

Infrastructure Assessment Report

Gosport Borough Local Plan 2038

September 2021

Gosport Borough Council

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GOSPORT
Borough Council

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ABBREVIATIONS

AMR	Authority Monitoring Report
AVCP	Alver Valley Country Park
BRT	Bus Rapid Transit
CIL	Community Infrastructure Levy
DfT	Department for Transport
DIO	Defence Infrastructure Organisation
CP	Coastal Partners
GBC	Gosport Borough Council
GBLP or GBLP 2011-2029	Gosport Borough Local Plan 2011-2029 (Adopted October 2015)
GBLP 2038	The forthcoming Gosport Borough Local Plan 2038
HAZ	Heritage Action Zone
HCC	Hampshire County Council
HSHAZ	High Street Heritage Action Zone
IAR	Infrastructure Assessment Report (this document)
IDP	Infrastructure Delivery Plan
IFS	Infrastructure Funding Statement
LCWIP	Local cycling and walking infrastructure plans
LDS	Local Development Scheme
LEP	Local Enterprise Partnership
MHCLG	Ministry of Housing, Communities and Local Government
MoD	Ministry of Defence
NPPF	National Planning Policy Framework
PfSH	Partnership for South Hampshire
PPG	Planning Practice Guidance
SINC	Site of Important for Nature Conservation
SPA	Special Protection Area
SPD	Supplementary Planning Document
SSSI	Site of Special Scientific Interest

1 INTRODUCTION

Context

- 1.1 Delivering infrastructure to support development is essential to implementing the vision and aspirations of the Gosport Borough Local Plan 2038 (GBLP 2038). The importance of good infrastructure planning is set out in the Government's National Planning Policy Framework (NPPF) (2021).
- 1.2 This Infrastructure Assessment Report (IAR) provides an assessment of the current infrastructure in the Borough, and identifies future infrastructure requirements, where known, as a result of proposed growth over the Gosport Borough Local Plan period 2021 to 2038.
- 1.3 There are a number of significant issues facing the Borough which the emerging GBLP 2038 seeks to alleviate including the need to deliver appropriate levels of infrastructure to support development. Gosport's peninsula location and significant changes to its employment base have resulted in significant numbers of residents out-commuting and associated traffic congestion. Consequently improving accessibility to and from the Borough is a strategic priority for the Council. It will also be necessary to ensure that new development is served by appropriate levels of services such as health and education. The provision of adequate flood defences is also considered a major infrastructure issue for the Borough particularly in the light of sea level rise as a consequence of climate change.
- 1.4 In summary, the key infrastructure priorities for the GBLP 2038 over the plan period to 2038 are:
 - New bus interchange at Gosport Bus Station;
 - Extension of the Bus Rapid Transit route;
 - Improvements to cycle and pedestrian routes;
 - Flood management proposals including Blockhouse sea wall;
 - Foul and surface water drainage infrastructure improvements;
 - Improvements to the Borough's open space network;
 - Electric charging points; and
 - Broadband and related digital technology.
- 1.5 To accord with sustainable principles, growth within Gosport, as outlined in the draft Local Plan, is located within existing urban areas and is not reliant on major new greenfield sites that are dependent on the provision of completely new infrastructure. Growth within Gosport is therefore more dependent on the general provision of infrastructure keeping pace with development. This, however, makes determining the required infrastructure a complex undertaking.
- 1.6 A number of infrastructure projects have already been completed to support new residential and employment development as well as existing communities. Since 2011 key infrastructure improvements have included: the Bus Rapid Transit and significant improvements to other bus infrastructure, a new ferry pontoon, new cycle ways, highway improvements, a number of GP surgeries, improved school facilities,

significant improvements to existing open spaces and major projects to support the Alver Valley Country Park.

- 1.7 More information regarding the infrastructure delivered and details of identified future schemes, their providers, costings and timescales is set out in the Council's Infrastructure Delivery Plan (IDP) which is published annually as an appendix to the Infrastructure Funding Statement (IFS). This can be found online: www.gosport.gov.uk/infrastructure
- 1.8 The COVID-19 pandemic has caused significant hardships for both residents and the economy. Investment in infrastructure will be essential in planning for and delivering economic recovery and future sustainable development. A key element of this is the Government's commitment to achieving net zero emissions by 2050. This will provide opportunities for the UK to develop a greener economy as part of the recovery from the pandemic through support and investment in low carbon and digital technologies. It is also clear that infrastructure will need to be upgraded to deal with the potential effects of climate change such as sewer and flood management measures to address stormier conditions and rising sea level. Improvements to the green infrastructure network can help to alleviate some of the impacts relating to warmer summers, surface water run-off and air pollution.

Structure of this Infrastructure Assessment Report

- 1.9 This report sets out the following information:
- **Section 1** (*this section*) explains the purpose and structure of this report, why the Council is producing the IAR and outlines how it has been produced.
 - **Section 2** sets out the existing national, regional and local **policy context** in relation to infrastructure provision. It also provides an overview of the planning mechanisms which can be used by the Borough Council toward the funding of infrastructure required due to new development.
 - **Section 3** explores the **future growth** planned for in the draft Gosport Borough Local Plan 2038 and considers the implications of the proposed growth and the infrastructure required to support it.
 - **Section 4** sets out the currently known infrastructure requirements for the **Regeneration Areas** and **Strategic Development Sites**.
 - **Section 5** sets out the currently known infrastructure requirements for the **other development sites**. This includes the Local Plan allocations relating to new homes and employment floorspace.
 - **Sections 6 to 12** set out the Borough's infrastructure requirements for **specific infrastructure types**. These are set out below in Table 1.1.
 - **Section 14** sets out the **evidence document and sources** used in this Infrastructure Assessment Report.

Table 1.1: Infrastructure types

Transport	Road, Bus, Ferry, Rail, Walking and Cycling
Education	Nurseries, Primary Schools, Secondary Schools, Post - 16 Education
Health	Strategic Health Care, Local Health Care
Social	Supported Accommodation, Social / Community Facilities, Sports Centres / Swimming Pools, Sports Facilities, Sports Centres / Swimming Pools, Sports Pitches, Other Outdoor Sports, Parks and Play Space, Green Infrastructure
Public Services	Waste, Libraries, Cemeteries
Emergency Services	Fire and Rescue, Ambulance, Police
Utilities	Gas, Electricity, Water Supply, Wastewater, Telecommunications
Flood and Erosion Risk Management	Flood Defences

Assessment templates

1.10 Each infrastructure type detailed above is assessed in a table template which details the following information:

- a description of existing infrastructure provision;
- details of any known or planned provision for growth within Gosport Borough, including funding requirements;
- details of any key infrastructure issues in Gosport Borough;
- implications for the Gosport Borough Local Plan 2038; and
- signposting to evidence sources.

