently been set. Taking this evidence into account, it is considered that the development proposed through the spatial strategy will not have a significant negative effect on water quality either alone or cumulatively with other plans and programmes.

10 Utilities and Waste

<p>Implications for the Rushmoor Plan</p>	<p>As part of Thames Water's five year business plan they advise OFWAT on the funding required to accommodate growth at all their wastewater treatment works. As a result Thames Water base investment programmes on development plan allocations.</p> <p>Where Thames Water have identified sites where drainage infrastructure is likely to be required, a drainage strategy will be provided by developer to determine the exact impact on wastewater infrastructure and the infrastructure required.</p>
<p>Sources of funding</p>	<p>Strategic infrastructure is ordinarily funded via the Water Industry Act and the Asset Management Planning (AMP) funding process that is regulated by OFWAT and ultimately comes from Thames Water customer's bills.</p> <p>Where there is a capacity constraint and no improvements are programmed by the utility company, the Local Planning Authority should require the developer to provide for appropriate improvements which must be completed prior to occupation of the development. Such improvements should be secured through phasing or by the use of Grampian style conditions attached to planning permission.</p>
<p>Evidence</p>	<p>Thames Water's Five-year plan 2015-20 (AMP6)</p> <p>Thames Water's 'Our long-term strategy 2015 - 2040'</p> <p>Hart, Rushmoor and Surrey Heath Water Cycle Study (2017)</p> <p>Thames Water representations on Rushmoor Local Plan: Draft Submission (July 2017)</p>

Gas Supply

<p>Lead Organisation/Provider</p>	<p>Various private sector energy suppliers</p>
<p>Existing provision</p>	<p>National Grid is responsible for transporting gas through the National Transmission System (NTS). This is the high-pressure part of National Grid's transmission system, which transport gas from the import terminals to major centres of population and some large industrial users, on behalf of the shippers (gas suppliers).</p>

Utilities and Waste 10

	<p>Twelve Local Distribution Zones (LDZs) contain pipes operating at lower pressure which eventually supply the consumer. The LDZs are managed within eight Gas Distribution Networks (GDN). The distribution network in Hampshire is owned and managed by Scotia Gas Networks, operating as Southern Gas Networks.</p>
Known planned provision	Gas service replacement of all gas mains in Aldershot.
Issues for Rushmoor	<p>SGN have identified that the growth proposed in the Local Plan may require network reinforcement. In particular, SGN have identified some specific sites where reinforcement may be required depending on detailed proposals and the connection points to the network. SGN will not develop firm extension or reinforcement proposals until they are in receipt of confirmed developer requests via the formal connections process.</p> <p>SGN acknowledge the advances being made in renewable technologies, particularly related to the production of bio-methane, and have highlighted the benefits of locating these facilities near existing gas infrastructure.</p>
Implications for the Rushmoor Plan	<p>The long term development statement for Southern Gas Networks was published in October 2014. This provides a ten year forecast of transportation system usage and likely system developments. It contains information on actual and forecast volumes, the processes for planning and development of the system and planned major reinforcement projects and associated investment.</p> <p>SGN request that early notification requirements are highlighted.</p>
Sources of funding	Investment for the gas industry comes from the private sector. However, Ofgen specifies the maximum revenue that a gas distribution network can be recovered from its customers and seeks to establish a regulatory framework that provides incentives for GDNs to invest in gas infrastructure.
Evidence	<p>SGN's Long Term Development Statement 2015 (October 2014)</p> <p>SGN representations on the Rushmoor Local Plan: Draft Submission (June 2017)</p>

Electricity Supply

Lead Organisation/Provider	Various private sector energy suppliers
----------------------------	---

10 Utilities and Waste

Existing provision	National Grid owns and maintains the high voltage electricity transmission system in England, together with operating the system across Great Britain. Scottish and Southern Energy (SSE) is the local Distribution Network Operator (DNO) covering the whole of Hampshire. SSE are the owners and operators of the network of towers and cables that bring electricity from the high-voltage transmission network to homes and businesses. Southern Electric (part of Scottish and Southern Energy group) is the company which then supplies and sells electricity to domestic, commercial and smaller industrial premises.
Known planned provision	None known.
Issues for Rushmoor	No additional requirements for electricity supply have been identified other than provision at Wellesley (see section 15).
Implications for the Rushmoor Plan	<p>The long term development statement for Southern Electric Power Distribution plc's electricity distribution system was published in November 2017. The statement covers the period 2017/18 to 2021/22. The purpose of the statement is to:</p> <ul style="list-style-type: none"> • Provide sufficient information which will assist existing and prospective new users who contemplate entering into distribution arrangements with the licensee, to identify and evaluate opportunities • Ensure the general availability of such information in the public domain. • Inform users of distribution network development proposals. • Provide users of the correct point of contact for specific enquiries. <p>Where existing infrastructure is inadequate to support the increased demands from the new development, the costs of any necessary upstream reinforcement required would normally be apportioned between developer and DNO in accordance with the current Statement of Charging Methodology agreed with the industry regulator (Ofgem). Maximum timescales in these instances would not normally exceed around 2 years and should not therefore impede delivery of any proposed housing development.</p> <p>Aside from need generated by the Wellesley development, there are no known implications for the delivery of the Rushmoor Local Plan</p>
Sources of funding	Investment in the electricity industry comes from the private sector. However, Ofgem sets 'use of system' revenues for the electricity industry. RIIO-ED1 will be the first electricity distribution price review to reflect the new regulatory framework first adopted in RIIO-T1 and RIIO-GD1 (gas distribution). It will run

Utilities and Waste 10

	from 2015 to 2023. In line with wider trends in electricity networks, it puts an emphasis on incentives to secure the innovation required for a cost effective transition to low carbon technology.
Evidence	Long Term Development Statement for Southern Electric Power Distribution plc's Electricity Distribution System (November 2017)

Telecommunications and Broadband

Lead Organisation/Provider	<p>Various mobile network operators</p> <p>Various broadband providers</p> <p>Hampshire County Council</p> <p>Enterprise M3 LEP</p>
Existing provision	The Borough was 'cabled' a number of years ago.
Known planned provision	<p>Although there are no further masts planned, some existing sites are being replaced to enable consolidation of services.</p> <p>A commercially funded rollout conducted by BT and Virgin will reach around 80% of premises across Hampshire. The Hampshire Superfast Broadband Programme will build on this and extend coverage to 95 percent of premises in Hampshire.</p> <p>The first wave of investment in Hampshire reached more than 77,000 business and residential premises. 77,000 will be able to access speeds of 24Mbps+, and over 40,000 of these will have access to speeds in excess of 50Mbps. Wave 1 represented a £13.8 million investment. Delivery of the first part of the programme extending Superfast Broadband coverage to 90% of the county concluded in 2016.</p> <p>Wave 2 began in January 2016. BT Openreach are upgrading connections to over 34,000 premises across the county between 2016 and 2018. Once completed, Wave 2 will make Superfast Broadband available to more than 95% of premises in Hampshire. Wave 2 has funding of around £16.45million.</p> <p>The Wave 2 Extension is will connect additional areas not covered under Wave 2 and will be carried out in 2018 to 2019. Once completed Wave 2 will make Superfast Broadband available to more than 97.4% of Hampshire.</p>
Issues for Rushmoor	The broadband network now covers most households in the Borough although at varying speeds.

10 Utilities and Waste

Implications for the Rushmoor Plan	Local Plan policies and guidance can provide a guiding framework to ensure the sensitive location of facilities where planning permission is required. However telecommunications companies are usually able to provide the necessary infrastructure by utilising their statutory powers.
Sources of funding	Mobile operators, local government funding and central government funding
Evidence	Hampshire County Council Strategic Infrastructure Statement (April 2017), Hampshire Superfast Broadband Programme (www.hampshiresuperfastbroadband.com/)

Waste collection, disposal and recycling

10.2 Hampshire County Council is a part of Project Integra, a joint waste partnership with the 11 District and Borough Waste Collection Authorities (WCAs); the 2 unitary authorities (as combined WDAs & WCAs); and Veolia UK, the main waste disposal contractor. This partnership works to provide an integrated Waste and Resource Management approach to the collection, treatment and disposal of Local Authority Collected Waste in Hampshire. In 1995, Veolia won a 25-year contract with the disposal authorities in Hampshire for the management of all municipal waste; in 2015 this contract was extended until 2030.

10.3 In 2017, Serco Environmental Services won a new 10 year contract to provide Rushmoor Borough Council's bin collection services, street cleaning, public toilet cleaning, grounds and park maintenance.

Lead Organisation/Provider	Serco Environment Services in partnership with Rushmoor Borough Council as the Waste Collection Authority. Veolia Environmental Services as the integrated waste management contractor. Hampshire County Council as the designated Waste Disposal Authority.
Existing provision	The integrated waste management strategy relies on handling waste in a four pronged approach: waste minimisation, recycling (including composting), energy recovery, and finally as a last resort, landfill. There are two Household Waste Recycling Centres (HWRC) in Rushmoor: Eelmoor Road, Farnborough and Ivy Road, Aldershot. There is a Transfer Station located in Farnborough, which is used by collection authorities to deposit waste, which is then transported in bulk to the appropriate facility. In addition there are 35 locations which have recycling facilities for items such as glass, textiles, books and shoes throughout the borough.

Utilities and Waste 10

Known planned provision	<p>In 2016, HCC undertook a review of the HWRC service in terms of the number, location and scale of sites to ensure that a fit for purpose service is achieved that represents value for money. There is a direct impact on the service from additional housing and this needs to be considered both as part of the review and on an ongoing basis. In July 2016, following consultation, the decision was made to reduce opening hours on sites and make changes to charges.</p> <p>Following the success of initiatives in other parts of the waste efficiency programme, implementing the opening hours reductions and day closure has been considered unnecessary at this time. However, it is anticipated that further savings will be required to be made from the Waste budget as part of the Hampshire County Council's Transformation to 2019 (Tt19) programme which will necessitate a further review of the HWRC service to identify areas of potential new cost reductions or income generating measures</p> <p>There are existing plans for the relocation of HWRC to provide a new split-level HWRC as part of Wellesley development.</p>
Issues for Rushmoor	<p>Over the past ten years there has been a small percentage rise in Rushmoor's recycling rates, however the percentage of household waste recycled in Rushmoor is low compared to other local authorities in England. In 2015/16, recycling performance in Rushmoor was 26% compared to 39% in Hampshire and 43% in England.</p> <p>In regards to current housing levels and domestic waste generation, the existing disposal infrastructure should be sufficient to meet needs up until 2030.</p> <p>However, as a result of economic development and housing growth, facilities in Hampshire are under increasing pressure in terms of their capacity. Although there is currently no identified need to plan for major large-scale built facilities in any specific locations, work is ongoing to consider and review the longer term and how waste management in Hampshire will need to invest in infrastructure in response to increased economic development, housing growth and changes to legislation, as well as new technologies.</p>
Implications for the Rushmoor Plan	<p>Minimise waste creation and disposal and provide opportunities for recycling in new developments.</p>
Sources of funding	<p>Funding of the collection and processing infrastructure needed to handle municipal waste is the responsibility of the district and county councils as waste collection and disposal authorities. In the case of waste processing and disposal, operational activities are undertaken by a private sector contractor (Veolia) under a long-term contract with the waste disposal authority (HCC).</p>

10 Utilities and Waste

	<p>Developer funding.</p> <p>A proportion of the funding for the relocation of Aldershot HWRC has been identified from HCC's capital budget (subject to budget allocations). Approximately 20% of the cost will be funded through developer funding associated with Wellesley.</p>
Evidence	<p>Project Integra Action Plan 2015-2018</p> <p>Hampshire County Council Strategic Infrastructure Statement (April 2017)</p> <p>Rushmoor Borough Council</p>

11 Education

11.1 The following tables set out the existing and future situation in the Borough in relation to Post 16 education, to secondary education and to primary education.

Background

11.2 Hampshire County Council is the local education authority for Rushmoor and plans the provision of school places to secure an appropriate balance locally between supply and demand. The following background information to school planning is provided in the Hampshire County Council Strategic Infrastructure Statement (April 2017).

11.3 Predicting school place demand is a complex task. Where children go to school involves a range of different factors such as housing growth, inward and outward migration and parental preference. The practice of school organisation needs to respond to factors including: local needs; raising standards and promoting diversity; responding to government policy; responding to external and internal findings on the quality of schools and the need to ensure that scarce resources are used efficiently.

11.4 A number of schools have been expanded in recent years in response to rising demand for places. The established practice is to support sustainable expansion. Decisions on expansion take account of factors including the availability of resources for new buildings, the infrastructure of the school (halls, specialist facilities and services such as gas and electricity supply capacity), and the size of the site and transport implications. The quality of education and its sustainability are key considerations. Other important strategic factors are the availability of places locally, set in the context of the likely pattern of future demand, modified where appropriate through plans for known housing developments and migration.

11.5 Not all unfilled places in a school are surplus places; some margin of capacity is necessary to allow parents to exercise a preference, given that there will be volatility in preferences from one year to the next, and to allow for differences in the size of individual cohorts. The County Council's position is that a school should be considered as full when it has less than 5% of its places unfilled. Further information is contained in Hampshire's School Places Plan.

11.6 The need for school places changes in response to population movements and birth rate variations. Increases in demand can lead to the creation of a new school or the expansion of existing schools by adding permanent or temporary accommodation.

11.7 Surplus places can also mean the reduction of school provision in an area through reduced admission arrangements or the rationalisation of school provision. Any reviews of school provision undertaken by the County Council (e.g. the opening, closing, federating, amalgamating, expanding or contracting of schools) will, in large part, be prompted by forecast pupil numbers. This annual school forecasting means new information regularly needs to be taken into account, and may trigger a reassessment of need in a locality.

11.8 Pressure to provide additional school places and/ or expand school infrastructure to accommodate forecasted growth in pupil numbers comes from:

- Recent new housing development in an area and associated in-migration (e.g. cumulative impact of new developments);

11 Education

- Natural population growth and demographic change (e.g. increased birth rates);
- Major new housing growth linked to large-scale planned developments such as an urban extension (and the associated in-migration); and
- School closures nearby.

11.9 Where new development takes place, it is the County Council's policy that new primary schools be provided within major new housing areas, where justified by the number of children likely to be living there when the development is complete.

11.10 Where the additional demand is not enough for a new school, in the interests of integrating new development into existing communities and to promote sustainability principles relating to reducing reliance on the motor car, it is expected that a new development will be served by its nearest schools. Therefore the provision of new schools is often brought forward through master-planning of major developments.

The Alderwood School - Amalgamation of Three School Sites in Aldershot

11.11 In January 2017, Hampshire County Council decided to create a single, all-through school, educating children from 4 to 16 years of age, across three existing school sites - Belle Vue Infant School, Newport Junior School and The Connaught School. The day-to-day operation of the schools, in their current locations, has remained unchanged. However, the governance and leadership has been restructured to create one governing body and one senior leadership team that would meet the needs of an all through school (4 – 16 years of age).