Preparation of the Assessment

- 1.11 This IAR is based on information gathered from a number of strategies, plans and programmes listed in the evidence sections of each infrastructure type, responses to information requests and meetings with infrastructure providers. The Report is largely based on information available during the year 2020/21 and will be reviewed after the Regulation 18 consultation to take into account any consultation responses.
- 1.12 To assist with the preparation of the IAR, letters were sent to a wide range of organisations with responsibility for infrastructure provision within the Borough. A letter was initially sent in November 2019 and where necessary a follow-up letter sent in May and June 2020.
- 1.13 The first letter (sent November 2019) asked the organisations to consider two development growth options. The difference in these two options is largely determined by a difference in the housing numbers proposed over the plan period. Both options include an element of new employment floorspace. The two growth scenarios are set out below:

Growth Scenario 1	190 dwellings per year	3800 total dwellings over a 20 year period
<p>A scenario of up to 3,800 dwellings over the plan period (2016-2036) based on an annual delivery rate of 190 dwellings, new employment floorspace and any additional infrastructure requirements. This figure provides 20 dwellings more each year compared to the level of development set out in the adopted Gosport Borough Local Plan 2011-2029 with its target of 170 dpa.</p>		
Growth Scenario 2	238 dwellings per year	4760 total dwellings over a 20 year period
<p>A scenario with a higher number of houses with 4,760 dwellings over the plan period (2016-2036) based on an annual delivery rate of 238 dwellings, new employment floorspace and any additional infrastructure requirements.</p> <p>Under the Governments standard method, Gosport's capped housing requirement was 238 dwellings per annum. This cap has since been removed as the Local Plan is now more than 5 years old however it provides a useful upper level of development to test given the limited number of sites and potential capacity available for new development.</p>		

- 1.14 Further updates were sought with relevant infrastructure providers throughout 2020 and 2021. Further opportunity for comments will be available to providers as well as developers and the public as part of the consultation of the Draft Local Plan (often referred to as the Regulation 18 stage) as well as supporting documents such as the Infrastructure Assessment Report and Infrastructure Funding Statement. Any comments received will inform a revised report which will accompany the Publication Local Plan (at Regulation 19 stage) in 2022.
- 1.15 In addition, cooperation with stakeholders involved in the regeneration of the Borough's brownfield sites and consultation exercises with the public have informed the infrastructure requirements for these specific regeneration areas. This will be an ongoing process as further evidence emerges on sites such as Blockhouse. Examples include the significant consultation undertaken prior to the adoption of the Gosport Waterfront and Town Centre SPD and ongoing discussions with the Defence Infrastructure Organisation in relation to Blockhouse on the Haslar Peninsula.
- 1.16 Despite numerous attempts to contact some organisations with follow-up letters and telephone calls, some organisations have not provided a response. Where appropriate, these are detailed in later parts of this report. It is hoped further clarity can be sought as part of the Consultation on the Local Plan.
- 1.17 This Infrastructure Assessment Report does not intend to be a definitive position on infrastructure requirements within Gosport. It instead provides a snapshot of the best available knowledge at the date of publishing. The report will also be used to help inform the work on whole-plan viability.
- 1.18 The Report does not include details relating to the provision of affordable housing, and provision for Gypsies, Travellers and Travelling Showpeople as these infrastructure types are detailed in the following documents:

Housing:

- Gosport Borough Council Affordable Housing Viability Study (DTZ 2010)
- South Hampshire Strategic Housing Market Assessment (GL Hearn 2014) and Objectively Assessed Housing need update (GL Hearn, 2016)
- Demographic Projections Report (JG Consulting 2019)

Gypsies, Travellers and Travelling Showpeople:

- Hampshire Consortium Gypsy, Traveller and Travelling Showpeople Accommodation Assessment 2016-2036 (May 2017)

Links with the IFS and IDP

- 1.16 The Infrastructure Funding Statement (IFS) sets out how developer contributions have been and will be used to provide infrastructure within Gosport Borough. This funding has been secured through planning permissions using the policies of the Gosport Borough Local Plan and the CIL Charging Schedule. The IFS contains the Infrastructure List which replaces the CIL Regulation 123 List and reports on the infrastructure projects or types of infrastructure that the Borough Council intends to fund either wholly or partly using the CIL and other planning obligations.
- 1.17 Appendix 2 of the IFS contains the Council's latest Infrastructure Delivery Plan (IDP). The IFS and IDP are published on the Council's website:
www.gosport.gov.uk/infrastructure
- 1.18 This information in the IAR is used to produce the Infrastructure Delivery Plan (IDP) throughout the plan period. The IDP sets out the latest identified infrastructure schemes, the lead providers, costings, and timescales. The IDP is a 'live' document which is regularly updated and tracks the infrastructure requirements identified in this IAR.
- 1.19 It is important to note that the base date of the adopted Gosport Borough Local Plan (2011-2029) is 2011 and that significant infrastructure which serves new development has been delivered since this time. For completeness, key infrastructure that has been recently delivered is included in the Infrastructure Delivery Plan. Following the adoption of the Gosport Borough Local Plan 2038, future versions of the IDP will use the Local Plan's new base date.

2 POLICY CONTEXT

National

National Planning Policy Framework

- 2.1 The National Planning Policy Framework (NPPF) (2021) identifies three overarching objectives to sustainable development: economic, social and environmental. These objectives give rise to the need for the planning system to perform a number of roles:
- an economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - a social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
 - an environmental objective - to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Plan making

- 2.2 The NPPF states that local plans should include strategic policies to deliver infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat). It should also include policies relating to the provision of housing (including affordable housing), employment, retail, leisure, health, education, the natural, built and historic environment, community and cultural infrastructure and other local facilities. It should plan positively for the development and infrastructure required for the area to meet the objectives, principles and policies set out in the NPPF. Planning for infrastructure should be drawn up over a minimum 15 year period and be based on cooperation with neighbouring authorities, public, voluntary and private sector organisations.

Evidence base

- 2.3 Local planning authorities should work with other relevant organisations including providers to assess the quality and capacity of infrastructure and its ability to meet forecast demand. Evidence needs to be adequate and proportionate and all policies should be underpinned by relevant and up-to-date evidence.

Economy

- 2.4 The NPPF states that planning policies should recognise and seek to address potential barriers to investment such as inadequate infrastructure and poor services.

Housing

- 2.5 In delivering a sufficient supply of homes local planning authorities should consider the opportunities presented by existing or planned investment in infrastructure, the area's economic potential and the scope for net environmental gains.

Social, recreational and cultural facilities

- 2.6 Planning policies should; plan positively for the provision of community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses, and places of worship) and other local services to enhance the sustainability of communities and residential environments; and guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs.
- 2.7 It is also important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education.
- 2.8 Where practical, particularly with large-scale development key facilities such as primary schools and local shops should be located within walking distance of most properties. Local planning authorities should allocate a range of suitable sites to meet cultural and community needs including within town centres.

Transport

- 2.9 Local authorities should consider transport issues from the earliest stages of plan-making so that opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised. Planning policies should be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned.

Telecommunications

- 2.10 The NPPF includes a section relating to supporting high quality communications infrastructure which is essential for economic growth and social wellbeing. This includes the development of full-fibre broadband, next generation mobile technology (such as 5G) and other technology and communications networks which play a vital role in enhancing the provision of local community facilities and services.

Environmental Infrastructure

- 2.11 Local plans should take account of climate change including factors such as flood risk, coastal change, water supply and changes to biodiversity and landscape, new

development should be planned to avoid increased vulnerability to the range of impacts arising from climate change. Policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts. This can include a wide range of measures such as the provision of green infrastructure and providing space for physical protection measures. Local plans should set out a strategic approach for the creation, protection, enhancement and management of green infrastructure networks.

- 2.12 Local planning authorities should consider identifying suitable areas for renewable and low carbon energy sources and supporting infrastructure.

Efficient use of land

- 2.13 The NPPF states that planning policies and decisions should promote an effective use of land in meeting development needs. In relation to infrastructure provision and the efficient use of land, paragraph 119 of the NPPF places importance on planning policies and decisions supporting development that makes efficient use of land, taking into account factors such as the availability and capacity of infrastructure and services – both existing and proposed.

Delivery

- 2.14 The NPPF states that in order to ensure viability, the costs of any infrastructure requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing landowner and willing developer to enable the development to be deliverable.
- 2.15 Where safeguards are necessary to make a particular development acceptable, including the provision of infrastructure, the development should not be approved if the measures required cannot be secured through appropriate conditions or agreements. It is equally important to ensure that there is a reasonable prospect that planned infrastructure is deliverable in a timely fashion. For this reason, infrastructure and development policies should be planned at the same time.
- 2.16 The Community Infrastructure Levy (CIL) contributes toward the provision of new infrastructure required by new development. The NPPF states that where practical the CIL charges should be worked-up and tested alongside the local plan. The CIL should support and incentivise new development.