16 - 19 Education

Lead Organisation	Hampshire County Council/post 16 providers
Existing provision	<p>Farnborough College of Technology provides vocational and technical education and training across a broad spectrum of needs - from basic skills programmes and GCSEs to degree and MBA courses.</p> <p>As well as the main campus based in Farnborough, the Aldershot College which opened in September 2005 provides facilities for construction crafts students, and a drop in centre for IT. There are also professional, business and leisure courses at a number of school sites in the local vicinity.</p> <p>The College work with the University of Surrey and University of Greenwich to offer Degrees and Higher Education. A new University Centre building has recently been developed at the main campus in Farnborough.</p> <p>Farnborough Sixth Form College offers nearly 60 A levels, a number of pre-A level courses in some vocational areas, and a very limited number of GCSEs.</p> <p>Extensive refurbishment and investment has taken place over the entire site since 2000 at a cost of over £25m.</p>

Education 11

	No education authority secondary schools in Farnborough have a sixth form, although these are present at Farnborough Hill and Salesian private schools.
Known Planned provision	<p>Hampshire County Council has a statutory duty to ensure the sufficiency of provision for 16-19 learners following the abolition of the Learning and Skills Council (LSC) for Hampshire and the Isle of Wight to Hampshire County Council.</p> <p>Plans for a new state of the art, sustainable building to replace the old sixth form college are being considered for the future.</p>
Key Issues for Rushmoor	Protection and support of existing further educational facilities to meet future demands.
Implications for the Rushmoor Plan	The Government has changed the age a child must be at school or in training from 16 to 18. A child can leave school at 16, but is required to be in full-time education, in an apprenticeship or traineeship, or volunteering (for 20 hours or more a week) while in part-time education or training until the age of 18.
Evidence	Hampshire County Council

Secondary Education

11.12 Hampshire County Council groups secondary schools in Rushmoor into two Planning Areas: Aldershot and Farnborough/Cove.

Lead Organisation/Provider	Hampshire County Council
Existing provision	<p>There are currently four education authority secondary schools in Rushmoor serving a pupil population of 3,132, with a total of 760 admission places available in 2016.</p> <p>HCC use a standard of 0.21 children per dwelling to assess the long term demand arising from new development.</p> <p>Secondary education is also provided at Farnborough Hill and Salesian private schools.</p> <p>A proportion of pupils also attend secondary schools in neighbouring authorities, particularly in Surrey.</p>
Known planned provision	The Hampshire Strategic Infrastructure Statement (April 2017) identifies the need for an additional 300 secondary places in the Borough.

11 Education

	Developer contributions of £11.75m have been secured for 610 secondary school places required to meet the needs of the Wellesley development, which will be accommodated within existing secondary schools (The Wavell School and the Connaught School (now the Alderwood School - Senior Site))
Key Issues for Rushmoor	<p>The latest School Place Planning Framework (2017-2021) identifies a potential shortfall in places in the Aldershot area and a potential surplus of places in the Farnborough/Cove area.</p> <p>Hampshire County Council has seen an increase in the proportion of local residents choosing to place their children in schools in Aldershot rather than other schools in and around Rushmoor. There are ongoing cross boundary discussions taking place between Hampshire and Surrey County Council regarding cross boundary education movements.</p> <p>Rushmoor Borough Council is working closely with Hampshire County Council to ensure that adequate provision is available.</p>
Implications for the Rushmoor Plan	Appropriate policies to ensure adequate provision over the plan period including provision for pupils arising out of the Wellesley development.
Sources of Funding	<p>Funding for the expansion of schools, as a result of natural population growth, is mainly dependent upon Central Government grant. These are allocated on an annual basis with an indicative allocation given for the two following years. This creates a challenge for longer term strategic planning as it is not possible to be certain of funding levels beyond the year of the grant allocation.</p> <p>Developer contributions towards school improvements sought by section 106 agreements in accordance with the County Council's Developers Contributions towards Children's Services Facilities policy.</p>
Evidence	<p>Hampshire Strategic Infrastructure Statement (April 2017)</p> <p>Hampshire County Council</p> <p>Hampshire School Place Planning Framework 2017-2021, Hampshire County Council.</p>

Primary Education

11.13 Hampshire County Council groups primary schools in Rushmoor into three Planning Areas: Aldershot, Farnborough North and Farnborough South

Lead Organisation/Provider	Hampshire County Council
----------------------------	--------------------------

Education 11

Existing provision	<p>There are ten Infant/Primary/Junior Schools in the Aldershot area with a pupil population of 3,084. Reception year intake in October 2016 was 518 filling 472 vacant places (a 10% shortfall in places).</p> <p>There are 15 Infant/Primary/Junior Schools in the Farnborough North area with a pupil population of 3,447. Reception year intake in October 2016 was 553 filling 570 vacant places, resulting in a 3% surplus.</p> <p>There are 6 Infant/Primary/Junior Schools in the Farnborough South area with a pupil population of 1,414. Reception year intake in October 2016 was 193 filling 195 vacant places, resulting in a 1% surplus.</p>
Known planned provision	<p>The Hampshire Strategic Infrastructure Statement (April 2017) identifies the following:</p> <ul style="list-style-type: none"> • Wellesley (AUE) Western School - delivery of 630 places (Phase 1 - 420 places) • Wellesley (AUE) Eastern School - delivery of 420 places • up to 600 primary places related to new housing in the draft Local Plan <p>One of the new primary schools at Wellesley is under construction and due to open in September 2018, with one reception class.</p>
Key Issues for Rushmoor	<p>The Hampshire Strategic Infrastructure Statement (April 2017) states that natural population growth and pressure from recent housing development and the associated rise in pupil population, means that additional school primary places in Aldershot and Farnborough are required over the next five years.</p> <p>The latest School Place Planning Framework (2017-2021) identifies a potential shortfall in places in the Farnborough South area and a potential surplus of places in the Aldershot and Farnborough North areas.</p> <p>However, there are concerns about capacity in Aldershot, due partly to a recent increase in the proportion of local residents choosing to place their children in schools in Aldershot rather than other schools in and around Rushmoor. There are ongoing cross boundary discussions taking place between Hampshire and Surrey County Council regarding cross boundary education movements.</p> <p>In addition, due to the concentration of housing development proposed in the draft Local Plan in and around Farnborough Town Centre, additional primary places will be required in this catchment.</p>

11 Education

	Rushmoor Borough Council is working closely with Hampshire County Council to ensure that adequate provision is available.
Implications for the Rushmoor Plan	Appropriate policies to ensure adequate provision over the plan period including provision for pupils arising out of the Wellesley development.
Sources of Funding	<p>Funding for the expansion of schools, as a result of natural population growth, is mainly dependent upon central Government grant. These are allocated on an annual basis with an indicative allocation given for the two following years. This creates a challenge for longer term strategic planning as it is not possible to be certain of funding levels beyond the year of the grant allocation.</p> <p>Developer contributions towards school improvements sought by section 106 agreements in accordance with the County Council's Developers Contributions towards Children's Services Facilities policy.</p>
Evidence	<p>Hampshire School Place Planning Framework 2017-2021, Hampshire County Council.</p> <p>Hampshire Strategic Infrastructure Statement April 2017.</p>

Other Schools:

11.14 Rowhill School is situated in South Farnborough and provides an alternative education environment to a wide range of students who are not able to access the curriculum in a mainstream school setting. Rowhill School opened in September 2017, following Hampshire County Council investment of £5.5m in the expansion and relocation of facilities from the Linden Education Centre.

11.15 There are also two **Special Schools** in the Borough. These are:

Samuel Cody, Farnborough: Samuel Cody is a Specialist Sports College accommodating children of 11 - 16 years with moderate learning difficulties. This school had 136 pupils on roll in the 2015/16 academic year. The school has now relocated to the site previously occupied by Oak Farm Community School.

Henry Tyndale, Farnborough: Henry Tyndale is a Community Special School catering for pupils, who have complex learning difficulties across the age range from 2 -19 years. This school had 125 pupils on roll in the 2015/16 academic year.

11.16 Advice from Hampshire County Council will be used to assess the need for additional capacity.

Early Years and Childcare Places

11.17 The Childcare Act of 2006 places a duty on English local authorities to secure sufficient childcare for working parents. It places a duty on local authorities to secure early years provision for young children in its area, free of charge and in accordance with the Local Authority (Duty to Secure Early Years Provision

Education 11

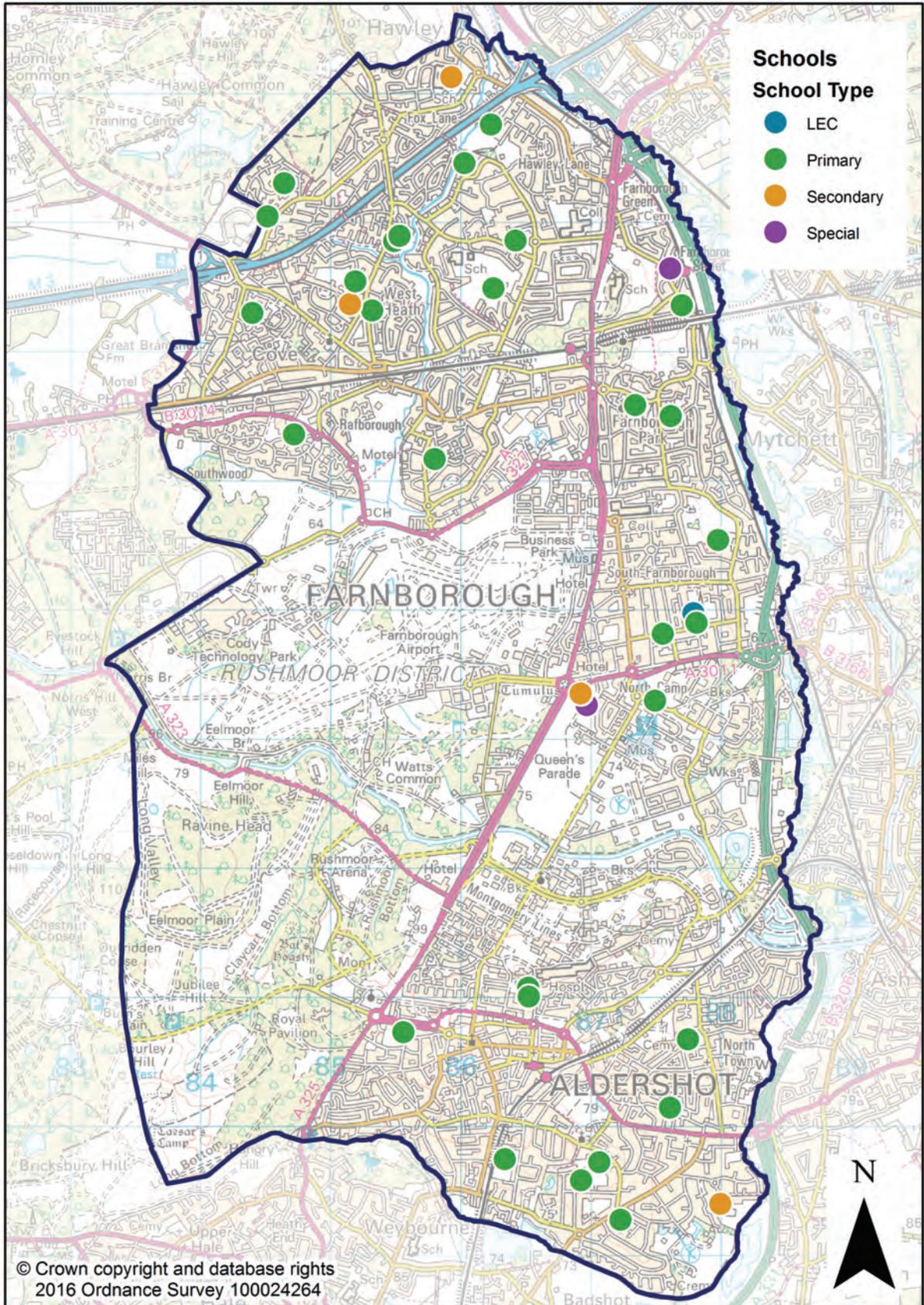
Free of Charge) Regulations 2014. Early Years Education and childcare provision should be accessible, flexible, and inclusive and provided through a range of providers and settings which include schools to meet parental demand.

Lead Organisation/Provider	Hampshire County Council
Existing provision	<p>Currently, free Early Years Education in Hampshire is delivered through a mixed market of Ofsted registered Early Years Foundation Stage (EYFS) settings which include maintained nursery schools and nursery units of primary schools; academies, private, voluntary and independent (PVI) day nurseries, preschools; and registered child minders.</p> <p>Early Years Education (EYE) is a statutory offer which is available universally to all 3 and 4 year olds, known as 'universal entitlement'. For two year olds, the offer is limited to children of families who meet eligibility criteria. The offer entitles access up to 15 hours a week over 38 weeks of free Early Years Education. This is a total of 570 hours, which can also be taken over more weeks with less hours. The free entitlement starts the term after the child becomes age eligible and continues until they start school.</p> <p>On top of the 'universal' entitlement of 570 hours of free early years education, children aged 3 and 4 may also be able to benefit from an additional ('extended') 570 hours, known as 'extended' entitlement. In total there are 1,140 free hours in the child's funded year that are available and can be 'stretched' over more weeks.</p>
Known planned provision	Two Day Care & Pre-school facilities will be provided as part of the Wellesley development.
Key Issues for Rushmoor	<p>The demand for three year old places is high and trend data in Hampshire indicates that in the region of 90-95% of the three year old population take up this entitlement. Therefore, it is expected that there will be continued high demand from this age group within any new housing development.</p> <p>The demand for four year old places is also high. However, due to four year olds often taking up their school place, often in the September after their fourth birthday, the demand within the PVI pre-school and nursery sector is in the region of 32-36% of the four year old population.</p> <p>The demand for two year olds continues to grow with 4,000 children in Hampshire likely to be eligible for this statutory offer for families who meet certain low income level criteria.</p>

11 Education

<p>Implications for the Rushmoor Plan</p>	<p>Recent practice suggests to planners/developers that provision should be made for early years and childcare facilities for children 0- 5 years within their plans for the housing developments. As such the Council is keen to engage with developers to ensure that the infrastructure for provision is taken into account in the planning of new developments.</p> <p>Developers should ideally make provision for 80 early years places for every 1,000 houses, and try to ensure that these places are offered through a mix of facilities where possible. The childcare planning should allow for flexible hours of opening and covering at least 7am to 7pm for full day care. For 1,000 houses, it is anticipated that one full day provision of 50+ places, together with an additional 30 places from shared community premises, would meet the needs of this size of development. In addition, childcare sufficiency assessments (2008, 2011), conclude that parents prefer the early years and childcare facilities to fall within a 1-2 mile radius of their homes.</p> <p>The impact of a new housing development, alongside current capacity in the early years and childcare market, should also be considered in terms of early occupation of families and their ability to access provision and whether any interim measures are put in place prior to thresholds of dwellings occupied being reached.</p>
<p>Evidence</p>	<p>Hampshire Strategic Infrastructure Statement (April 2017).</p> <p>Hampshire County Council website.</p>

Education 11



12 Health Care

12 Health Care

12.1 In April 2013, Hampshire County Council (HCC) was given responsibility for promoting and protecting the public's health. This was part of the overall NHS reform programme, and offered a real opportunity for the County Council to reinforce the integration of health services for the benefit of the Hampshire community. HCC will work with partners on the Health and Wellbeing Board to address all aspects of the health and wellbeing of the local population. Through the partnership established with the creation of the Health and Wellbeing Board, HCC has a crucial role to play in delivering holistic, integrated care. The Council's role, working with NHS partners, will encompass a clearer focus on maintaining independence, providing care in community settings closer to, or at home, reducing reliance on acute hospitals, supporting the development of new models of care and helping to build capacity and capability in the independent sector. Closer partnership is also exploring new ways of using the whole of the public estate for the benefit of local people and to improve access. Additionally, it is looking at ways of maximising the benefit for the health and social care economy, optimising the use of facilities, as well as supporting the viability and sustainability of the system and the organisations within it.

12.2 The NHS Estate in Hampshire

12.3 Since April 2013, local Clinical Commissioning Groups (CCGs) have been responsible for the commissioning of health services overseen by NHS England at a national level. Within Hampshire and the Isle of Wight there are eight CCGs. Rushmoor Borough Council sits within the North East Hampshire and Farnham CCG

12.4 NHS property assets support the delivery of health services commissioned by the CCGs and are generally owned by the NHS Trusts delivering those services. Buildings providing community based health services, such as health centres and community hospitals, where there is no single NHS Trust in overall occupation are held by two national NHS property companies; NHS Property Services (NHS PS) and Community Health Partnerships (CHP) acting as the NHS landlord and estates manager. Premises housing GP practices are generally owned by the practice or a property agreement with a third party landlord, NHSPS or CHP.

12.5 The following tables set out the existing and future situation in the Borough in relation to acute and local health care.

Acute Health Care

12.6 The Borough does not contain a hospital. However it has close links with Frimley Park Hospital which lies within Surrey Heath Borough. It has a catchment population of around 400,000 and since 2005 has invested in a new modern eye unit, a new £2 million cardiac centre, expanded critical care facilities and extended consultant cover in front-line services. Facilities are also provided for residents at the Royal Surrey County Hospital in Guildford, and out-patient facilities in Fleet, Farnham and Aldershot.

12.7 In 2014, the Frimley Health NHS Foundation Trust was formed including Frimley Park Hospital, near Camberley, Wexham Park Hospital in Slough and Heatherwood Hospital in Ascot. The Trust has plans to improve significantly the infrastructure in both Wexham Park and Heatherwood, including a proposal to build a new hospital on the Heatherwood site. This will enable the Trust to move some activity

Health Care 12

away from Frimley Park Hospital, particularly for patients to the north and north-west of Frimley who will find access to Ascot more convenient. This will also provide opportunities for further development of facilities at Frimley Park Hospital.

Lead Organisation/Provider	NHS England
Existing provision	Frimley Park Hospital (outside Borough) Royal Surrey County Hospital (outside Borough)
Known planned provision and funding	No new strategic facilities are currently planned within the Borough. There are proposals to improve facilities in the surrounding area which will provide opportunities for further development of facilities at Frimley Park Hospital (close to the Rushmoor boundary).
Issues for Rushmoor	Levels of health are comparable with or better than the English average. However, this masks pockets of health deprivation within the borough. By 2025 investment in an additional 43 Extra Care units is required due to projected changes in population structure. This is in addition to 102 units identified as required at Queensgate, and 100 units at Wellesley. Funding and delivery of these will be from a range of public and private sources.
Implications for the Rushmoor Plan	The provision of health facilities to meet the needs of all sections of the population is a crucial prerequisite of all future development, wherever it may take place.
Evidence	North East Hampshire and Farnham CCG - 2 Year Operating Plan 2016/17 to 2017/19 Hampshire Strategic Infrastructure Statement (April 2016)

Local Health Care

12.8 The North East Hampshire and Farnham Clinical Commissioning Group (CCG) was established in 2013. A clinical commissioning group is an NHS organisation set up by the Health and Social Care Act 2012 to organise the delivery of NHS services in England. It is clinically led by GPs and clinical staff who work with patients and are best placed to make decisions about local healthcare commissioning.

12.9 The CCG's responsibilities cover the commissioning of acute, community and mental health care for the local population. As well as working with providers, the CCG works closely with the bodies that have responsibility for commissioning other aspects of health and care services for local people. On 1st April 2016, the CCG took on full delegated responsibility from NHS England for primary care commissioning and now manages all contracts with local GP practices.

12 Health Care

12.10 The North East Hampshire and Farnham CCG published a Primary Care Strategy in 2016. This sets out a vision and practical plans for stabilising, shaping and sustaining general practice in North East Hampshire and Farnham.

12.11 The Strategy identifies the need for a new model of access to primary medical care services. However, it notes that there is currently no method of collating demand data. GP practices clearly understand demand trends, but they cannot easily quantify this. This makes it difficult make the local case for investment in GP practices and operationally to alert other providers to pressure in primary care. The CCG will be working with GP practices to implement a tool to map existing demand, measure capacity and utilise a trigger system for times of pressure.

12.12 The CCG has developed an outline Local Estates Strategy to identify the estate opportunities within each locality. This includes a “hub and spoke” approach that enables the right buildings for the right collaborative activities to be delivered once by practices working together with each other and with wider community providers, as well as services that need to be more personalised and delivered by each GP practice individually from improved local premises.

12.13 Locality-based “Hub” services beginning to develop already include, acute “on the day” GP appointments, a setting for locality-wide services such as the locality Integrated Care Team, shared GP home visiting services and a joint team supporting frail older people. Aldershot Centre for Health and Farnham Hospital are natural hubs. The CCG have been identifying opportunities to provide an integrated care services hub in the Farnborough locality. Further information is provided in the table below.

Lead Organisation	North East Hampshire and Farnham Clinical Commissioning Group (CCG)
Existing provision	<p>The Aldershot Centre for Health opened in 2008 providing a new purpose built health centre for Aldershot. It combines Army and NHS primary medical services and replaced the old Aldershot Health Centre and Aldershot Garrison medical facilities. The Centre for Health brings together GP's, dental services, clinicians, counsellors, community nurses, Army doctors, out-patient services for Frimley Park Hospital, Child and Adolescent Mental Health Services (CAMHS) and a pharmacy.</p> <p>There are 11 GP's surgeries at various locations throughout Rushmoor.</p> <p>There are 11 Dentist practices at various locations throughout Rushmoor</p>
Known planned provision	<p>In November 2017, planning permission was granted for the change of use of the Voyager Building in Southwood Business Park from offices (use class B1) to a community health care facility (use class D1). Following this, the Cabinet gave the authority to acquire, either by agreement or by the making of a Compulsory Purchase Order, the land known as Voyager House, Apollo Rise, Southwood Business Park to deliver, in partnership with the North East Hampshire and Farnham Clinical Commissioning Group, an Integrated Care Centre for the locality of Farnborough.</p>

Health Care 12

Issues for Rushmoor	<p>Some pockets of the Borough have high levels of health deprivation. In addition, levels of obesity in children are rising.</p> <p>GPs are universally facing operational and financial pressures and many are in buildings which require investment to maintain their suitability and sufficiency (capacity) for modern health care needs / services.</p> <p>Farnborough is the only locality within the CCG area without a locality health centre (such as a health centre/ treatment centre or hospital), although the Aldershot Centre for Health is relatively close.</p>
Implications for the Rushmoor Plan	To help to deliver appropriate health infrastructure along with other well being benefits such as opportunities for walking and cycling and access to open space and recreational facilities.
Evidence	<p>North East Hampshire and Farnham CCG - Developing a sustainable health and care system in North East Hampshire and Farnham: Our strategic plan for the next five years June 2014</p> <p>North East Hampshire and Farnham CCG - Primary Care Strategy 2016</p>

Emergency Services 13

13 Emergency Services

13.1 The following tables set out the existing and future situation in relation to the provision of fire and rescue services, ambulance services, police services and flooding and flood defences.

Fire & Rescue

Lead Organisation/Provider	Hampshire Fire and Rescue Service
Existing provision	<p>The Borough is situated within the Rushmoor and Hart Group. This covers an area of 108 square miles and has a population of approximately 184,630 people. The main risks include the major road network which runs through the area, Farnborough Airport, and both the west country and south coast rail lines.</p> <p>There are four fire stations in the area: Fleet, Hartley Witney and Odiham and Rushmoor. The Rushmoor Station is located in Lynchford Road, Farnborough.</p> <p>Farnborough airport has its own service.</p>
Known planned provision	<p>The Hampshire Fire & Rescue Plan 2015 - 2020 considers its main assets (property; fire stations and headquarters; vehicle fleet; and operational equipment) and how they are managed. In terms of property assets, the extensive built estate, particularly the fire stations, continues to need investment. HFRS are making a substantial investment in the estate to improve energy efficiency, thereby reducing running costs and contributing to the environmental objective to reduce its carbon footprint. The HFRS's property advisers have prepared up-to-date and detailed condition surveys for each property across the estate. It has provided estimates of the likely costs to be taken into account in preparing the future capital and revenue budgets, and funding is allocated for building repairs and maintenance.</p> <p>At present, no specific requirements for new property assets have been identified, as the current approach is to manage resources and assets in the most cost effective way as described above.</p>
Issues for Rushmoor	<p>All fire and rescue services have a responsibility to identify the risks in their local communities and ensure they allocate resources to lowering those risks.</p> <p>The Rushmoor Station Plan 2016-2017 identifies the local risks associated with wildfires on heathland in the area. The plan sets out how the fire service will continue successful 'Joint Patrol' strategy for engaging with land users. Rushmoor crews will carry out pre-planned patrols of the land with the MOD and land wardens which not only shows a presence but also educate people on prevention and the need to raise the alarm at an early stage.</p>

13 Emergency Services

<p>Implications for the Rushmoor Plan</p>	<p>The need to keep access from the public highway for emergency vehicles will be an important consideration.</p> <p>In responding to planned new developments, the Service has the ability to adjust the provision of existing services, for instance by redeploying appliances from low risk areas at certain times of the day to more densely populated areas. The Service's target is to respond to 80% of critical fires (usually involving risk to life or property) within eight minutes. The Service would need to be satisfied that this could be achieved for planned development areas, considering journey times and vehicular access. Planned development may be such a distance from existing fire stations that this target could not be achieved. One measure which could negate this risk is the installation of sprinkler systems during the construction phase of new developments, where a fire risk assessment identifies this is necessary. One of the Service's priorities is to promote the use of automatic sprinkler systems in buildings that are more likely to have a fire or that are difficult to escape from.</p>
<p>Sources of funding</p>	<p>The Fire and Rescue service is funded through a combination of Council Tax, Support Grants and Business Rates. As with other public services long term investment/funding is difficult to predict. Therefore it is also not possible to identify whether there will be any future shortfalls in funding.</p>
<p>Evidence</p>	<p>Hampshire Fire and Rescue Service Plan 2015-2020</p> <p>Rushmoor Station Plan 2016-2017</p> <p>Hampshire County Council Strategic Infrastructure Statement (April 2017)</p>

Ambulance

<p>Lead Organisation/Provider</p>	<p>South East Coast Ambulance Service NHS Trust</p>
<p>Existing provision</p>	<p>Farnborough Ambulance Station</p> <p>Aldershot Ambulance Community Response Post</p>
<p>Known planned provision and funding</p>	<p>None known</p>
<p>Issues for Rushmoor</p>	<p>Demand for the ambulance service is driven by a number of factors; growth in population, changes in the type of patients accessing the service and the transformation of local NHS services. However, increased demand is predominately driven by an increase in patients with primary care needs accessing healthcare via the 999 service.</p>

Emergency Services 13

Implications for the Rushmoor Plan	Recognition of the ageing population and the need to keep access from the public highway for emergency vehicles will be important considerations.
Sources of funding	<p>From 1st April 2009 ambulance trusts have been eligible to apply for Foundation Trust status.</p> <p>Trusts now have to fund any capital expenditure from internally generated funds. Beyond internally generated funds, trusts may borrow against their Prudential Borrowing Limit (PBL)</p>
Evidence	South East Coast Ambulance Service

Police

Lead Organisation/Provider	Hampshire Constabulary
Existing provision	<p>Farnborough Police Station is now closed with Policing operations conducted via Aldershot Police Station & the Council Offices in Farnborough.</p> <p>Proposals to close Aldershot Police Station and to relocate officers have been put on hold and a decision has been made to retain the station for the next few years. The unused space within the Station is currently being rented out to other organisations.</p> <p>There are six neighbourhood policing teams which cover parts of Rushmoor, including Aldershot North, Aldershot South, Farnborough North, Farnborough Central, Farnborough South, Farnborough West,</p> <p>There is also a Military police presence in the military town.</p>
Known planned provision and funding	The Office of the Police and Crime Commissioner (on behalf of Hampshire Constabulary) has an estate strategy which aims to modernise and rationalise its built infrastructure (including headquarters) to ensure buildings are fit for purpose.
Issues for Rushmoor	Hampshire Constabulary's Estate Development Programme has identified a number of estates projects. The projects aim to plan for the future needs of the organisation and the public. This is particularly relevant for the custody centres where significant analysis of footfall, trends, population projections, patterns of detention (geographical and time based) and other factors which may influence the demand for cells has been undertaken.
Implications for the Rushmoor Plan	The increase in residential dwellings will place increased demands on Police resources. The joint use of facilities such as space in community and educational premises should be explored.

13 Emergency Services

Sources of funding	<p>The Hampshire Police Authority is funded by Government grants, inclusive of business rates, plus other income, such as service income and earned income on surplus cash and Council Tax. As with other public services long term investment/funding is difficult to predict. Therefore it is not possible to identify whether there will be any future shortfalls in funding.</p> <p>Where a significant increase in residential dwellings (e.g. a major new development area) is likely to place increased demands on police resources, the Police may seek developer funding to cover the cost of land and capital costs of police buildings and associated accommodation facilities for the provision of new police stations, extensions to existing stations and the need for additional staff and resources where needed. These costings are calculated using the Association of Chief Police Officers Strategic Growth Kit (April 2012).</p>
Evidence	<p>Hampshire Constabulary</p> <p>Hampshire County Council Strategic Infrastructure Statement (April 2017)</p>

Flooding and flood defences

13.2 The hydrology of Rushmoor is dominated by the Blackwater River and its tributary Cove Brook. The River Blackwater flows eastward along the majority of the southern border before flowing roughly northwards along the entirety of the eastern boundary of the Borough. The majority of the northern half of the Borough drains into the Blackwater River via the Cove Brook which flows approximately in a northwards direction to its confluence with the Blackwater River at the very north of Rushmoor. Marrow Brook, Hawley Lake Stream and Iveley Brook, all tributaries of Cove Brook, are also designated as Main Rivers.

13.3 Main rivers are usually larger streams and rivers, but some of them are smaller watercourses of local significance. In England, the Department for Environment, Food and Rural Affairs (Defra) decides which watercourses are the main rivers and these are marked on an official document called the main river map. An ordinary watercourse is every river, stream, ditch, drain, cut, dyke, sluice, sewer (other than a public sewer) and passage through which water flows, but which does not form part of a main river.

13.4 In addition to the natural watercourses, the Basingstoke Canal also runs across the Borough in a roughly eastwest direction. The Environment Agency's Detailed River Network (DRN) indicates that a number of ordinary watercourses in the south-west of Rushmoor drain into the Basingstoke Canal. The canal flows over the A331, located in the east of the Borough, along an aqueduct bridge.

13.5 The term 'flood risk management' is used to describe the work of risk management authorities. Risk management authorities are the Environment Agency, the Lead Local Flood Authority and Internal Drainage Boards.

13.6 They aim to reduce the likelihood of flooding by:

Emergency Services 13

- managing flood risk from all sources including river and coastal systems, surface runoff and ground water; constructing and managing defences, where appropriate;
- maintaining watercourses and flood defences, where appropriate.