National Infrastructure Strategy

- 2.17 In November 2020, the UK Government published the National Infrastructure Strategy¹ (NIS) in tandem with the Spending Review. The strategy delayed from Spring 2020 sets out a plan for long-term investment in the UK's infrastructure as well as highlighting the short-term imperative to boost the economy following the COVID-19 pandemic.

¹ www.gov.uk/government/publications/national-infrastructure-strategy

- 2.18 The Government's stated aims of the NIS are to:
- Boost growth and productivity across the whole of the UK, levelling up and strengthening the Union;
 - Deliver zero emissions target by 2050;
 - Support private investment; and
 - Accelerate and improve delivery of infrastructure projects through wide-ranging reforms to the planning system, improvements in the way projects are chosen, procured and delivered, and through the greater use of new and innovative construction technology.
- 2.19 This approach is underpinned by significant levels of government investment, in key areas of strategic infrastructure including investment for the national rail and strategic road networks, broadband and flood defences.
- 2.20 The Strategy states that:
- 'Every infrastructure sector could face transformative technological change over the next twenty years. From electric vehicles, to hydrogen heating systems, to 5G and its successors, new technologies have enormous potential to improve the environment and the daily lives of people across the UK. This Strategy will ensure the UK is at the forefront of this technological revolution.'*²
- 2.21 The Strategy sets out how Government investment in infrastructure has been distributed across the UK; The Strategy identifies investment funding for Gosport through the Transforming Cities Fund (details of which are set out in the Transport Section of this Report).

Sub-Regional

Hampshire Strategic Infrastructure Statement (HCC, 2019)

- 2.22 The Hampshire Strategic Infrastructure Statement (published by Hampshire County Council in April 2019) examines the demands being placed on Hampshire as a result of significant growth and the mitigation required to offset it. The statement provides information relating to the infrastructure types which HCC and its public sector providers have a role in planning, coordinating and delivering with the aim of contributing to engagement both locally and national on the funding and delivery of infrastructure projects. The report can be found online: <https://www.hants.gov.uk/landplanningandenvironment/strategic-planning/infrastructure-planning>
- 2.23 The statement identifies each infrastructure type, provides background information, examines the current pressures on the network, and explains what triggers the need for additional capacity and how the infrastructure might be funded. The statement has been taken into account when producing the Gosport Infrastructure Assessment Report and has provided information relating to the following types of infrastructure:

² (NIS, HM Treasury, November 2020, page 9).

- Transport
- Education (including early years and childcare provision)
- Countryside schemes
- Waste infrastructure
- Flood risk management infrastructure
- Social and community infrastructure such as libraries, broadband, extra care housing, health care provision and blue light services

Local

Gosport Infrastructure Investment Plan (2019)

- 2.24 The Gosport Infrastructure Investment Plan (GIIP)³ (published February 2019) produced by Lichfields on behalf of the Solent Local Economic Partnership identifies the future infrastructure needs and priorities for Gosport Borough to support the work of the Gosport Task Force which was set up to consider the potential growth opportunities that may be realisable as a result of the disposal of various public sector sites in the Borough⁴.
- 2.25 The consolidation of the Ministry of Defence over recent decades has resulted in a number of prominent public sector sites being released for disposal. Collectively the sites provide an opportunity to accommodate new growth but will require supporting infrastructure to realise their potential. The GIIP considers the existing economic infrastructure provision and identifies broader infrastructure issues which could undermine Gosport's ability to deliver economic growth and change.
- 2.26 'Of particular relevance to the GIIP is the 'Infrastructure' foundation which acknowledges that infrastructure is the essential underpinning of our lives and work, and having modern and accessible infrastructure throughout the country is essential to our future growth and prosperity.
- 2.27 There is recognition that even greater focus is required in Gosport upon the ability of the Borough's infrastructure provision to facilitate and support economic growth. It is recognised that infrastructure investment in Gosport needs to be strengthened and that transformational action is required. It recognises four overarching themes:
- A more self-sufficient economy and higher local job density (i.e. the ratio of jobs to working-age residents), providing a much larger employment base and broader range of job opportunities for local Gosport residents.
 - The development and evolution of Gosport to become a world-class global hub for marine and maritime activity, linked to its coastal location and assets.
 - Becoming a 'First Port of Call' for business by offering an attractive location to set up, relocate and grow a business.
 - All of the above should be underpinned by measures to enhance Gosport's profile and reputation as a successful and attractive place to live and work, supported by a strong and more positive brand.

³ <https://solentlep.org.uk/what-we-do/news/solent-lep-outlines-bold-new-vision-for-gosport/>

⁴ See Table ES1: Overarching Investment Priorities Gosport Infrastructure Investment Plan (Solent LEP, February 2019).

- 2.28 It acknowledges that these objectives and many of the sites which can contribute to achieving these outcomes need infrastructure investment to unlock and accelerate their potential and improve viability for private sector investment. It identifies the Gosport Waterfront overlooking Portsmouth Harbour as a priority site with a number of areas where there is an opportunity to intensify employment generating uses, particularly marine-related employment due to the opportunities to access deep water.’
- 2.29 The report puts forward the case for public sector intervention on the Borough’s particularly challenging sites and presents the overarching infrastructure investment priorities which can be grouped under five key themes:

Table 2.1: Overarching Investment Priorities (Source: Gosport Infrastructure Investment Plan (2019))

Economic Infrastructure Theme	Potential Area of Infrastructure Investment
Water, waste and flooding	Tidal flooding defence works to Gosport waterfront.
Energy	Introduction of renewable energy generation facilities to help power residents and businesses in Gosport.
Transport	Improve vehicle access to and from Gosport Peninsula. Expand water based transport offer. Expanded Bus Rapid Transit (BRT) potentially incorporated as part of a new Solent-wide transit system.
Telecoms	Roll-out of next-generation 5G mobile connectivity. Roll-out of ultrafast broadband connectivity.
Human capital and skills	Provision of higher education facilities in the Borough. Dedicated marine and maritime skills centre/training academy. Dedicated hospitality skills centre/training academy.

Extract shortened from Table ES1, Gosport IIP (2019)

Solent 2050 Strategy Progress Update December 2019

- 2.30 The Solent LEP is preparing a new long term economic strategy for the Solent area - Solent 2050 Strategy. The draft Strategy will set out how the Solent economy will contribute towards delivering key national economic objectives of the UK’s Industrial Strategy. Preparing long-term economic strategies will help to coordinate economic policy at the local level and deliver cross boundary collaboration and funding initiatives. The latest information regarding the update can be see online: <https://solentlep.org.uk/media/2833/solent-progress-statement-41219.pdf>

- 2.31 The Solent LEP has funded a significant capital programme under the Solent Growth Deal, circa. £182.92m which has helped to deliver new employment opportunities training and skills development and enhanced green infrastructure. In the March 2021 Budget the creation of a Freeport for the Solent area was announced.

The Economic Development Strategy (GBC, 2021)

- 2.32 The Council has developed and adopted an Economic Development Strategy which covers the period 2021 to 2031. The Strategy has been prepared in consultation with key stakeholders including the Solent LEP, Hampshire County Council and local stakeholders. The strategy can be seen online:
www.gosport.gov.uk/gblp2038evidence
- 2.33 To summarise, at a high-level the Strategy identifies the following issues for Gosport Borough which will need to be partly addressed through infrastructure improvements:
- A very constrained urban form for both employment land and housing.
 - Considerable opportunities presented by the sites owned by the MoD in the area, but these have been slow to progress.
 - Significant strengths in marine, maritime, engineering and defence.
 - An outstanding waterfront which is not maximised.
 - Local business growth but this has been stymied by the shortage of commercial premises.
 - Low median gross workplace and decreasing levels of resident earnings.
 - High levels of outbound commuting which exacerbates congestion in/out of the town.
 - Low levels of educational attainment compared to the regional/sub-regional average.
 - A retail function across the town centre which has suffered decline.
- 2.34 The Strategy is underpinned by evidence and consultation and sets out a number of key recommendations and actions. The Council's approach to partnership working and engagement with a wide range of stakeholders is seen as key to delivering the recommendations in the Strategy.

Developer Contributions

Community Infrastructure Levy

- 2.35 The Community Infrastructure Levy (CIL) was introduced under part 11 of the Planning Act 2008. The latest Regulations are the Community Infrastructure Levy Regulations 2010 (as amended by the Community Infrastructure Levy Regulations 2011, 2012, 2013, 2014 and 2019).
- 2.36 CIL is a charge on development which is set by Gosport Borough Council to help fund the important infrastructure needed to support new development in the Borough. CIL can be applied to a range of new buildings and charges are based on size and type of new development.

- 2.37 The amount charged by the Council strikes an appropriate balance between the additional investment required to support development and the potential effect on the viability of developments. The CIL rate has been set following an independent examination by a Government Inspector in 2015. The charges levied for new development in Gosport can be viewed in the Gosport Charging Schedule: www.gosport.gov.uk/CIL
- 2.38 For transport related infrastructure, Hampshire County Council requires financial contributions from developers. Through using Section 106 and Section 278 agreements the Highways Authority can still negotiate its own agreements with developers in relation to this provision.

Planning Obligations

- 2.39 Planning obligations secured by a Section 106 agreement remain a mechanism for securing new infrastructure. Since 2015 the use of planning obligations to secure wider infrastructure benefits is restricted and is only used to mitigate the impacts of a development proposal.
- 2.40 In instances where there may still be some site-specific requirements without which a development should not be granted planning permission a Section 106 agreement may be necessary to secure necessary infrastructure. The Council will work proactively with developers to ensure it is clear what developers will be expected to pay for through which route.
- 2.41 The 2019 amendments to the regulations have removed the previous restriction on pooling more than 5 planning obligations towards a single piece of infrastructure. This now means that the local planning authorities can use funds from both the Levy and Section 106 planning obligations to pay for the same piece of infrastructure regardless of how many planning obligations have already contributed towards an item of infrastructure. Section 106 agreements should only be imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects.

Monitoring Contributions

- 2.42 From 31 December 2020 the Government requires local authorities to publish an Infrastructure Funding Statement (IFS) which sets out what developer contributions have been received and how they have been used or planned to be used to provide infrastructure within Gosport Borough. This includes developer contributions from CIL, Section 106 agreements and other mechanisms as detailed in the IFS.
- 2.43 The IFS is published annually on the Council's website and can be viewed online here: www.gosport.gov.uk/infrastructure

3 FUTURE GROWTH

Gosport Borough Local Plan 2038 Development Needs

- 3.1 The draft Gosport Borough Local Plan 2038 (GBLP 2038), plan period from 2021 to 2038, sets out the level of development proposed to be accommodated in the Borough over the period to 2038. The draft Local Plan sets out Regeneration Areas and identifies specific development sites.
- 3.2 This IAR considers the implications of the proposed level of growth in the GBLP 2038 and the infrastructure required to support this growth. The IAR helps the Council determine the type and level of infrastructure provision required by considering the projected change in the Borough's population resulting from development.

The Development Strategy: proposed levels of development

- 3.3 Policy D2: Development Strategy of the GBLP 2038 takes into account the latest PfSH Spatial Position Statement (2016)⁵ and changes in national planning policy and guidance. This includes the Government's Standard Method for calculating Local Housing Need. The proposed levels of development set out in Policy D2 of the GBLP 2038 are shown in Table 3.1.

Table 3.1: The Local Plan makes provision for the following over the period 2021 to 2038:

Employment:	90,000 sq.m. net additional floorspace
Housing:	3,500 net additional dwellings
Town Centre Uses:	<ul style="list-style-type: none"> • Reorganisation and development of town centres uses within existing Town Centres to enable the successful regeneration of sites • No additional retail floorspace required out of centre

Population and Household Growth

- 3.4 An increase in the number of new homes will lead to an increase in both population and the number of households. More people living in the Borough can increase demand on existing local services and facilities. To help meet this demand and deliver the infrastructure needed to support development, developers are required to contribute toward the costs of the infrastructure to serve new development through mechanisms such as the Community Infrastructure Levy and Section 106 agreements as explained in Section 1 of this Report.
- 3.5 This section considers the past trends in population and household growth and how this is projected to change in the future. The projections presented below are trend based, meaning that they provide estimates of the future population, assuming a continuation of recent local trends in fertility, mortality and migration. The projections

⁵ www.push.gov.uk/wp-content/uploads/2018/05/PUSH-Spatial-Position-Statement-2016.pdf

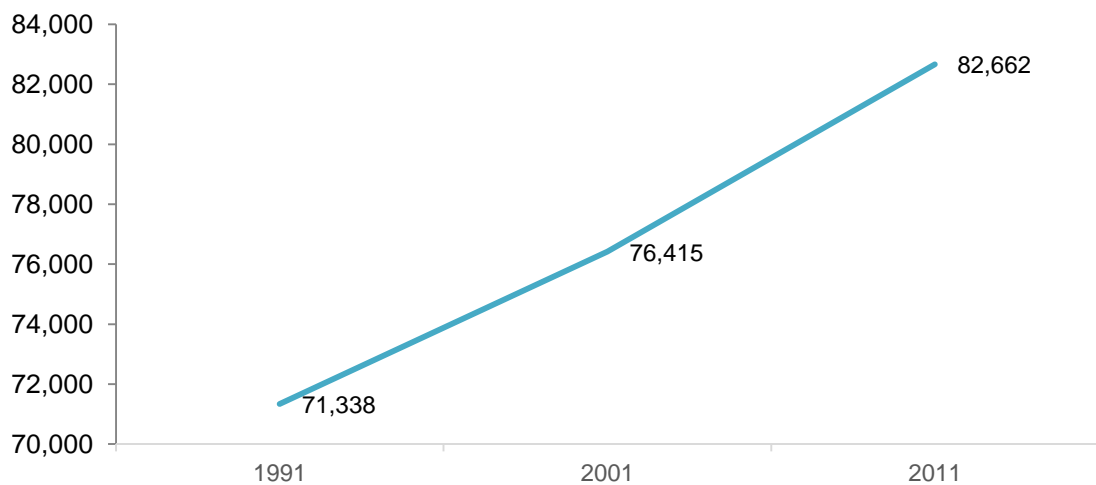
do not take account of the number of actual homes that may be built during the forthcoming plan period.

Population Projections

- 3.6 The population of Gosport Borough has increased over the last 20 years. In the 2001 Census, there were 76,415 residents in the Borough. By the 2011 Census, this increased by 8.1% to 82,662 people; an extra 6,185 people. Between 1991 and 2001, the population increased by 7.1% from 71,338 to 76,415; an extra 5,077 people. This population increase is shown in Figure 3.1.

Figure 3.1: Population change (Census 1991, 2001, 2011)

Changes in Gosport Borough population between 1991 and 2011



Office for National Statistics Population Projections

- 3.7 In addition to the Census, the Office for National Statistics (ONS) produce population projections which provide an indication of the future size and age structure of the population based on mid-year population estimates and assumptions of future fertility, mortality, and migration. A variety of projections are available, the three produced most recently are presented below.