13.7 They work together to reduce the impact of floods through:

- influencing land use planning, what is built and where;
- regulating works carried out in rivers;
- better flood warning;
- faster emergency responses.

13.8 The Environment Agency is responsible for taking a strategic overview of the management of all sources of flooding and coastal erosion. The Agency also has operational responsibility for managing the risk of flooding from main rivers, reservoirs, estuaries and the sea, as well as being a coastal erosion risk management authority.

13.9 Internal drainage boards (IDB) are public bodies that manage water levels in some areas where there is a special need for drainage. These areas are known as internal drainage districts (IDD). There is no internal drainage district covering the Borough.

13.10 Hampshire County Council is the Lead Local Flood Authority (LLFA) for Rushmoor. Therefore, the County Council is responsible for managing the risk of future flooding from: groundwater, surface water (rainfall) runoff, and ordinary watercourses. In this respect the County Council has powers to carry out works to manage groundwater and surface water flood risk, and to oversee the management of flood risk from ordinary watercourses by the owners of the land through which the water flows. The County Council as a Highway Authority are responsible for the installation, operation and maintenance of Highway drainage infrastructure, which falls within the adopted Highway curtilage.

13.11 District and Borough Councils are key partners in planning local flood risk management and can carry out flood risk management works on minor watercourses, working with Lead Local Flood Authorities and others, including through taking decisions on development in their area which ensure that risks are effectively managed.

13.12 Water and Sewerage Companies are responsible for managing the risks of flooding from water and foul or combined sewer systems providing drainage from buildings and yards.

Lead Organisation/Provider	Risk Management Authorities (see above)
Existing provision	<p>The Environment Agency flood warning system covers all areas that have been identified on the Flood Map for Planning as being at risk of fluvial flooding from the Blackwater River and its main river tributaries within the Borough of Rushmoor. This flood warning system includes Flood Alert areas and Flood Warning areas.</p> <p>The Cove Brook Flood Storage Area - an Environment Agency maintained flood defence asset.</p>

13 Emergency Services

	<p>The Basingstoke Canal Authority has set up emergency procedures to reduce the potential impact due to overtopping or breaches of the canal.</p>
<p>Known planned provision and funding</p>	<p>The Environment Agency has a published river and coastal maintenance programme, which include maintenance work in the Borough. Examples of activities in this programme include:</p> <ul style="list-style-type: none"> • maintaining flood barriers and pumping stations • clearing grills and removing obstructions from rivers • controlling aquatic weed in rivers • managing grass, trees and bushes on flood embankments or • inspecting and repairing flood defence structures <p>The Environment Agency also publishes a programme of flood and coastal erosion risk management schemes, which sets out how they are managing government investment to reduce flood risk. This identifies allocated funding for the Middleton Gardens Flood Alleviation scheme.</p> <p>Strategies and assessments such as Hampshire's Local Flood Risk Management Strategy (LFRMS) identify areas at flood risk and where flood alleviation measures may be required. Flood risk management infrastructure encompasses a range of assets, from a major pumping station, sea wall or beach defences to Sustainable Drainage Systems (SuDS) or individual property protection. The Environment Agency, local authorities and water companies are key flood and coastal erosion risk management infrastructure delivery bodies. As a Highway Authority the County Council is also responsible for providing and managing highway drainage. Regular maintenance of existing infrastructure is also important as it can improve its effectiveness, although along with the provision of new infrastructure is dependent on the funding available.</p> <p>For the County Council's schemes to address flooding from surface water, groundwater and ordinary watercourses it is not possible to be precise about detailed scheme costs at this stage. However, a programme of flood risk management investigations is underway that will improve our understanding of scheme costs and benefits overtime. Flood risk infrastructure is highlighted as a requirement in the latest version of the HCC SIS (2017) to be considered, however, as it is not specifically related to the provision of new development details are not shown in the district schedules. In future, information on potential infrastructure requirements will be available in Hampshire's LFRMS.</p>

Emergency Services 13

Key issues for Rushmoor	<p>The majority (90%) of the Borough is in flood risk Flood Zone 1 where there is a low probability of river flooding. 7% of the Borough falls within Flood Zone 2, and about 3% is in Flood Zone 3 where the probability of flooding is high. However, climate change is likely to make fluvial flooding more frequent with higher peak flows.</p> <p>The greatest risk of flooding in Rushmoor is from surface water. Most of the soils in the Borough are very permeable, and the water table is high in places, leading to the saturation of the soil and high surface water run-off. Climate change is likely to exacerbate this problem, with increased amounts of water flowing into drainage systems, both in intense summer storms and prolonged winter storms, causing greater rates and volumes of run-off.</p>
Implications for the Rushmoor Plan	<p>Development should be located away from areas at risk of flooding. New development should incorporate flood mitigation or adaptation methods where appropriate. Appropriate infrastructure should be provided alongside new development.</p> <p>A review of Hampshire's LFRMS is due. This will move the management of flood risk from a ward/district based approach to catchment areas of natural drainage basins. The revised LFRMS will include action plans for each catchment agreed by the risk management authorities and local communities. This will inform the future prioritisation of schemes.</p> <p>The Council has undertaken a Strategic Flood Risk Assessments (SFRAs), to assess flood risk posed by planned new development in more detail, and this evidence has informed the Local Plan.</p>
Evidence	<p>The Environment Agency</p> <p>The Environment Agency - Living on the Edge (2012, last updated 6 April 2016)</p> <p>Rushmoor Borough Council</p> <p>Hampshire County Council Strategic Infrastructure Statement (April 2017)</p> <p>Rushmoor Strategic Flood Risk Assessment Update (April 2015)</p> <p>Flood and coastal erosion risk management investment programme 2015 to 2021 (republished April 2017)</p>

14 Community Services/Facilities

14 Community Services/Facilities

14.1 The following tables set out the existing and future situation in the Borough in relation to libraries, community and voluntary services, community centres, places of worship, cemeteries, allotments, indoor and outdoor facilities and parks and playspaces.

Libraries

Lead Organisation/Provider	Hampshire County Council/Rushmoor Borough Council
Existing provision	<p>Hampshire County Council provides the following library service in Rushmoor:</p> <ul style="list-style-type: none"> • a Public Library Service delivered through static libraries at Farnborough and Aldershot. • a Schools Library Service - a subscription based service to Hampshire and other out-of-county schools to support child learning and education • a Home Library Service - a free service for vulnerable or isolated customers who are unable to visit a library in person. • an Online Library Service - customers can download a wide range of free resources including eBooks, eMagazines, eAudio books onto their eReader, desktop, laptop or mobile device, and • Learning in Libraries – Annual grant funding (£160,000) to support adult learning. <p>Prince Consort Library in Aldershot is a military specialist Library of the Army Library & Information Service. It specialises in the provision of information on current military topics and international politics in support of operations, intelligence, training and education by the British Armed Forces.</p> <p>The Hampshire Library Transformation Strategy to 2020 identified Farnborough as Tier 1 library and Aldershot as a Tier 2 library. This is based on four tier model for Hampshire libraries developed to provide a more standardised approach to services which meet the needs of each community. Tier 1 libraries are the largest and busiest libraries, providing the widest range of services. They are found in the largest towns and are open for the longest, usually 6 days a week including some evenings. Tier 2 libraries are found in medium sized towns and are open for 5 days a week.</p>
Known planned provision	<p>Farnborough Library was refurbished in 2015 to provide sufficient space to meet Museums, Archives and Libraries Council standard, using funding secured via developer contributions.</p> <p>Hampshire Library Service has a small capital budget of around £100,000 each year to fund improvement to libraries. From 2016, the Library Service will use £500,000 pa of the £2 million Book Fund each year to invest in library buildings and in new technology. (Expenditure was £83,000 for 2014/15,</p>

Community Services/Facilities 14

	<p>£83,000 for 2015/16 and budget of £250,000 for 2016/17). Alternative funding available to the Library Service tend to be opportunistic from the National Lottery or Arts Council England (ACE). Improvements to Library Wi Fi completed in January 2016 was funded by a successful bid from ACE in 2015.</p> <p>The Library Strategy to 2020 sets out the priorities for refurbishment of library buildings and work to relocate libraries to better buildings in the heart of the local community.</p>
Key issues for Rushmoor	<p>The Hampshire Library Service Transformation Service to 2020 includes a static library needs assessment.</p> <p>Due to the increase in number of homes in Farnborough and Aldershot, Hampshire County Council have identified potential for:</p> <ul style="list-style-type: none"> • increased demand for all pre-existing library services offered • increased demand on the new digi-lab at Fleet • need to ensure that libraries align with the National Universal Offer to provide Health and Wellbeing Services (this will require flexible spaces to accommodate a range of different needs). <p>Capital funding would be required for both sites in order to mitigate against the above increased demands and to improve the infrastructure to both buildings. Both libraries could benefit from improved signage, enhancement to the digital offers and to the Fleet Digi-lab offering to increase the digital technology available at that site and the training available to the community.</p>
Implications for the Rushmoor Plan	<p>To ensure that a policy framework is in place that enables the delivery of increased capacity if needed.</p> <p>HCC are considering options for seeking developer contributions and the Council will work closely with them in investigating this.</p>
Evidence	<p>Hampshire County Council Library Service Transformation Strategy to 2020 (April 2016)</p> <p>Hampshire County Council Strategic Infrastructure Statement (April 2017)</p> <p>Hampshire County Council representations on the Rushmoor Local Plan: Draft Submission made in July 2017.</p>

Community and Voluntary Services

Lead Organisation/Provider	Various
----------------------------	---------

14 Community Services/Facilities

Existing provision	<p>There are a number of voluntary and community groups active within Rushmoor. The Volunteering North Hampshire website advertises all current volunteering opportunities.</p> <p>Join In is a registered charity that helps sports clubs attract more supporters and volunteers from local communities by matching people to fun, interesting and rewarding volunteering opportunities at clubs in their area.</p> <p>Based in Farnborough, Rushmoor Voluntary Services is a registered charity and provides support, advice and information to other charities, voluntary organisations and community groups.</p> <p>It manages the Rushmoor Volunteer Centre, which recruits and places new volunteers into community projects. RVS currently had a membership of 374 organisations. A Volunteer Survey carried out by RVS in April 2017 evidenced the strong community spirit that exists in Rushmoor, with 62 organisations reported to have a total of 3663 active volunteers.</p> <p>In June 2017, the Get Involved Fair took place in Aldershot town centre to encourage more people to volunteer locally. This was organised by Rushmoor Borough Council and supported by Rushmoor Voluntary Services. Over 30 local organisations signed up to take part in the event.</p>
Known planned provision	Hampshire County Council's Strategic Plan 2017-2021 states that the Council will support a thriving and diverse voluntary and community sector and body of volunteers.
Key issues for Rushmoor	Voluntary and community groups play an essential role in the social integration and well being of local communities.
Implications for the Rushmoor Plan	To ensure that development protects and provides the opportunities for a range of community and voluntary services.
Evidence	<p>Rushmoor Borough Council</p> <p>Serving Hampshire - Strategic Plan for 2017-2021</p> <p>RVS Annual Review 2016/17</p>

Community Centres

Lead Organisation	Various including Rushmoor Borough Council
Existing provision	<p>Five community centres in the Borough and community space at Parsonage Farm Infant School.</p> <p>In addition, there are a number of public and church halls.</p>

Community Services/Facilities 14

Known planned provision	A temporary community space has been created as part of the Wellesley development. The facility will be available for the whole community to use and will be in place until a permanent community space is completed.
Key issues for Rushmoor	Community centres provide the opportunity for enhancing a sense of place and community spirit providing a venue for a range of community activities.
Implications for the Rushmoor Plan	To ensure that the community needs of new development are met.
Evidence	Rushmoor Borough Council

Places of Worship

Lead Organisation/Provider	Various
Existing provision	There are over thirty places of worship in Rushmoor.
Known Planned Provision	Places of worship are generally provided by private organisations.
Key Issues for Rushmoor	Religious facilities in the community provide an important element of social cohesion and community spirit.
Implications for the Rushmoor Plan	There may be requirements for additional facilities for places of worship to serve the future population. Opportunities for dual use of, for example school and community facilities, should be explored.
Evidence	Rushmoor Borough Council

Cemeteries

Lead Organisation	Rushmoor Borough Council
Existing provision	There are three cemeteries and one crematorium in Rushmoor, plus church grounds. There is also a Military cemetery in Aldershot administered by the MOD.
Known planned provision	None known.
Key issues for Rushmoor	There is only a limited supply of cemetery places left within Aldershot over the plan period.

14 Community Services/Facilities

Implications for the Rushmoor Plan	The Rushmoor Plan will need to make provision for additional needs arising from developments as well as exploring opportunities to allocate land to meet shortfalls.
Evidence	Rushmoor Borough Council

Allotments

Lead Organisation/Provider	Rushmoor Borough Council
Existing provision	There are 11 allotment sites in Rushmoor, The Council has 9 allotment sites, 8 in Farnborough and 1 in Aldershot. In addition, there is an allotment site off Church Road East, Aldershot, which is owned by Aldershot and District Allotment Association and Jubilee Allotments in Farnborough, on land owned by St. Michael's Abbey.
Known planned provision	80 plots, delivered in 5 phases, will be provided as part of the Wellesley development.
Key issues for Rushmoor	The Open Space, Sport and Recreation (2014) identifies deficiencies in allotment provision and there are over 190 residents on the waiting list.
Implications for the Rushmoor Plan	The protection of existing open space is considered through the Local Plan policies.
Evidence	Open Space, Sports and Recreation Study (2014) Rushmoor Borough Council

Indoor and Outdoor Sport facilities

Lead Organisation/provider	Rushmoor Borough Council/other providers
Existing provision	<p>The Borough has a good range of indoor and outdoor sports and recreation facilities. These facilities include Farnborough Leisure Centre with Farnborough Bowl, Aldershot Indoor Pool and Lido, Alpine Snowsports Centre, Runways End Outdoor Activity Centre, Maida Gym, Connaught Leisure Centre (Aldershot), Fernhill School Sports Hall, Wavell-Cody Community Campus and Samuel Cody Specialist Sports College.</p> <p>There are also facilities for a variety of voluntary run sports clubs including rugby, football, cricket, bowls and the Rushmoor Gymnastics Academy.</p>

Community Services/Facilities 14

	<p>The sports facilities in the Military Town include the Garrison Sports Centre with a 50m pool, athletics track, rugby stadium, tennis centre, hockey centre and martial arts and boxing centre. They are all available at certain times for community use.</p> <p>The commercial sector provides a wide range of health and fitness suites, clubs, play facilities and bowling.</p> <p>A new 3G football and rugby pitch has recently been completed at the Connaught Leisure Centre and Cove Football Club.</p>
Known planned provision	<p>A number of planned improvements to playing pitches across the Borough, as identified in the Playing Pitch Strategy.</p> <p>Sport pitches and a sports pavilion will be provided as part of the Wellesley development.</p> <p>The Council is developing options to improve the Aldershot Lido. Leisure management contracts expire in January 2019 and it is expected that a decision on the future of the Lido will be made during the procurement process.</p>
Key Issues for Rushmoor	<p>The main priority for the future is to protect existing facilities and to improve and maintain the quality of existing provision.</p> <p>The Playing Pitch Strategy identifies priorities for investment to enhance existing provision.</p>
Implications for the Rushmoor Plan	<p>To ensure a policy framework is in place to protect against the loss of existing sports facilities.</p>
Evidence	<p>Rushmoor Borough Council</p> <p>Rushmoor Open Space, Sports and Recreation Study (December 2014)</p> <p>Rushmoor Playing Pitch Strategy 2014-2020</p>

Parks and Play Spaces

Lead Organisation/provider	Rushmoor Borough Council
Existing provision	<p>There are over 20 District Parks and Recreation Grounds across the Borough.</p> <p>There are over 40 play spaces in the Borough.</p>

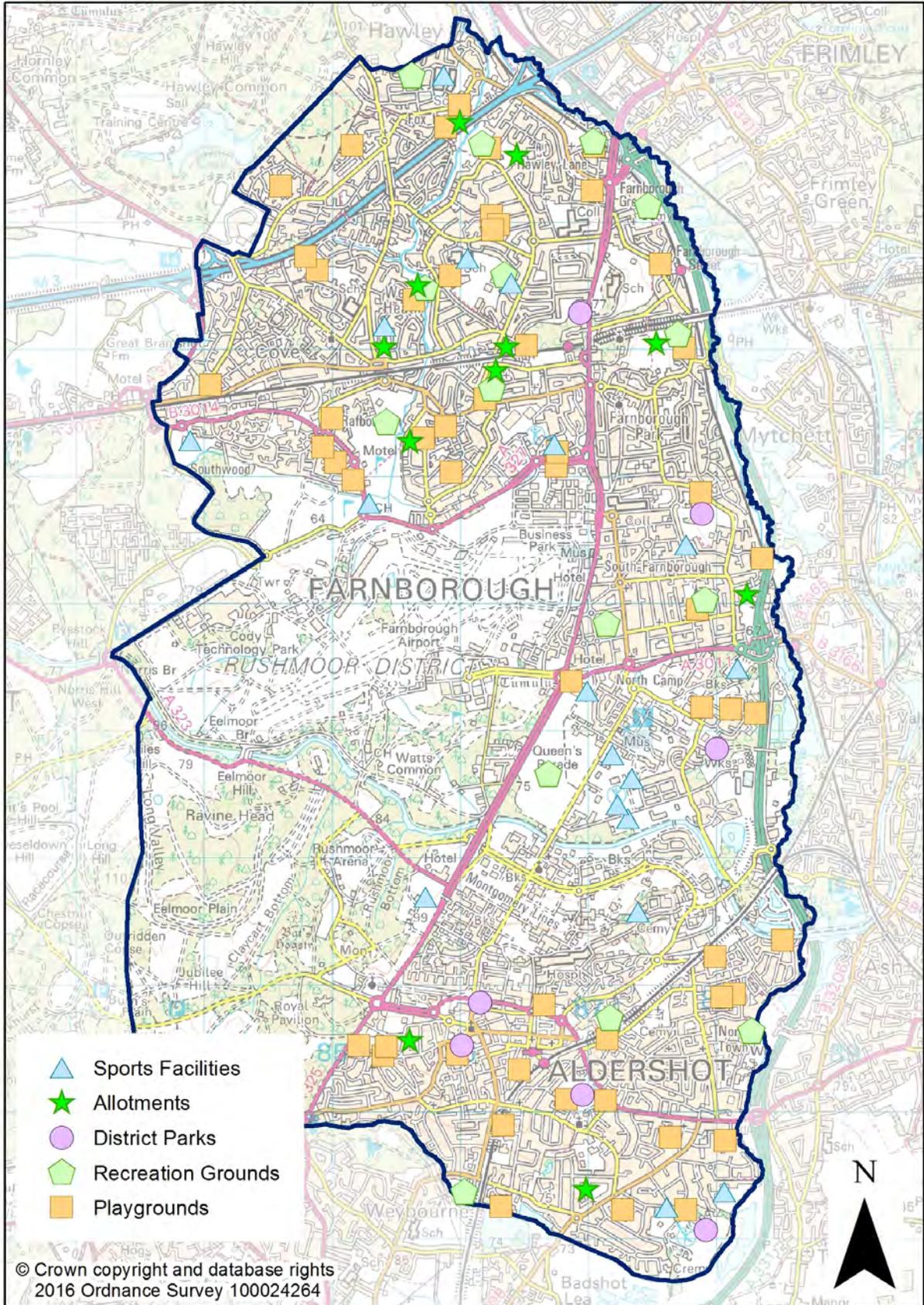
14 Community Services/Facilities

	<p>There are been a number of recent improvements made to play spaces across the Borough:</p> <ul style="list-style-type: none"> • Manor Park, Aldershot - upgrade to playground (£150,000 scheme) and installation of skate park • Municipal Gardens, Aldershot - upgrade to playground (£150,000 scheme) • Osbourne Road Recreation Ground and Play Area, Farnborough - upgrade to playground (£100,000 scheme) • Pyestock Crescent Play Area, Farnborough - upgrade to playground (£150,000 scheme)
Known planned provision	<p>There are plans to continue to improve play spaces across the Borough.</p> <p>2 play areas and a number of Local Landscaped Areas for Play (LLAP) will be provided as part of the Wellesley development.</p>
Key Issues for Rushmoor	<p>The Open Space, Sport and Recreation Study (2014) identified the following issues:</p> <ul style="list-style-type: none"> • Open spaces are highly valued, with King George V, Manor Park, Queen Elizabeth Park, Cove Green, Aldershot Park, Cove Brook and Municipal Gardens highlighted as spaces most visited; • Play areas are highly valued with King George V, Aldershot Park, Manor Park, Cove Green and Queen Elizabeth Park highlighted as the most used play spaces • Only approximately half of respondents were happy with the quality of play areas • Need to improve teen facilities and play equipment • Sites which contain provision for children and young people are evenly distributed throughout the borough. The results of the consultation revealed the need to improve the provision in North Town. • Improvements to youth facilities were highlighted as an issue. • In general, equipped play areas are of sufficient quality but many sites fall below the required benchmark for value due to the limited range of play activities offered. • All of the Local Areas of Play which fall below the required benchmark standards for value and quality are located in Aldershot.
Implications for the Rushmoor Plan	<p>To ensure a policy framework is in place to protect against the loss of play space and set locally derived standards for new provision alongside new development.</p>
Evidence	<p>Rushmoor Borough Council</p> <p>Rushmoor Open Space, Sports and Recreation Study (December 2014)</p>

Community Services/Facilities 14

	Rushmoor Playing Pitch Strategy 2014-2020
--	---

14 Community Services/Facilities



15 Green Infrastructure

15.1 The Borough contains a range of green infrastructure assets including waterways (such as the Basingstoke Canal and the Blackwater River), parks, playgrounds and play areas, the Cove Brook Greenway, allotments and outdoor sports facilities. Outside the urban area, areas of countryside provide opportunities for recreational activities.

15.2 Rushmoor Borough Council is responsible for managing the parks and open spaces under its ownership. The Community team is responsible for administering the grounds maintenance together with running the cemeteries and crematorium. The grounds maintenance contract is currently held by Veolia Environmental Services which is also responsible for refuse and recycling collections, street cleansing and maintenance of highway verges. Play inspections are carried out by RBC Community Patrol Team within Environmental Services with detailed annual inspections carried out by a specialist contractor.

15.3 The Ministry of Defence is the largest owner of open space within Rushmoor. This includes large areas of heathland in the south west of the Borough which is used periodically for training purposes. Much of this land is accessible to the public and is also designated as Special Protection Area. The MOD also owns and manages parks and gardens which are used by the general public as well as the Aldershot Military Cemetery. All of the open spaces under the ownership of the MOD are covered by specific guidelines and open spaces can be removed from public use at any time.

15.4 There are many community groups dedicated to supporting the management of open spaces in Rushmoor including:

- Cove Brook Greenway Group
- Farnborough Society
- Parkside (Aldershot and District Mencap)
- Rowhills Nature Reserve Society
- Friends of Brickfields Park
- Aldershot Civic Society
- Southwood Woodland Group
- Rushmoor Healthy Living
- North Lane Green Steps
- Aldershot and District Allotment Association (own and manage Church Road Allotments, Aldershot)
- Rushmoor Urban Wildlife Group

15.5 The Blackwater Valley Countryside area / path is located on the eastern boundary of Rushmoor and is formed of a string of lakes and wetland habitats which form the floodplain of the River Blackwater.

15.6 The Blackwater Valley Countryside Partnership (BVCP) is responsible for co-ordinating work in the Valley working towards a vision of: “*A continuous green space along the Blackwater Valley; attractive to wildlife and the community.*” The role of the BVCP is to deliver an expert, experienced and centralised resource to:

- Co-ordinate projects and actions of all involved parties and stakeholders in the Blackwater Valley for mutual benefit.

15 Green Infrastructure

- Increase sustainable usage of the Blackwater Valley especially for informal outdoor recreation.
- Ensure wildlife and landscape protection.

15.7 The BVCP is also active in the local planning process and comments on local plans and individual planning applications in order to ensure that the Blackwater Valley remains a continuous green space attractive to wildlife and the community.

15.8 The Blackwater Valley Strategy 2011 - 2015 provides a framework for action and contains general policy guidelines for conservation and recreation. The core funding for the work is provided by a partnership of the local authorities that border the River Blackwater and Rushmoor BC is one of 13 local authority funding partners. Funding for special projects can come from a variety of sources such as the Aggregates Levy Sustainability Fund and the Heritage Lottery Fund. Work to improve the Blackwater Valley has been supported by landowners, voluntary organisations and individual volunteers.

15.9 The Blackwater Valley Countryside Trust (BVCT) is a registered charity working for the conservation, protection and improvement of the Blackwater Valley. Working closely with the Blackwater Valley Countryside Partnership, local authorities and local groups, the BVCT aims to improve the environment for people and wildlife through:

- Promoting public access to the countryside by means of a programme of events, including walks and talks
- Identifying improvement projects and raising funds to progress them
- Encouraging volunteers to assist with projects

15.10 The BVCT raises funding through applications for grant funds such as the Landfill Communities Fund.

15.11 The Basingstoke Canal is owned by Surrey County Council and Hampshire County Council, with the Basingstoke Canal Authority (BCA) set up in 1992 to manage the Canal. The Authority is funded by Hampshire County Council and there is a service level agreement with partnership local authorities including Rushmoor Borough Council.

15.12 The vision for the Basingstoke Canal is: *“To create a thriving natural environment for wildlife and public enjoyment and a vibrant recreation and heritage resource. Central to the vision is to create an accessible waterway serving the public. The vision seeks to unlock the potential economic contribution of the Canal and its corridor and also to become a focal point for increased community and volunteer involvement and use. The ambition is to become a well-loved, distinctive and well-known destination for an extended market including day visitors and tourists attracted to discover and enjoy its peaceful setting and unique character.”*

15.13 Hampshire County Council protects and maintains over 4,500 km of footpaths, bridleways and byways which enable people to walk and explore the county on foot, cycle and horseback. In addition to the countryside sites managed by the County Council, there are many more sites and other accessible countryside sites owned and managed by other public bodies and private landowners. The Hampshire Countryside Access Plan (HCAP) provides a framework for the management and improvement of public rights of way and other forms of access to the countryside.

Green Infrastructure 15

15.14 A number of key improvements have been identified in Hampshire as necessary to support development. Often these are to expand the capacity and attractiveness of existing assets, to relieve pressure on more sensitive environmental assets such as Special Protection Areas designated under national and European legislation. There are also opportunities to improve access and natural green spaces for pedestrians and cyclists from urban and peri-urban areas. These sustainable transport corridors and green infrastructure are essential to increasing the mobility of communities, reducing car use and improving health and wellbeing.

15.15 The HCAP for 2015-2025 sets out priorities and guides the work of the Access Team. It refers to the seven area-based plans that formed much of the HCAP for 2008-2013 and which have been retained as reference guides for the current plan. Each local plan identifies the main issues in a particular part of Hampshire and suggests actions that could be taken to improve access to the countryside in that area. Some of the key issues were identified almost universally across the areas, such as the condition of the rights of way network where heavy use has caused surfaces of some routes to break down. By investing in infrastructure, existing access can be improved and new routes to fill missing links in the network can be secured; this will contribute towards the aim of providing a high quality network across the county. The local CAPs include proposed actions to improve the network of countryside routes and sites.

Lead Organisation/Provider	Rushmoor Borough Council, Ministry of Defence and Hampshire County Council
Existing provision	<p>The Open Space, Sport and Recreation Study (2014) examines the provision of different types of open space within Rushmoor. This assessment of provision identified 123 publicly accessible open spaces in Rushmoor which fell within the following typologies: parks and gardens; natural and semi-natural green space; green corridors; amenity green space; allotments; cemeteries and churchyards; provision for children and young people (i.e. NEAPs, LEAPs and LAPs); and roadside verges.</p> <p>The evidence shows significant variations in the provision of different types of open space across the Borough with a shortage of some types of space in some parts of the Borough.</p> <p>The Ministry of Defence (MoD) has greatly influenced the character of the borough and is the largest custodian of open space in Rushmoor which includes significant tracts of heathland which form part of the Thames Basin Heaths Special Protection Area.</p>
Known planned provision	<p>The Hampshire CC Strategic Infrastructure Statement (2017) identifies a number of countryside schemes, including:</p> <ul style="list-style-type: none"> ● the Countryside Recreation Network (CRN) initiative ● Access for All ● Bridge improvements/repair programme ● Information, management of promoted routes project ● Network connectivity project ● Delivery of the Basingstoke Canal Business Plan and Development Strategy

15 Green Infrastructure

	<ul style="list-style-type: none"> • Implementation of projects to enhance public access and visitor enjoyment to the Basingstoke Canal (identified in the Basingstoke Canal Infrastructure Statement) • Improve and promote access to and along the Blackwater Valley Path
Key issues for Rushmoor	<p>The Open Space, Sport and Recreation Study (2014) identifies a number of issues relating to the quantity of provision within Rushmoor, with some areas deficient in parks and gardens and/ or natural and semi-natural green space.</p> <p>Connectivity has been highlighted as an area for improvement through better promotion of the rights of way network and increasing directional signage.</p> <p>The Hampshire Strategic Infrastructure Statement (2017) identifies issues and requirements from the Countryside Access Plan related to the Forest of Eversley including the demand for more off-road and utility routes for cyclists and the need for greater connectivity of horse riding routes.</p> <p>Hampshire County Council's Joint Strategic Needs Assessment (2015) and Public Health England's Health Profile for Rushmoor (2016) indicate that obesity rates band incidences of mental illness are higher in the Borough than within the South East and England as a whole. Green Infrastructure and access to open space is a particularly important issue from a public health perspective.</p>
Implications for the Rushmoor Plan	The need to provide a policy framework which protects and enhances green infrastructure and open space.
Evidence	<p>Open Space, Sport and Recreation Study (2014)</p> <p>Hampshire Countryside Access Plan 2015-2025</p> <p>Hampshire County Council Strategic Infrastructure Statement (April 2017)</p> <p>Hampshire County Council representations on Rushmoor Local Plan: Draft Submission (July 2017)</p>

Suitable Accessible Natural Greenspace (SANG)

15.16 Based on the Thames Basin Heaths Special Protection Area (TBH SPA) Delivery Framework (June 2011) and advice from Natural England, two forms of mitigation are identified in Policy NE1 of this Local Plan, supported by the Rushmoor TBH Avoidance and Mitigation Strategy. This comprises a combination of the provision of suitable alternative areas for recreational use (known as Suitable Alternative Natural Greenspace (SANG)) by the residents of new residential developments to divert them away from the SPA, and actions on the SPA itself to manage access and encourage the use of these alternative sites (known as Strategic Access Management and Monitoring Measures (SAMM)). Mitigation must be

Green Infrastructure 15

operational prior to the initial occupation of new residential developments to ensure that the interests of the SPA are not harmed. Mitigation is required in perpetuity. SANG must meet size and layout criteria set by Natural England.