2018 ONS subnational population projections

- 3.8 Table 3.2 shows the predicted changes in population between 2021 (the publication year of this Report) and 2038 (the end of the plan period) using the latest population projections. These are the 2018 ONS subnational population projections (SNPP-2018-based). The data shows that the population of the Borough is projected to decrease by 0.23%. This is contrary to the trend seen in Hampshire, the South East and England which are projected to see population growth.

Table 3.2: Projected population growth (2021 to 2038) using SNPP-2018-based

	Population in 2021	Population in 2038	Change in population	% change
Gosport Borough	85,127	84,933	-194	-0.23%
Hampshire	1,395,291	1,461,209	65,918	4.7%
South East	9,282,330	9,799,777	517,447	5.6%
England	56,989,570	60,766,253	3,776,683	6.6%
Source: ONS⁶				

2016 ONS subnational population projections

- 3.9 Table 3.3 shows the 2016 ONS subnational population projections (SNPP-2016-based) for comparison purposes to the above 2018 projections. The data shows that the population of the Borough is projected to increase by 5.8%, significantly below the projected growth in the South East and England.

Table 3.3: Projected population growth (2021 to 2038) using SNPP-2016-based

	Population in 2021	Population in 2038	Change in population	% change
Gosport Borough	87,300	92,400	5,100	5.8%
Hampshire	1,399,600	1,489,000	89,400	6.4%
South East	9,333,400	10,120,500	787,100	8.4%
England	57,030,500	61,326,400	4,295,900	7.5%
Source: ONS⁶				

2014 ONS subnational population projections

- 3.10 Table 3.4 shows the 2014 ONS subnational population projections (SNPP-2014-based) for comparison with the 2016 and 2018 projections. The data shows the population of the Borough is projected to increase by 5.9%, below that projected for Hampshire, the South East and England.

Table 3.4: Projected population growth (2021 to 2038) using SNPP-2014-based

	Population in 2021	Population in 2038	Change in population	% change
Gosport Borough	86,100	91,200	5,100	5.9%
Hampshire	1,405,400	1,531,400	126,000	9%
South East	9,384,700	10,453,800	1,069,100	11.4%
England	57,248,400	62,992,000	5,743,600	10%
Source: ONS⁶				

6

www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/datasets/localauthoritiesinenglandtable2

Population Structure

- 3.11 The Borough's population is ageing due largely to a longer life expectancy and a low birth rate, in line with the national trend. According to the latest ONS 2018-based population projections, the proportion of over 65's will increase from 21% in 2021 to 28% in 2038 with the number of residents over 65 increasing by 7%, approximately 6,200 people. There is also a marked increase in those living beyond 85 with a 2% increase over the plan period (2021 - 2038). At the same time the number aged under-19 is falling in both proportion and absolute terms. In 2021 22.7% of the population is under 19. By 2038 this is projected to fall to 20%.
- 3.12 Using the latest ONS 2018-based population projections, Table 3.5 shows the projected age profile for the Borough in 2021 and 2038.

Table 3.5: ONS 2018-based population projections

AGE	2021	2038
0-4	4,361	4,341
5-9	4,788	4,100
10-14	5,298	4,138
15-19	4,871	4,407
20-24	4,572	4,675
25-29	5,302	5,416
30-34	5,261	4,932
35-39	5,231	4,496
40-44	4,786	4,664
45-49	5,107	4,895
50-54	5,924	4,909
55-59	6,114	5,009
60-64	5,558	4,818
65-69	4,662	5,677
70-74	4,926	5,804
75-79	3,639	5,067
80-84	2,343	3,648
85-89	1,523	2,402
90+	859	1,538
All ages	85,127	84,933

- 3.13 These demographic changes will have significant implications for the delivery of services over the Plan period and will have an impact on the type of development that will need to take place. Further demographic analysis can be found in the Demographic Projections Report online: www.gosport.gov.uk/gb1p2038evidence and the Gosport Profile: www.gosport.gov.uk/gosportprofile.

Deprivation

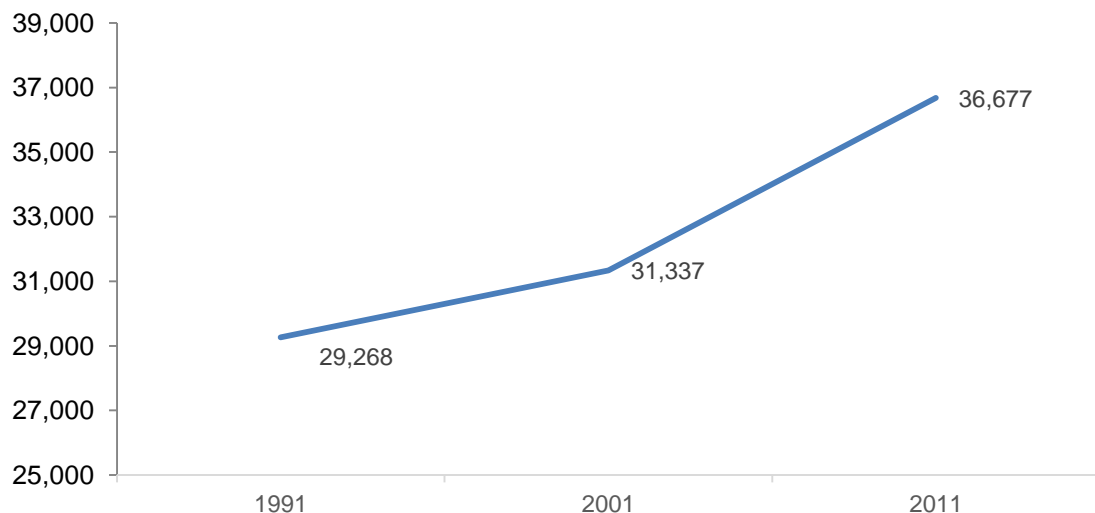
- 3.14 The issue of disparities in deprivation across the Borough will also have implications for the delivery of services to meet needs. This is particularly relevant when parts of the Borough are within the top 20% most deprived in England, including in deprivation domains relating to education, health and employment. Further detailed analysis of the Indices of Deprivation 2019 is set out in the Gosport Profile: www.gosport.gov.uk/gosportprofile

Household Projections

- 3.15 According to the Census the number of households has increased from 29,268 in 1991 to 31,337 in 2001 and 36,677 in 2011. This represents an overall increase of 17% between 2001 and 2011. This increase is shown in Figure 3.2.

Figure 3.2: Household change (Census, 1991, 2001, 2011)

Changes in Gosport Borough households between 1991 and 2011



Office for National Statistics Household Projections

- 3.16 In addition to projecting population growth, the ONS also produces projections of the number of households in the Borough. While it is usually best practice to use the latest data available and therefore the latest ONS projections, the 2016-based subnational household projections have faced significant criticism for underestimating household formation. Since the 2016-based projections the ONS has also published 2018-based household projections.
- 3.17 Despite the publication of updated 2018-based household projections the Government continues to stipulate the use of even older 2014-based household projections in the standard method calculation which local planning authorities are required to use for calculating local housing need in plan making. The 2014-based household projections therefore inform the housing need in the GBLP 2038.

- 3.18 Table 3.5 summarises the predicted changes in the number of households between 2021 and 2038 using the **2014-based ONS subnational household projections (SNHP)**. These are used in the standard method and therefore influence the local housing need for the GBLP 2038. The newer 2016-based and 2018-based household projections are shown in Table 3.5 for comparison.
- 3.19 Overall, the 2014-based projections show an increase of 4,369 households between 2021 and 2038, an increase of 11.4%.

Table 3.6: Projected household growth (2021 to 2038) using SNHP 2014-based, 2016-based and 2018-based

	Households in 2021	Households in 2038	Change in number of households	% change
Gosport: 2014-based	38,397	42,766	4,369	11.4%
Gosport: 2016-based	38,378	42,870	4,492	11.7%
Gosport: 2018-based	37,484	39,124	1,640	4.4%
Source: MHCLG⁷ and ONS⁸				

Demographic projections based on housing scenarios

- 3.20 The ONS population and household projections presented above are trend based meaning that they provide the population and household data that would result if the assumptions based on previous demographic trends in the population and rates of household formation were to be realised in practice. The household projections that feed into the standard method (and the number of homes that need to be planned for) do not attempt to predict the impact that future government policies, changing economic circumstances or other factors might have on demographic behaviour.
- 3.21 In addition, the projections do not consider the number of new homes which may be built within a local authority area, a factor that can have a significant effect on the overall total population. Consequently, it is necessary to provide an assessment of the potential population based on the potential numbers of new homes which may be built over the plan period to 2038. This provides a more realistic understanding of the level of infrastructure provision that will be required to support development.
- 3.22 This section presents demographic projections which were produced by the independent Justin Gardner Consulting (JGC). JGC were commissioned by Gosport Borough Council to develop a series of demographic projections for a range of different housing delivery scenarios across the Borough. At the time of publication, the projections were produced for the period 2016 to 2036 – a 20 year period. The original report can be found in the evidence base for the GBLP 2038 online: www.gosport.gov.uk/GBLP2038

⁷ www.gov.uk/government/statistical-data-sets/live-tables-on-household-projections

⁸

www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/datasets/householdprojectionsforengland

Moving from 2036 to 2038

- 3.23 Since the demographic projections were produced for the Borough Council in December 2019 several factors have resulted in it being necessary to extend the plan period by two years from 2036 to 2038. The original projections ended in 2036; as a result the Borough Council has adjusted them to account for the additional two years to 2038.
- 3.24 To achieve this adjustment, the 'TREND' function in Microsoft Excel has been used. The 'TREND' function is used to calculate a linear trend through a given set of values. The function finds the line that best fits the dataset by using the least squares method. Further information about this function is available online⁹.
- 3.25 The Council recognises this approach may not be as robust as commissioning new demographic projections, however given the adjustment is only two years, this methodology is considered proportionate at this time. The demographic trends and resulting issues experienced in 2038 are likely to be consistent with those experienced two years earlier in 2036. The Council's adjustment to the projections are therefore presented as indicative figures with the aim of giving an idea of what may happen if the existing trends identified between 2016 and 2036 continue.
- 3.26 The three core scenarios taken from the Demographic Projections Report and adjusted by GBC are presented in summary in the following three tables. The figure for 2038 is included in a new column and the 2036 figure is retained. Details about each of the three scenarios developed (i.e. data about births, deaths, migration and age structure) can be found in Appendix 1 of the Demographic Projections Report at: www.gosport.gov.uk/GBLP2038
- 3.27 In summary, for all scenarios the analysis shows strong increases in older age groups and modest increases (and some decreases) for younger groups – these trends are consistent with projections nationally. All scenarios show overall population growth ranging from between 0.6% and 4.5% over the period 2016 and 2036 and between 0.77% and 4.3% over the new plan period 2021 to 2038.

⁹ <https://support.microsoft.com/en-us/office/trend-function-e2f135f0-8827-4096-9873-9a7cf7b51ef1>

Housing Trajectory A

3.28 Housing Trajectory A: Based on 170 dwellings per annum over the period to 2038 (the current annual requirement set out in GBLP 2011-2029):

Table 3.7: Population change 2016 to 2038 by five-year age bands – Gosport Trajectory A

	Population 2016	Population 2021	Population 2036	Population 2038 (projection by GBC using linear trend)	Change in population 2016-2036	% change between 2016-2036	Change in population 2021-2038	% change between 2021-2038
Under 5	4,958	4,531	4,067	3,879	-891	-18.0%	-652	-14.4%
5-9	5,366	4,821	4,149	3,907	-1,217	-22.7%	-914	-18.9%
10-14	4,772	5,254	4,315	4,243	-457	-9.6%	-1,011	-19.2%
15-19	4,976	4,805	4,555	4,741	-421	-8.5%	-64	-1.3%
20-24	5,037	4,744	4,762	4,882	-275	-5.5%	138	2.9%
25-29	5,490	5,259	5,361	4,988	-129	-2.4%	-271	-5.2%
30-34	5,533	5,301	4,702	4,492	-831	-15.0%	-809	-15.3%
35-39	4,937	5,210	4,471	4,530	-466	-9.4%	-680	-13.1%
40-44	5,303	4,843	4,661	4,827	-642	-12.1%	-16	-0.3%
45-49	5,968	5,162	4,926	4,606	-1,042	-17.5%	-556	-10.8%
50-54	6,162	5,875	5,008	4,452	-1,154	-18.7%	-1,423	-24.2%
55-59	5,679	6,120	4,803	4,709	-876	-15.4%	-1,411	-23.1%
60-64	4,719	5,631	5,185	6,000	466	9.9%	369	6.6%
65-69	5,212	4,721	6,028	6,610	816	15.7%	1,889	40.0%
70-74	4,007	4,964	6,115	6,045	2,108	52.6%	1,081	21.8%
75-79	2,866	3,610	5,044	5,148	2,178	76.0%	1,538	42.6%
80-84	2,277	2,351	3,546	4,017	1,269	55.7%	1,666	70.9%
85+	2,230	2,428	4,294	4,209	2,064	92.6%	1,781	73.4%
Total	85,492	85,628	85,993	86,285	501	0.6%	657	0.77%

Source: Demographic Projections, JGC (including GBC adjustment for two additional years to 2038)

Housing Trajectory B

3.29 Housing Trajectory B: Based on 190 dwellings per annum over the period to 2038:

Table 3.8: Population change 2016 to 2038 by five-year age bands – Gosport Trajectory B

	Population 2016	Population 2021	Population 2036	Population 2038 (projection by GBC using linear trend)	Change in population 2016-2036	% change between 2016-2036	Change in population 2021-2038	% change between 2021-2038
Under 5	4,958	4,543	4,145	3,967	-813	-16.4%	-576	-12.7%
5-9	5,366	4,830	4,223	3,986	-1,143	-21.3%	-844	-17.5%
10-14	4,772	5,260	4,378	4,305	-394	-8.3%	-955	-18.2%
15-19	4,976	4,813	4,606	4,793	-370	-7.4%	-20	-0.4%
20-24	5,037	4,764	4,827	4,958	-210	-4.2%	194	4.1%
25-29	5,490	5,277	5,445	5,087	-45	-0.8%	-190	-3.6%
30-34	5,533	5,315	4,792	4,597	-741	-13.4%	-718	-13.5%
35-39	4,937	5,219	4,561	4,625	-376	-7.6%	-594	11.4%
40-44	5,303	4,850	4,735	4,901	-568	-10.7%	51	1.1%
45-49	5,968	5,168	4,983	4,662	-985	-16.5%	-506	-9.8%
50-54	6,162	5,882	5,052	4,495	-1,110	-18.0%	-1,387	-23.6%
55-59	5,679	6,127	4,839	4,748	-840	-14.8%	-1,379	-22.5%
60-64	4,719	5,637	5,219	6,041	500	10.6%	404	7.2%
65-69	5,212	4,725	6,064	6,650	852	16.4%	1,925	40.7%
70-74	4,007	4,967	6,148	6,077	2,141	53.4%	1,110	22.3%
75-79	2,866	3,613	5,069	5,172	2,203	76.9%	1,559	43.1%
80-84	2,277	2,352	3,562	4,034	1,285	56.4%	1,682	71.5%
85+	2,230	2,430	4,317	4,231	2,087	93.6%	1,801	74.1%
Total	85,492	85,774	86,965	87,328	1,473	1.7%	1,554	1.8%

Source: Demographic Projections, JGC (including GBC adjustment for two additional years to 2038)

Housing Trajectory C

- 3.30 Housing Trajectory C: Based on 238 dwellings per annum over the period to 2038 (based on the 40% capped figure then advocated by the standard method). Please note: The Borough Council acknowledges that the Council is no longer eligible to use the 'cap' in calculating its local housing need when using the standard method.