15.17 The avoidance measures set out in the Delivery Framework, in Policy NE1, and in the Rushmoor TBH Avoidance and Mitigation Strategy, relate to the following types of development:

1. Proposals for one or more net new dwelling units falling within Use Class C3 (residential development)
2. Proposals for one or more net new units of staff residential accommodation falling within Use Classes C1 and C2.

15.18 All other applications for new development, including applications for non-residential development, will also need to be screened to assess whether they will have a likely significant effect (individually or in combination with other plans and projects) and be subject to a Habitats Regulations Assessment where they are likely to have a significant adverse impact on the integrity of the SPA.

15.19 It is widely accepted that it is not possible to avoid an adverse impact from residential developments within 400m of the TBHSPA, and development will not be permitted unless it falls within specific categories agreed with the Council in consultation with Natural England.

15.20 The provision of SANG falls within the definition of infrastructure. The maintenance of existing SANG, along with contributions towards SAMM, however fall outside that definition.

15.21 The whole of Rushmoor Borough lies within 5km of the Thames Basin Heaths Special Protection Area and therefore all net new dwellings need mitigation in the form of Suitable Alternative Natural Greenspace (SANG).

Lead Organisation/ Provider	Rushmoor Borough Council
Existing Provision	<p>As of September 2017, there is no remaining SANG capacity available in the three schemes within the ownership: Southwood Woodland SANG, Hawley Meadows/Blackwater Park SANG and Rowhill SANG.</p> <p>From 13 November 2017, the Council put an arrangement in place to enable developers pursuing schemes in parts of the borough to contribute to new SANG projects close to the our boundary, but within Hart district.</p> <p>The Wellesley Woodland SANG has been delivered to provided to mitigate the impacts of the Wellesley (Aldershot Urban Extension) development.</p>
Known Planned Provision and Funding	The Council will continue to explore options to deliver additional SANG to support the delivery of new homes, and to investigate alternative methods of mitigation.

15 Green Infrastructure

<p>Key Issues for Rushmoor</p>	<p>In order to enable the delivery of the quantum of residential development identified in the new Local Plan, the policy framework must be in place to enable appropriate mitigation to ensure no significant effect on the designated sites. In addition, sufficient SANG should be available, or have a reasonable prospect of being available, to deliver the required housing target.</p> <p>The policy framework in the Local Plan will not allow net new residential development to proceed without appropriate avoidance and mitigation measures. To deliver the housing anticipated over the Plan period, it is recognised that there is a need to deliver additional SANG capacity, on top of the shared SANG offered by Hart District Council, to support residential development up to 2032. Hence, work is ongoing to identify SANG that will mitigate the remaining residential development that could be delivered by the Local Plan. These include:</p> <p>Blandford Woodlands - the Council has recently received an outline planning application for up to 180 dwellings, and a full planning application for the delivery of 13.7 hectares of SANG, at Blandford House and Malta Barracks, in Aldershot. Depending on whether the proposal is granted planning permission, and the number of new dwellings expected to be acceptable on the site, surplus SANG capacity could be available to mitigate the impact of between 517 and 547 net new dwellings. However, it is important to note that the SANG would be in private ownership, and allocated at the discretion of the landowner.</p> <p>Southwood Golf Course – during August and September 2017, the Council consulted on the option to convert Southwood Golf Course into SANG. This would create around 50 hectares of SANG, providing capacity for approximately 2,500 homes. At its meeting of 12th December 2017, the Cabinet resolved that:</p> <ul style="list-style-type: none"> (i) the Southwood Golf Course be closed to provide SANG to mitigate the impact of new housing on the Special Protection Area (SPA); (ii) the Council's Chief Executive be authorised to decide on the date of closure of the Golf Course, dependent on the provision of new SANG capacity at Blandford House; (iii) the necessary actions be taken forward to make the land suitable as SANG, with the management plan being brought to the Cabinet in due course; (iv) the continuation of the dialogue with the Government and Natural England in an attempt to address the SANG issue be approved; and (v) arrangements be made to provide support and advice to Southwood Golf Club users living in the Borough as to other options available in the local area.
--------------------------------	---

Green Infrastructure 15

	<p>It should be noted that this is very much a last resort and that the Council had no other option but to consider the closure of its municipal Golf Course to enable its conversion to SANG. Given the predominantly urban nature of the Borough, compounded by the fact that nearly all of the undeveloped land in the Borough is either Special Protection Area, Sites of Nature Conservation Value, Sites of Special Scientific Interest, MoD estate, or Farnborough Airport's operational boundary, opportunities to identify new SANG land are extremely limited. As recognised in part (iv) of the resolution of Cabinet of 12th December 2017, the Council intends to press Natural England and the Government to determine alternative ways to mitigate the effects of net new residential development on the TBH SPA.</p>
<p>Implications for the Rushmoor Plan</p>	<p>Policy NE1 of the Rushmoor Plan will replace the adopted Core Strategy policy on the Thames Basin Heaths SPA. This along with the SPA Avoidance and Mitigation Strategy and the JSPB Delivery Framework set out the principles for protection of the SPA.</p>
<p>Evidence</p>	<p>Rushmoor Borough Council</p> <p>Rushmoor Thames Basin Heaths SPA Avoidance and Mitigation Strategy (November 2017)</p>

16 Cultural/Historical Assets

16 Cultural/Historical Assets

16.1 The following tables set out the current and future situation in relation to the provision of museums, theatres and cinemas.

Museums, Theatres and Cinemas

Lead Organisation/Provider	Rushmoor Borough Council
Existing provision	<p>Aldershot Military Museum records the Victorian origins of the military presence in this part of Hampshire, and the development of the Garrison since 1860s. The museum covers all aspects of local history and plays an active part in the community with regular events and theme days.</p> <p>Regimental museums such as the Army Physical Training Corps Museum includes pictorial records, militaria and gymnastic equipment from the very first training course to the present day.</p> <p>Farnborough Air Sciences Trust Museum (FAST):</p> <p>FAST is concerned with the heritage of over 100 years of aerospace research undertaken around the Farnborough Aerodrome. Trenchard House houses part of the museums collection including: Models, photographs, documents, artefacts and memorabilia. Outside the building there are aircraft on display which had significant design and development contributions from the Farnborough site.</p> <p>All the material of special historical interest has been catalogued and removed from the listed buildings on the airfield site, but many items of general interest remain, some too large to move and store. FAST is working with the site owners on how to protect this part of the collection in situ while restoration of the listed buildings is carried out.</p> <p>In two storage sites near Farnborough, FAST is looking after a large collection of wind tunnels models and other artefacts, many cabinets of documentation and historical records of engineering and technical development and a large collection of plans and drawings relating to the Farnborough and Pyestock sites.</p> <p>FAST has obtained official Arts Council Museums Accreditation in conjunction with the Science Museum (the trusts Curatorial Advisor) and Hampshire County Council.</p> <p><u>Theatres</u></p> <p>Princes Hall is a multi purpose centre in Aldershot managed by Rushmoor Borough Council. The main auditorium can currently seat 595 in a terraced seating layout or over 800 for a standing concert.</p>

Cultural/Historical Assets 16

	<p>An additional three function rooms are available for hire for conference parties and weddings.</p> <p>West End Centre is a thriving arts centre in Aldershot, offering a diverse range of creative activities, including music and theatre, comedy, exhibitions, arts and crafts, workshops and community events.</p> <p><u>Cinemas</u></p> <p>New cinemas are located in Farnborough (Kingsmead) and Aldershot (Westgate).</p>
Known planned provision and funding	None known
Issues for Rushmoor	Access to cultural and entertainment venues provides a sense of place and community. It also ensures that the Borough is an attractive place to live offering a range of cultural and leisure activities for residents. The inclusion of cinemas in the redevelopment for both town centres is a key element in their regeneration and in enabling residents to use those centres rather than travelling outside the Borough.
Implications for the Rushmoor Plan	The Local Plan will need to ensure that it promotes a mix of uses within Aldershot and Farnborough town centres.
Evidence	Rushmoor Borough Council

17 Wellesley

Wellesley

17.1 Wellesley, in the southern part of the Military Town, is one of the largest brownfield regeneration sites in the South East of England.

17.2 The development will deliver a sustainable new community in a high quality landscape setting, providing much needed new homes and contributing to the regeneration of Aldershot Town Centre.

17.3 In July 2013, the Council granted a hybrid planning permission for the Wellesley development. A Section 106 obligation relating to the provision of appropriate infrastructure was finalised soon after. The tables below summarise the infrastructure, as outlined in the obligation, that is set to be provided at Wellesley over the plan period.

Update

17.4 Development has commenced on the site and the first zone, known as Maida, is nearly complete and home to 217 families. Construction is underway on the first two phases of the second zone, Corunna, which will deliver 277 homes and the first residents of this zone are expected to move in the Spring 2018. Land sales have taken place for phase 3 and 4, where a further 450 homes will be delivered. Work is also progressing in the Gunhill Zone, where 117 private rented homes will be delivered. The first of these homes are expected to be occupied in Autumn 2018.

17.5 Work on the first school is underway. The school has been named 'The Cambridge Primary School' and will be managed by Engage, Enrich and Excel Academies. The school is due to be open in September 2018.

17.6 The first phase of offsite highway works in Aldershot town centre along two sections of Wellington Avenue has been completed. The current Pelican crossings at the junction with Court Road and outside the High Street Car Park have been improved and turned into Toucan crossings, allowing a shared surface for both pedestrians and cyclists to safely cross at the same time.

17.7 The second stage of works to the Wellington Avenue junction with Hospital Hill has started and is due to be completed early 2018. These works will include widening the existing footpaths of Hospital Hill for pedestrians and cyclists to use as well as improving the crossings at the junction. These works will improve access for both pedestrians and cyclists moving between the town centre and Wellesley.

17.8 The Wellesley Community Rooms are now open and available for the local community to use. This will be available for the public to use for the next few years until the permanent community building within the new neighbourhood is opened.

The tables below provides a summary of the infrastructure identified in the section 106 agreement.

Infrastructure Provision	Details	Funding/provision	Timing
Education			

17 Wellesley

Infrastructure Provision	Details	Funding/provision	Timing
Primary School	<p>Eastern Primary School (2FE) - within Zone N (Gods Acre)</p> <p>Western Primary School (3FE) - within Zone L (School End)</p>	<p>Developer contribution of £6.1m for Eastern Primary School and £9.15m for Western Primary School.</p> <p>Land transferred to Hampshire County Council (HCC).</p>	<p>Western primary school – transfer of land to HCC prior to the occupation of 75 dwellings.</p> <p>Eastern primary school – transfer of land to HCC prior to the occupation of 1,700 dwellings.</p> <p>Following the completion of the transfer of the land, the County Council shall use all reasonable endeavours to build the schools ready for use in the academic year commencing in the September which is closest to the 18th month anniversary of the transfer.</p>
Secondary school places	610 additional permanent secondary school places, primarily at Connaught School (now Alderwood School - Senior Site), with some places being provided at Wavell School.	Developers contributions of £11.75m.	Phased payments prior to occupation of dwellings.
Day Care & Pre-school facilities	<p>Day care services for no less than 72 children primarily resident within the site or whose parents are employed in premises on the site.</p> <p>Pre-School places for no less than 104 children resident</p>	<p>Developer to provide a building within Zone L (Neighbourhood Centre) and maintenance for 10 years.</p> <p>Developer to provide a building within Zone O (Mandora) and maintenance for 10 years.</p>	<p>Prior to occupation of 1,000 dwellings</p> <p>Prior to occupation of Zone O (Mandora)</p>

Wellesley 17

Infrastructure Provision	Details	Funding/provision	Timing
	within the site or whose parents are employed in premises on the site.		
Transport			
Highways Works	See separate table below.		
Accessibility works	See separate table below.		
Bus Service	A 30 minute or better bus service between the Neighbourhood Centre Buildings and Aldershot Town Centre via Ordnance Road	Developer to provide a Bus Service Bond to the County Council. Subject to review in accordance with the Public Transport Strategy.	Prior to occupation of any unit in Zones N, O, Q, S
School Bus Service	A school bus service.	Developer to provide a School Bus Service Bond to the County Council. Subject to review in accordance with the Public Transport Strategy.	Provided when 20 or more pupils residing on the site have enrolled at Connaught School (now Alderwood School - Senior Site)
Bus stop infrastructure	Bus stops, shelters, information panels, real time bus information displays and other infrastructure needed for the provision of the service.	Developer to identify bus stop infrastructure that is required and agree in writing with Council Council how such infrastructure will be delivered.	Agreement made prior to submission of a Reserved Matters Application for that part of the development.
Community Facilities			
Community Facilities	Permanent facilities at ground floor level of Smith Dorrien building	Developer to provide.	Temporary facilities prior to occupation of 114 dwellings within Maida phase.

17 Wellesley

Infrastructure Provision	Details	Funding/provision	Timing
			Permanent facilities at Smith Dorrien prior to occupation of 1,500 dwellings
Healthcare			
Doctors and dentist surgeries	Existing provision at Aldershot Centre for Health	N/A	N/A
Small gym/fitness centre	Existing provision at Maida Gym	N/A	N/A
Extra Care Facility	Facility comprising 100 one or two bedroom units of accommodation or such lesser number of units as may be agreed with the Council and Country Council	Agree details of precise location and size of land. Land to be made available to the County Council for 5 years following agreement	Prior to occupation of 1,000 dwellings
Library	Existing provision in Aldershot town centre	No contributions	N/A
Waste			
Household Waste Recycling Centre (HWRC)	To be provided within Zone R (ABRO) close to Ordnance Road	Transfer freehold of the land to the County Council. Developer contribution to include freehold provision of the land to Hampshire County Council and a financial contribution of £201,640 towards the design and construction costs.	Transfer of land prior to occupation of 675 dwellings or 6 months after notice served. Subject to the County Council commencing development of the HWRC within 12 months of the transfer of land or completing the development of HWRC within 36 months of transfer.
Utilities			

Wellesley 17

Infrastructure Provision	Details	Funding/provision	Timing
Water, foul water, gas and electricity	<p>Electricity and gas supplies capable of adoption by a statutory undertaker.</p> <p>A potable water supply capable of adoption by a statutory undertaker.</p> <p>A foul water supply capable of adoption by a statutory undertaker.</p>	All capital works costs associated with delivering water supply to Wellesley must be borne by the developer.	To be determined.
Open Space			
Suitable Alternative Natural Greenspace	Minimum of 109.2 hectares to be provided within the site as shown on the SANGS Plan.	Developer funded	Prior to occupation of 1st dwelling.
Sports Pavilion	A sports pavilion to be constructed on sports pitches land	Developer contribution of £950,000 for the purpose of funding the construction of the Sports Pavilion, maintenance and associated car parking.	<p>Sum of £95,000 for design fees prior to occupation of 900 residential units.</p> <p>Sum of £855,000 prior to letting of the contract by the Council for the construction of the pavilion.</p>
Sport and playing pitches	14.49ha to the west of Farnborough Road, including 4.49ha of informal open space	Developer contribution of £795,000 for the purpose of funding maintenance of the Sports Pitch Land and the access to the Sports Pitch Land by the Council following the transfer of the land.	On the earlier of occupation of 200 dwellings in Zone B Coruna, any unit in Zone G Pennefathers, or 500 dwellings overall

17 Wellesley

Infrastructure Provision	Details	Funding/provision	Timing
Play areas	<p>2 x play areas</p> <p>0.5ha at Parade Park opposite 4th Div HQ</p> <p>0.5ha within God's Acre Zone to the north of the Eastern Primary School.</p>	Developer to fund, and also to fund the long term maintenance of equipped play facilities.	<p>Parade Park: To commence before the occupation of 750 dwellings and completed before the occupation of 1500 dwellings or any dwelling in Zone K Stanhope Lines East.</p> <p>God's Acre: Completed prior to occupation of 2000 dwellings or the opening of the Eastern Primary School, whichever is the earlier.</p>
Open Space	Areas of open space shown indicatively on the Open Space Plan	Developer to provide and fund future maintenance as part of each phase.	To coincide with the delivery of each phase of development
Local Landscaped Areas for Play (LLAP)	At least one LLAP for each Development Zone, which includes residential development.	Developer to provide.	Submit detailed specification and timetable for the LLAP prior to submission of Reserved Matters Application for each Development Zone containing residential units. Construct the LLAP in accordance with the specification and timetable approved by the Council.
Woodland	As identified on the Woodland Plan and comprising the areas along the main topographical ridge, adjacent to the railway within Zones S and T and along Alisons Road in and around Zone Q.	Condition and maintenance plan for the woodland area required within any development zone within which woodland lies	Prior to the commencement of any development within that zone.
Allotments	80 plots	To be provided on a phased basis by the developer (16 plots within each phase)	Phase 1 prior to occupation of 750 dwellings.

Wellesley 17

Infrastructure Provision	Details	Funding/provision	Timing
			<p>Phase 2 prior to occupation of 1500 dwellings.</p> <p>Phase 3 prior to occupation of 2250 dwellings.</p> <p>Phase 4 prior to occupation of 3000 dwellings.</p> <p>Phase 5 prior to occupation of 3750 dwellings.</p>

Transport infrastructure requirements at Wellesley

Highways Works Description	Timing
Zone A Site Access	Prior to occupation of Zone A (Maida)
New access from A325 to Pennefather's Road controlled crossing of A325 and A325 improvements	Prior to the earlier of 200 units in Zone B (Coruna), or any occupation in Zone G (Pennefather's)
A331 on slip and Government Rd/Ordnance Rd corridor improvements	Prior to occupation of 1,325 dwellings but reasonable endeavours shall be used to deliver the scheme earlier
Alison's Road improvements between A325 and Queens Avenue	Prior to occupation of any units in Zone I (School End) or Zone J (Browning)
Alison's Road improvements between A325 and Queens Avenue and Alison's Road Roundabout	Prior to occupation of any units in Zone L (Neighbourhood Centre) or Zone M (Buller)
Alison's Road improvements between Alison's Road roundabout and Clayton Barracks	Prior to occupation of any units in Zone N (God's Acre) or Zone Q (Clayton)
Queens Avenue improvements from Hospital Hill to Alison's Road including improvement of the Alison's Road/Queens Avenue junction	Prior to occupation of 60% of units in Zone B (Coruna), or any units in Zone I (School End), Zone H (Stanhope Lines West) or Zone K (Stanhope Lines East)
Improvements to A323/A331 junction	Prior to occupation of 1325 units
Improvements to St Alban's roundabout	Prior to occupation of 250 dwellings

Accessibility Works Description	Trigger
---------------------------------	---------

17 Wellesley

Accessibility Works Description	Trigger
Foot/cycle improvements at Gun Hill including crossing improvements to the A323	Prior to occupation of Zone C (CMH), Zone D (McGrigor), or Zone K (Stanhope Lines East)
Hospital Hill South improvements including improvements to the A323 Wellington Avenue/Hospital Hill/Princes Way junction	Prior to occupation of 150 units in Zone B (Coruna), or occupation of any units in either Zone G (Pennefather's) or Zone F (Knollys)
Footway/cycleway improvement scheme along A323 High St/Ash Rd towards Connaught School (now Alderwood School - Senior Site)	Prior to occupation of 250 dwellings
Foot/cycle improvements north towards Queen's roundabout	Prior to occupation of Zone B (Coruna) or occupation of any units on Zone H (Stanhope Lines West), Zone I (School End), or Zone J (Browning)
Pedestrian Crossings to SANGS	Prior to occupation of any units at Zone B (Coruna)
North Lane footway/cycleway works	Prior to occupation of any units in Zone N (Gods Acre), Zone O (Mandora), Zone Q (Clayton), Zone R (ABRO), or Zone S (REME)
North Lane / A323 Ash Road footway/cycleway works	Prior to occupation of any units in Zone N (Gods Acre), Zone O (Mandora), Zone Q (Clayton), Zone R (ABRO), or Zone S (REME)
Foot/cycleway improvements to Middle Hill including crossings on A323	Prior to occupation of 50% of units in Zone A (Maida) or occupation of any units within Zone E (Gunhill)

Delivery Plan 18

Transport Infrastructure

Scheme	Timing/Phasing	Lead Agencies	Cost	Funding Sources	Potential Funding Gap	Evidence/Source of Information
Farnborough Airport - airspace change proposal (ACP) in order to introduce a new airspace design in the vicinity of the airport.	TBC	TAG Farnborough Airport Ltd	TBC	Privately funded	£ -	
Corridor Improvements between BVR Link arm of Bradfords Roundabout to A325/Prospect Avenue junction	Short term	Hampshire County Council	£ 150,000	Developer funding and LTP	£ -	Hampshire CC Strategic Infrastructure Statement (April 2017)
A325 Corridor Improvements between Queens & Bradford rdbs including: a) Pinehurst rdbt; b) Clockhouse rdbt; c) Ham & Blackbird gyratory; d) Prospect Ave signals ; e) Bradfords rdbt; f) A325 online improvements g) A327 Sulzers rdbt.	Short term	Hampshire County Council	£ 3,000,000	Developer, s106	£ 1,000,000	Hampshire CC Strategic Infrastructure Statement (April 2017)
A3011 Corridor Improvements: a) online Lynchford Road A3011; b) A3011 / Redvers Buller Rd.	Short Term	Hampshire County Council	£ 3,500,000	Aldershot Urban Extension (AUE), s106, S278.	£ 3,500,000	Hampshire CC Strategic Infrastructure Statement (April 2017)
Access improvements to M3 Junctions 4 & 4A. J4 to A331 and J4A to A327 including Summit Ave and the junction with Kennels Lane.	Short Term	Hampshire County Council	£ 5,000,000	Hartland Park dev't s278 £1200. Further works & s106 or S278.	£ 3,800,000	Hampshire CC Strategic Infrastructure Statement (April 2017)
Online improvements and at Junctions 4 & 4A on & off slip roads	Short Term	Hampshire County Council, Highways England	£ 3,000,000	Highways England	£ 3,000,000	Hampshire CC Strategic Infrastructure Statement (April 2017)
A331/ Government House Rd new junction with northbound slip roads.	Medium Term	Hampshire County Council	£ 6,000,000	LTB and AUE, developer funding, s106 and s278	£ 4,500,000	Hampshire CC Strategic Infrastructure Statement (April 2017)
Road Network and Traffic Schemes	Short Term (<5 years)	Hampshire County Council	£ 3,313,000	Developer funding	£ 2,517,000	Hampshire CC Strategic Infrastructure Statement (April 2017)
Road Network and Traffic Schemes	Medium Term (5-10yrs)	Hampshire County Council	£ 2,627,000	Developer funding	£ 2,617,000	Hampshire CC Strategic Infrastructure Statement (April 2017)

Transport Infrastructure

Scheme	Timing/Phasing	Lead Agencies	Cost	Funding Sources	Potential Funding Gap	Evidence/Source of Information
Road Network and Traffic Schemes	Long Term (10+yrs)	Hampshire County Council	£ 1,220,000	Developer funding	£ 1,220,000	Hampshire CC Strategic Infrastructure Statement (April 2017)
Public Transport Schemes	Short Term (<5 years)	Hampshire County Council	£ 1,180,000	Developer funding, bus and rail operators, Capital Funding	£ 830,000	Hampshire CC Strategic Infrastructure Statement (April 2017)
Public Transport Schemes	Medium Term (5-10yrs)	Hampshire County Council	£ 1,990,000	Developer funding, bus and rail operators, Capital Funding	£ 1,590,000	Hampshire CC Strategic Infrastructure Statement (April 2017)
Public Transport Schemes	Long Term (10+yrs)	Hampshire County Council	£ 4,900,000	Developer funding, bus and rail operators, Capital Funding	£ 4,900,000	Hampshire CC Strategic Infrastructure Statement (April 2017)
Cycling and Walking Schemes	Short Term (<5 years)	Hampshire County Council	£ 9,942,000	Developer funding	£ 4,648,000	Hampshire CC Strategic Infrastructure Statement (April 2017)
Cycling and Walking Schemes	Medium Term (5-10yrs)	Hampshire County Council	£ 2,775,000	Developer funding	£ 2,750,000	Hampshire CC Strategic Infrastructure Statement (April 2017)
Cycling and Walking Schemes	Long Term (10+yrs)	Hampshire County Council	£ 2,328,000	Developer funding	£ 2,328,000	Hampshire CC Strategic Infrastructure Statement (April 2017)
Zone A Site Access	Prior to occupation of Zone A Maida	Hampshire County Council, Grainger Plc		Developer funded	£ -	Wellesley s106 Obligation
New access from A325 to Pennefather's Road controlled crossing of A325 and A325 improvements	Prior to the earlier of 200 units in Zone B Coruna, or any occupation in Zone G Pennefather's	Hampshire County Council, Grainger Plc		Developer funded	£ -	Wellesley s106 Obligation
A331 on slip and Government Rd/Ordnance Rd corridor improvements	Prior to occupation of 1,325 dwellings but reasonable endeavours shall be used to deliver the scheme earlier	Hampshire County Council, Grainger Plc		Developer funded	£ -	Wellesley s106 Obligation
Alison's Road improvements between A325 and Queens Avenue	Prior to occupation of any units in Zone I School End or Zone J Browning	Hampshire County Council, Grainger Plc		Developer funded	£ -	Wellesley s106 Obligation

Transport Infrastructure

Scheme	Timing/Phasing	Lead Agencies	Cost	Funding Sources	Potential Funding Gap	Evidence/Source of Information
Alison's Road improvements between A325 and Queens Avenue and Alison's Road Roundabout	Prior to occupation of any units in Zone L Neighbourhood Centre or Zone M Buller	Hampshire County Council, Grainger Plc		Developer funded	£ -	Wellesley s106 Obligation
Alison's Road improvements between Alison's Road roundabout and Clayton Barracks	Prior to occupation of any units in Zone N God's Acre or Zone Q Clayton	Hampshire County Council, Grainger Plc		Developer funded	£ -	Wellesley s106 Obligation
Queens Avenue improvements from Hospital Hill to Alison's Road including improvement of the Alison's Road/Queens Avenue junction	Prior to occupation of 60% of units in Zone B Coruna, or any units in Zone I School End, Zone H Stanhope Lines West or K Stanhope Lines East	Hampshire County Council, Grainger Plc		Developer funded	£ -	Wellesley s106 Obligation
Improvements to A323/A331 junction	Prior to occupation of 1325 units	Hampshire County Council, Grainger Plc		Developer funded	£ -	Wellesley s106 Obligation
Improvements to St Alban's roundabout	Prior to occupation of 250 dwellings	Hampshire County Council, Grainger Plc		Developer funded	£ -	Wellesley s106 Obligation
Foot/cycle improvements at Gun Hill including crossing improvements to the A323	Prior to occupation of Zone C CMH, Zone D McGrigor, or Zone K Stanhope Lines East	Hampshire County Council, Grainger Plc		Developer funded	£ -	Wellesley s106 Obligation
Hospital Hill South improvements including improvements to the A323 Wellington Avenue/Hospital Hill/Princes Way junction	Prior to occupation of 150 units in Zone B Coruna, or occupation of any units in either Zone G Pennefather's or Zone F Knollys	Hampshire County Council, Grainger Plc		Developer funded	£ -	Wellesley s106 Obligation
Footway/cycleway improvement scheme along A323 High St/Ash Rd towards Connaught School	Prior to occupation of 250 dwellings	Hampshire County Council, Grainger Plc		Developer funded	£ -	Wellesley s106 Obligation
Foot/cycle improvements north towards Queen's roundabout	Prior to occupation of Zone B Coruna or occupation of any units on Zone H Stanhope Lines West, Zone I School End, or Zone J Browning	Hampshire County Council, Grainger Plc		Developer funded	£ -	Wellesley s106 Obligation
Pedestrian Crossings to SANGS	Prior to occupation of Zone B Coruna	Hampshire County Council, Grainger Plc		Developer funded	£ -	Wellesley s106 Obligation

Transport Infrastructure

Scheme	Timing/Phasing	Lead Agencies	Cost	Funding Sources	Potential Funding Gap	Evidence/Source of Information
North Lane footway/cycleway works	Prior to occupation of any units in Zone N Gods Acre, Zone O Mandora, Zone Q Clayton, Zone R ABRO, or Zone S REME	Hampshire County Council, Grainger Plc		Developer funded	£ -	Wellesley s106 Obligation
North Lane / A323 Ash Road footway/cycleway works	Prior to occupation of any units in Zone N Gods Acre, Zone O Mandora, Zone Q Clayton, Zone R ABRO, or Zone S REME	Hampshire County Council, Grainger Plc		Developer funded	£ -	Wellesley s106 Obligation
Foot/cycleway improvements to Middle Hill including crossings on A323	Prior to occupation of 50% of units in Zone A Maida or occupation of any units within Zone E Gunhill	Hampshire County Council, Grainger Plc		Developer funded	£ -	Wellesley s106 Obligation
Pedestrian and cycle crossing over Ash Road (A323)	TBC	Hampshire County Council / Blackwater Valley Countryside Partnership	TBC		Unknown	HCC
Bus service to run between the Neighbourhood Centre Buildings on Wellesley and Aldershot Town Centre via Ordnance Road	Prior to occupation of any unit in Zones N, O, Q, S	Hampshire County Council, Grainger Plc		Developer funding		Wellesley s106 Obligation
Bus stop infrastructure on Wellesley development	Developer to identify bus stop infrastructure that is required and agree in writing with Council Council how such infrastructure will be delivered.	Hampshire County Council, Grainger Plc		Developer funding		Wellesley s106 Obligation
Signalise and improve Queens roundabout: the junction of the A3011 and A325.	Short term	Hampshire County Council	£ 5,300,000	Developer funding, Growing Places Fundings	£ -	Hampshire CC Strategic Infrastructure Statement (April 2017)
M3 - Junction 4a North Roundabout		Highways England	£ 1,555,000		£ 1,555,000	Rushmoor Local Plan transport evidence
M3 - Junction 4a South Roundabout		Highways England	£ 946,000		£ 946,000	Rushmoor Local Plan transport evidence
M3 - Junction 4 North Roundabout		Highways England	£ 1,024,000		£ 1,024,000	Rushmoor Local Plan transport evidence

Transport Infrastructure

Scheme	Timing/Phasing	Lead Agencies	Cost	Funding Sources	Potential Funding Gap	Evidence/Source of Information
A325 Farnborough Rd/ B3008 Cranmore Lane roundabout		Hampshire County Council	£ 503,000		£ 503,000	Rushmoor Local Plan transport evidence
A327 Elles Road/ Ively Road roundabout		Hampshire County Council	£ 197,000		£ 197,000	Rushmoor Local Plan transport evidence
Rectory Rd / Coleford Bridge Rd mini-roundabout		Hampshire County Council	£ 44,000		£ 44,000	Rushmoor Local Plan transport evidence
A325 Farnborough Rd/ A323 Wellington Avenue roundabout		Hampshire County Council	£ 27,000		£ 27,000	Rushmoor Local Plan transport evidence

N.B. The costs identified for mitigation schemes in the Rushmoor Local Plan transport evidence are based on high estimates.