Table 3.9: Population change 2016 to 2038 by five-year age bands – Gosport Trajectory C

	Population 2016	Population 2021	Population 2036	Population 2038 (projection by GBC using linear trend)	Change in population 2016-2036	% change between 2016-2036	Change in population 2021-2038	% change between 2021-2038
Under 5	4,958	4,572	4,331	4,176	-627	-12.6%	-396	-8.6%
5-9	5,366	4,852	4,402	4,176	-964	-18.0%	-676	-13.9%
10-14	4,772	5,276	4,527	4,455	-245	-5.1%	-821	-15.6%
15-19	4,976	4,833	4,728	4,918	-248	-5.0%	85	1.8%
20-24	5,037	4,811	4,983	5,140	-54	-1.1%	329	6.8%
25-29	5,490	5,320	5,648	5,325	158	2.9%	5	0.1%
30-34	5,533	5,350	5,008	4,850	-525	-9.5%	-500	-9.3%
35-39	4,937	5,243	4,778	4,853	-159	-3.2%	-390	-7.4%
40-44	5,303	4,868	4,914	5,080	-389	-7.3%	212	4.4%
45-49	5,968	5,183	5,120	4,795	-848	-14.2%	-388	-7.5%
50-54	6,162	5,897	5,156	4,600	-1,006	-16.3%	-1,297	-21.9%
55-59	5,679	6,142	4,924	4,839	-755	-13.3%	-1,303	-21.2%
60-64	4,719	5,651	5,302	6,137	583	12.4%	486	8.6%
65-69	5,212	4,736	6,151	6,745	939	18.0%	2,009	42.4%
70-74	4,007	4,976	6,226	6,156	2,219	55.4%	1,180	23.7%
75-79	2,866	3,619	5,127	5,228	2,261	78.9%	1,609	44.5%
80-84	2,277	2,357	3,600	4,074	1,323	58.1%	1,717	72.8%
85+	2,230	2,437	4,370	4,285	2,140	96.0%	1,848	75.8%
Total	85,492	86,124	89,298	89,832	3,806	4.5%	3,708	4.3%

Source: Demographic Projections, JGC (including GBC adjustment for two additional years to 2038)

Local Housing Need according to the Standard Method

- 3.31 The NPPF is clear that to support the Government’s objective of significantly boosting the supply of homes, local planning authorities need to ensure that local plans allow for a sufficient amount and variety of land to come forward where it is needed. To determine the minimum number of homes needed, the NPPF requires that strategic policies should be informed by a local housing need assessment, conducted using the standard method in national planning guidance – unless exceptional circumstances justify an alternative approach which also reflects current and future demographic trends and market signals. The NPPF 2019 introduced the standard method for calculating the housing requirement for each local authority area.
- 3.32 The standard method uses a formula to identify the minimum number of homes the Government expects to be planned for. The Government’s latest standard method for assessing Gosport Borough’s local housing need is set out in Table 3.10 and highlights that the local housing need is 5,576 homes between 2021 and 2038 which works out at 328 homes every year. The method requires local authorities to use the 2014 household projections rather than the 2018 household projections.

Table 3.10: Government’s standard method for assessing local housing need

Step 1 – Setting the baseline
The Government requires local authorities to use national household growth projections (2014-based) for the local authority area to set the ‘baseline’. Using these projections, the projected average annual household growth over a 10 year period is calculated.
2021: 38,397 households 2031: 41,216 households Growth: 2,819 households Average over 10 years: 281.9
Step 2 – An adjustment to take account of affordability
To take account of the affordability of homes in the area, the standard method makes an adjustment to the average annual projected household growth (as calculated in step 1). The most recent workplace-based affordability ratio is used. These ratios are calculated using house prices and workplace-based earnings.
The precise formula is:
$Adjustment\ factor = \left(\frac{Local\ affordability\ ratio - 4}{4} \right) \times 0.25 + 1$
The adjustment calculation uses the following figures:
Gosport median house price: £210,000 (year ending Sep 2020) Gosport median gross annual earnings (workplace-based): £31,639 (2020) Ratio: 6.64

<p>The adjustment factor calculation is:</p> $((6.64-4)/4) \times 0.25 + 1 = \mathbf{1.165}$
<p>Step 3 – Capping the level of any increase</p>
<p>A cap can be applied which limits the increases in housing a local authority can face. This does not apply to Gosport Borough as the current Local Plan was adopted more than five years ago.</p>
<p>Step 4 – cities and urban centres uplift</p>
<p>A 35% uplift is applied for those urban local authorities in the top 20 cities and urban centres list. This includes Southampton which is in the PfSH region. This does not apply to Gosport Borough.</p>
<p>The local housing need for Gosport Borough</p>
<p>The local housing need calculation is:</p> $\text{Local housing need} = \text{adjustment factor} \times \text{projected household growth}$ $1.165 \times 281.9 = 328.41$ <p>Local housing need = 328 dwellings per annum (5,576 over plan period)</p>

Draft Gosport Borough Local Plan 2038 housing supply

- 3.33 In order to ascertain whether this level of housing is achievable in Gosport Borough the Housing Supply Background Paper sets out the key evidence work relating to this matter which includes the findings of the Strategic Housing Land Availability Assessment (SHLAA) (2021). This assessment has been formed by two specific 'Call for Sites' to landowners, agents and developers as well as ongoing dialogue with key public sector landowners in the Borough. As a result of this detailed research as well as considering past trends it is clear that the standard method figure of 5,576 homes is not achievable and instead a figure of **3,500 homes** would be deliverable within the Borough. This would represent 206 dwellings per annum (dpa) (over a 17 year period between 2021 and 2038) and would be a significant increase in the delivery rate when compared with the current Adopted Local Plan (GBLP 2011-2029) which requires 170 dpa.
- 3.34 It is clear that given the sites available, the Borough's already built-up nature and various ecological and other environmental constraints as well as the need to provide a balanced community with sufficient employment opportunities that it will not be possible to provide a sufficient amount of land to accommodate 5,576 homes in the Borough. This would currently mean that the Borough has an unmet need of 2,076 dwellings.
- 3.35 In accordance with the NPPF the Borough Council is working with its sub-regional partners through PfSH to consider Strategic Development Opportunity Areas (SDOAs) to meet the unmet need of Gosport Borough as well as other local planning authority areas. It is important that this matter is considered on a multi-lateral basis to determine the most sustainable and appropriate sites across the sub-

region. The Borough Council has identified these figures to PfSH as part of the ongoing study and has not requested any single local authority to meet its unmet need until such time as the PfSH evidence has been reported.

- 3.36 The Local Plan allocation of 3,500 dwellings will provide an achievable and realistic housing allocation, although it is recognised at this point in time there is a small shortfall.
- 3.37 The Borough has long-recognised constraints on the availability of sites and limitations of highway infrastructure associated with its peninsula location. These constraints have been recognised at both sub-regional and regional level and have informed previous higher-level development plans and the current South Hampshire Strategy. The Borough Council will continue to contribute towards the overall requirements by taking a positive approach towards new residential development. This will be in accordance with the presumption in favour of sustainable development set out in Policy D2 (Point 2) of the draft Local Plan. Additional proposals would need to accord with the other policy objectives of the Local Plan to create a genuine sustainable community.¹⁰
- 3.38 The proposed housing allocation will significantly assist with meeting the needs of the local population and consequently issues such as affordability, tenure, size and special requirements will need to be fully addressed as part of this provision (see Policies H1 and H2). The proposed level of housing will also facilitate sites being developed for employment, retail and community uses which will stimulate economic development in the Borough. The proposed housing supply is included in Table 2 of the GBLP 2038.