Utilities and Waste

Scheme	Timing/Phasing	Lead Agencies	Cost	Funding Sources	Potential Funding Gap	Evidence/Source of Information
Hampshire Superfast Broadband rollout - Wave 2	2016-2018	Hampshire County Council, British Telecom and Virgin	£ 16,450,000	Local government funding, central government funding and British Telecom	Unknown	Hampshire Superfast Broadband Project website
Connection to local sewerage system at nearest point of adequate capacity	Ongoing	Thames Water or Developer	Unknown	Water company	Unknown	
Metering 90% of customers by 2020. Adoption of all customers' supply pipes.	by 2020	South East Water	Unknown	Water company	Unknown	
Groundwater source in Boxall's Lane, Aldershot	2015-2020	South East Water	£ 2,700,000		Unknown	South East Water's Water Resource Management Plan 2014
Relocation of Aldershot's Household Waste Recycling Centre (HWRC) to provide a new split-level HWRC at Wellesley	Transfer of land prior to occupation of 675 dwellings or 6 months after notice served.	Grainger Plc, Hampshire County Council	£ 1,000,000	HCC capital budget (subject to budget allocations). 20% through developer funding associated with Wellesley.	£ 800,000	Wellesley s106 Obligation; Hampshire CC Strategic Infrastructure Statement (April 2016)

Education

Scheme	Timing/Phasing	Lead Agencies	Cost	Funding Sources	Potential Funding Gap	Evidence/Source of Information
Up to 300 secondary places for Farnborough/Cove/Aldershot area	2022 or later	Hampshire County Council	£ 12,000,000	DfE Basic Need & HCC Capital Funding	£ 500,000	Hampshire CC Strategic Infrastructure Statement (April 2017)
Eastern Primary School (2FE) - new 420 place primary school	Transfer of land to HCC on occupation of 1,700 dwellings. HCC to build out for use in the academic year commencing in September closest to the 18th month anniversary of the transfer.	Hampshire County Council, Grainger Plc	£ 10,000,000	Developer contribution in accordance with the s106 obligation, DfE Basic Need & HCC Capital Funding. Land transferred to Hampshire County Council.	£ 3,900,000	Wellesley s106 Obligation, Hampshire CC Strategic Infrastructure Statement (April 2017)
Western Primary School (3FE) - 630 places (Phase I - 420 places)	Transfer of land to HCC on occupation of 75th unit. HCC to build out for use in the academic year commencing in September closest to the 18th month anniversary of the transfer.	Hampshire County Council, Grainger Plc	£ 9,400,000	Phased contributions from developer in accordance with the s106 obligation. Land transferred to Hampshire County Council.	£ -	Wellesley s106 Obligation, Hampshire CC Strategic Infrastructure Statement (April 2017)
610 secondary school places to be accommodated within existing secondary schools (The Wavell School and the Alderwood School)	Phased payments prior to occupation of dwellings over plan period	Hampshire County Council, Grainger Plc	£ 11,750,000	Developer contributions in accordance with s106 obligation.	£ -	Wellesley s106 Obligation
Two pre-school facilities within Zone L Neighbourhood Centre and Zone O Mandora	Prior to 1,000 dwellings Prior to occupation of Zone O Mandora	Grainger Plc		Developer to provide building and maintenance for 10 years	£ -	Wellesley s106 Obligation
Up to 600 primary places	Timing, number & locations related to new housing within draft Local Plan	Hampshire County Council	£ 15,000,000	Developer funding	£ 15,000,000	Wellesley s106 Obligation, Hampshire CC Strategic Infrastructure Statement (April 2017)

Health Care

Scheme	Timing/Phasing	Lead Agencies	Cost	Funding Sources	Potential Funding Gap	Evidence/Source of Information
An integrated care services hub within the locality	TBC	North East Hampshire and Farnham Clinical Commissioning Group	TBC		Unknown	North East Hampshire and Farnham CCG - Primary Care Strategy 2016
Rushmoor Extra Care - 43 units to meet needs in the Borough.	Beyond 2022	Hampshire County Council, Homes and Communities Agency, Rushmoor Borough Council	TBC	HCC Capital Funding, Homes and Communities Agency, Rushmoor Borough Council, developer funding	Unknown	Hampshire CC Strategic Infrastructure Statement (April 2017)
Farnborough Queensgate Extra-Care Scheme - 102 units	2017-2022	Hampshire County Council, Homes and Communities Agency, Rushmoor Borough Council	TBC	HCC Capital Funding, Homes and Communities Agency, Rushmoor Borough Council, developer funding	Unknown	Hampshire CC Strategic Infrastructure Statement (April 2017)
Extra Care Facility (comprising 100 one or two bedroom units of accommodation)	Prior to occupation of 1,000 dwellings	Grainger Plc, Hampshire County Council		Agree details of precise location and size of land. Land to be made available to the County Council for 5 years following agreement	£ -	Wellesley s106 Obligation, Hampshire CC Strategic Infrastructure Statement (April 2017)

Community Services/Facilities

Scheme	Timing/Phasing	Lead Agencies	Cost	Funding Sources	Potential Funding Gap	Evidence/Source of Information
Aldershot Park (football) - drainage	TBC	Rushmoor Borough Council	Unknown	Rushmoor Borough Council, Developer contributions	Unknown	Playing Pitch Strategy 2014
Cove Green (football) - improvement/ refurbishment to improve quality of pitches	TBC	Rushmoor Borough Council	Unknown	Rushmoor Borough Council, Developer contributions	Unknown	Playing Pitch Strategy 2014
Farnborough Gate (football) - improvement/ refurbishment to improve quality of pitches	TBC	Rushmoor Borough Council	Unknown	Rushmoor Borough Council, Developer contributions	Unknown	Playing Pitch Strategy 2014
King George V Playing Fields (football) - improvement/ refurbishment to improve quality of pitches	TBC	Rushmoor Borough Council	Unknown	Rushmoor Borough Council, Developer contributions	Unknown	Playing Pitch Strategy 2014
Moor Road (football) - improvement/ refurbishment to improve quality of pitches	TBC	Rushmoor Borough Council	TBC	Rushmoor Borough Council, Developer contributions	Unknown	Playing Pitch Strategy 2014
North Lane (football) - New changing facilities	TBC	Rushmoor Borough Council	TBC	Rushmoor Borough Council, Developer contributions, Grant funding	Unknown	Playing Pitch Strategy 2014
Queens Road (football) - refurbish changing rooms and pitch improvements	TBC	Rushmoor Borough Council	TBC	Rushmoor Borough Council, Developer contributions	Unknown	Playing Pitch Strategy 2014
Rectory Road (football) - new changing pavilion and re-alignment of pitches	TBC	Rushmoor Borough Council	TBC	Rushmoor Borough Council (plus FF), Developer contributions	Unknown	Playing Pitch Strategy 2014
Southwood playing field (football) - improve parking facilities to accommodate existing levels of use	TBC	Rushmoor Borough Council	TBC	Rushmoor Borough Council, Developer contributions	Unknown	Playing Pitch Strategy 2014
Oak Farm, FRFC (rugby) - Extension of FRFC Clubhouse and provision of storage for turf care equipment.	TBC	Rushmoor Borough Council, RFU	TBC	Rushmoor Borough Council, RFU, Developer contributions	Unknown	Playing Pitch Strategy 2014
King George V Playing Fields (cricket) - changing pavilion, refurbish and provide non-turf wicket	TBC	Rushmoor Borough Council	TBC	Rushmoor Borough Council	Unknown	Playing Pitch Strategy 2014

Community Services/Facilities

Scheme	Timing/Phasing	Lead Agencies	Cost	Funding Sources	Potential Funding Gap	Evidence/Source of Information
Community Centre (Permanent facilities at ground floor level of Smith Dorrien building)	Temporary facilities prior to 114 dwellings within Maida phase. Permanent facilities at Smith Dorrien prior to 1,500 dwellings	Grainger Plc		Developer to provide	£ -	Wellesley s106 Obligation
Sport and playing pitches (14.49ha to the west of Farnborough Road), including 4.49ha of informal open space	On the earlier of occupation of 200 dwellings in Zone B Coruna, any unit in Zone G Pennefathers, or 500 dwellings overall	Grainger Plc, Rushmoor Borough Council		Developer to fund the provision of pitches, then transfer freehold to RBC in addition to £795k contribution.	£ -	Wellesley s106 Obligation
Sports Pavilion	Sum of £95,000 for design fees prior to occupation of 900 residential units. Sum of £855,000 prior to letting of the contract by the Council for the construction of the pavilion.	Grainger Plc, Rushmoor Borough Council		Developer funded.	£ -	Wellesley s106 Obligation
Equipped play space and youth facilities (2 x play areas, 0.5ha at Parade Park opposite 4th Div HQ and 0.5ha within God's Acre Zone)	Parade Park: To be commenced before the occupation of 750th dwelling and completed before commencement of 1500th dwelling or any dwelling in Zone K Stanhope Lines East. God's Acre: To be completed prior to occupation of 2000th dwelling or the opening of the Eastern Primary School whichever is the earlier	Grainger Plc		Developer to fund, and also to fund the long term maintenance of equipped play facilities.	£ -	Wellesley s106 Obligation

Community Services/Facilities

Scheme	Timing/Phasing	Lead Agencies	Cost	Funding Sources	Potential Funding Gap	Evidence/Source of Information
Provision of play space in major parks	TBC	Rushmoor Borough Council	TBC		TBC	RBC
Improvements to library services to meet increased demand.	TBC	Hampshire County Council	TBC	Developer contributions	TBC	HCC representations on Rushmoor Local Plan: Draft Submission (July 2017)

Green Infrastructure

Scheme	Timing/Phasing	Lead Agencies	Cost	Funding Sources	Potential Funding Gap	Evidence/Source of Information
Rushmoor Countryside Access Plan (CAP) delivery. Strategic improvements to the rural network. Improving connectivity and sustainable transport.	Beyond 2022	Hampshire County Council and Rushmoor Borough Council	TBC	Developer funding	Unknown	Hampshire CC Strategic Infrastructure Statement (April 2017)
Allotment provision	2021 or later	Rushmoor Borough Council	TBC		Unknown	Open Space, Sport and Recreation Study 2014
Open space	To coincide with the delivery of each phase of development	Grainger Plc		Developer to provide and fund future maintenance as part of each phase.	£ -	Wellesley s106 Obligation
Woodland	Prior to the commencement of any development within that zone.	Grainger Plc		Condition and maintenance plan for the woodland area required within any development zone within which woodland lies	£ -	Wellesley s106 Obligation
Local Landscaped Areas of Play (LLAP)	Submit detailed specification and timetable for the LLAP prior to submission of Reserved Matters Application for each Development Zone containing residential units. Construct the LLAP in accordance with the specification and timetable approved by the Council.	Grainger Plc		Developer to provide at least one LLAP for each development Zone which includes residential development.	£ -	Wellesley s106 Obligation

Green Infrastructure

Scheme	Timing/Phasing	Lead Agencies	Cost	Funding Sources	Potential Funding Gap	Evidence/Source of Information
Allotments (80 plots)	Phase 1 prior to occupation of 750 dwellings, Phase 2 prior to occupation of 1500 dwellings, Phase 3 prior to occupation of 2250 dwellings, Phase 4 prior to occupation of 3000 dwellings, Phase 5 prior to occupation of 3750 dwellings.	Grainger Plc		To be provided on a phased basis by the developer.	£ -	Wellesley s106 Obligation
Suitable Alternative Natural Greenspace	Ongoing	Rushmoor Borough Council; Hart District Council		Developer funded purchase of SANG land.	£ -	Rushmoor Borough Council
Countyside Recreation Network (CRN) - Plan for an take opportunities to improve and connect existing routes across Hampshire.	Beyond 2022	Hampshire County Council	TBC	Developer funding and other public grant schemes	Unknown	Hampshire CC Strategic Infrastructure Statement (April 2017)
Access for all (captures schemes such as the Stiles2Gates project) - Plan for a take oppportunitis to improve and promote access to wide range of people across Hampshire	Beyond 2022	Hampshire County Council	TBC	Developer funding and other public grant schemes	Unknown	Hampshire CC Strategic Infrastructure Statement (April 2017)
Bridge improvement/repair programme - with approx. 3,000 bridge type structures on the RoW network investment is needed across Hampshire	Beyond 2022	Hampshire County Council	TBC	Developer funding and other public grant schemes	Unknown	Hampshire CC Strategic Infrastructure Statement (April 2017)
Information, management of promoted routes project - Better information available for all visitors to the countryside and target promotion and improvements of routes to meeting varying user needs.	Beyond 2022	Hampshire County Council	TBC	Developer funding and other public grant schemes	Unknown	Hampshire CC Strategic Infrastructure Statement (April 2017)

Green Infrastructure

Scheme	Timing/Phasing	Lead Agencies	Cost	Funding Sources	Potential Funding Gap	Evidence/Source of Information
Network connectivity project - with increased pressure to access the countryside directly from urban areas, road (and rail) safety schemes are required to address exiting issues and ensure new development does not present further barriers to accessing the countryside.	Beyond 2022	Hampshire County Council	TBC	Developer funding and other public grant schemes	Unknown	Hampshire CC Strategic Infrastructure Statement (April 2017)
Basingstoke Canal Business Plan and Development Strategy - Delivery of the strategy targetted as making the Canal more financially sustainable by providing income generating assets	Beyond 2022	Hampshire County Council, Surrey County Council	TBC	Developer funding, other public grant or loans	Unknown	Hampshire CC Strategic Infrastructure Statement (April 2017)
Basingstoke Canal Infrastructure Statement - Implement the statement projects to enhance public access and visitor enjoyment.	Beyond 2022	Hampshire County Council, Surrey County Council	TBC	Developer funding, other public grant or loans	Unknown	Hampshire CC Strategic Infrastructure Statement (April 2017)
Blackwater Valley - improve and promote access to and along the 25 miles Blackwater Valley Park	Beyond 2022	Hampshire County Council, Blackwater Valley Partnership	£ 3,000,000	TBC	£ 3,000,000	Hampshire CC Strategic Infrastructure Statement (April 2017)
Provision of about 13.7 hectares of Suitable Accessible Natural Greenspace alongside development at Blandford House/Malta Barracks	TBC	Rushmoor Borough Council, Grainger Plc, Defence Infrastructure Organisation	Calculated based on capacity	Developer funded	Calculated based on capacity	Rushmoor Borough Council