The Draft Local Plan supply compared to Housing Trajectory A, B and C

- 3.39 As explained in this chapter, Gosport Borough Council commissioned Justin Gardner Consulting (JGC) to develop a series of demographic projections for three housing delivery scenarios. These are:
- **Housing Trajectory A:** Based on 170 dwellings per annum (the current annual requirement set out in GBLP 2011-2029);
 - **Housing Trajectory B:** Based on 190 dwellings per annum; and
 - **Housing Trajectory C:** Based on 238 dwellings per annum.
- 3.40 The draft Gosport Borough Local Plan 2038 identifies a supply of 3,500 dwellings between 2021 and 2038. This results in **206 dwellings per annum** which is part way between the 190dpa in Housing Trajectory B and the 238dpa in Housing Trajectory C.
- 3.41 Consequently, comments received from infrastructure providers on Housing Trajectory B and C have been considered in this context and where there is a significant difference between the identified requirements relating to each scenario further clarification will be sought as part of the Regulation 18 consultation.

¹⁰ Further explanation is set out in the Housing Background Paper www.gosport.gov.uk/GBLP2038

4 INFRASTRUCTURE REQUIREMENTS: URBAN REGENERATION AREAS

- 4.1 The following tables set out the currently known on-site and adjacent site specific infrastructure requirements for the Urban Regeneration Areas of the GBLP 2038. This section also includes the requirements identified for the Gosport Strategic Open Spaces which are identified by Policy D6 of the GBLP 2038.
- 4.2 The Local Plan provides the basis for developers to provide the required type and level of infrastructure associated with particular development. The specific infrastructure requirements for each site will be determined as more detailed development proposals for each site emerge. On-site infrastructure improvements and specific infrastructure required to support the development will be secured by a Section 106 agreement. Other infrastructure improvements such as off-site transport, education, sports and community facilities will likely be partly funded through the Community Infrastructure Levy (CIL).

Urban Regeneration Areas and Strategic Development Sites

- 4.3 In order to deliver urban regeneration in Gosport Borough three major urban regeneration areas (URAs) have been identified in Policy D3: Urban Regeneration Areas of the draft Gosport Borough Local Plan 2038. Each of the URAs has their own specific challenges and opportunities. As such, it has been considered appropriate to set out for each a policy framework in the form of an overarching Urban Regeneration policy (Policy D3) and a set of Strategic Development Site policies (SS1-11) which identify key development opportunities and set out the key planning issues which should be addressed in proposals. A plan of the Borough's urban regeneration areas can be seen in Figure 4.1.
- 4.4 In addition to the three URA's, Policy D6: Gosport Strategic Open Spaces identifies the Alver Valley, Browndown and Stokes Bay and the extensive cliff lands and beach at Lee-on-the-Solent for protection and enhancement.
- 4.5 The infrastructure requirements for the URAs and the Gosport Strategic Open Spaces are detailed in this section and presented in the order in which they appear in the GBLP 2038.
- 4.6 The URAs and their Strategic Sites, as well as the Gosport Strategic Open Space are shown in Table 4.1. The infrastructure requirements for each are then detailed in this section.

Figure 4.1: Location of GBLP 2038 Regeneration Areas

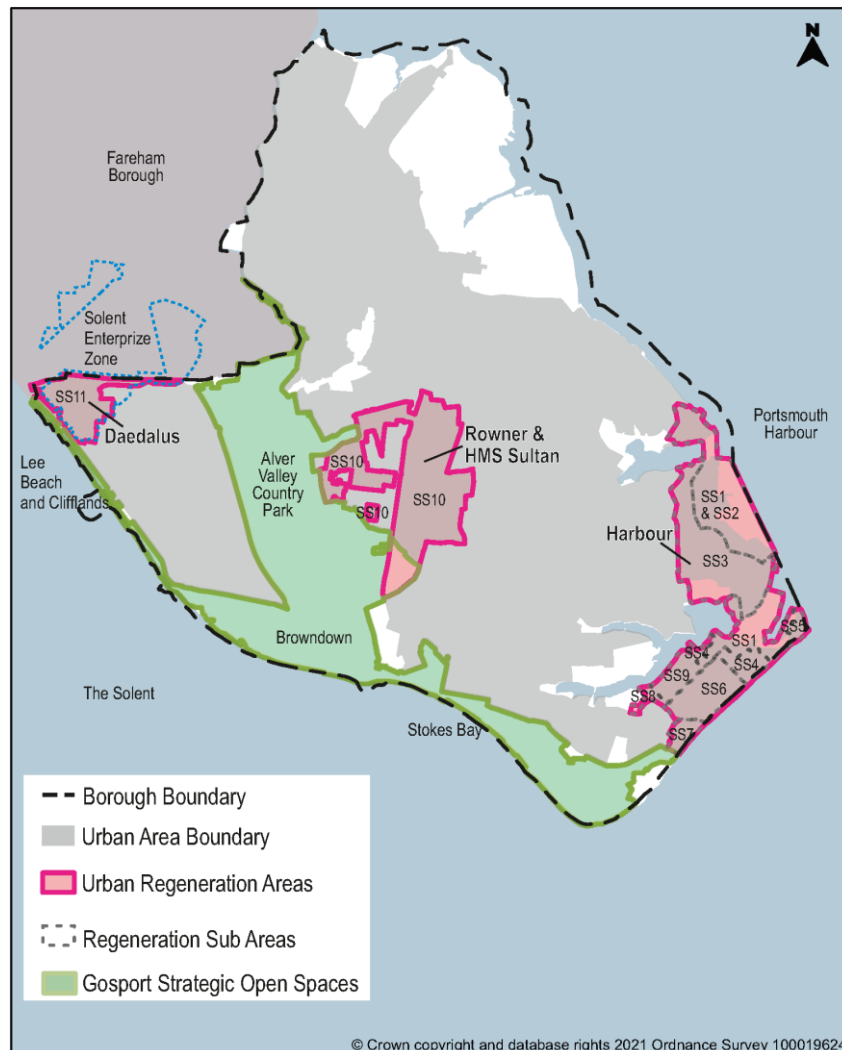


Table 4.1: GBLP 2038 Regeneration Areas and Strategic Development Sites

Harbour Regeneration Area (HBRA)	Gosport Waterfront	SS1: Gosport Waterfront – Marine Employment SS2: Gosport Waterfront – Mixed Use Redevelopment
	Gosport Town Centre	SS3: Gosport Town Centre
	Haslar Peninsula	SS4: Blockhouse and Haslar Gunboat Sheds
		SS5: Fort Blockhouse
		SS6: Royal Haslar Hospital
		SS7: Haslar Barracks
		SS8: The Piggeries
		SS9: Haslar Marine Technology Park
	Rowner and HMS Sultan Regeneration Area (RSRA)	SS10: Rowner and HMS Sultan
Daedalus Regeneration Area (DRA)	SS11: Daedalus	
Policy D6: Gosport Strategic Open Spaces		

Harbour Regeneration Area

Gosport Waterfront

SS1: Gosport Waterfront – Marine Employment; and SS2: Gosport Waterfront – Mixed Use Redevelopment

While the Council's preferred approach for Gosport Waterfront is for development to be based on a clear distinction between safeguarded marine employment zones, and mixed-use zones, many of the infrastructure requirements apply to the whole Waterfront area and therefore considered together in Table 4.2.

Table 4.2: SS1: Gosport Waterfront- Marine Employment and SS2: Gosport Waterfront – Mixed Use Redevelopment

Infrastructure Requirement	Comment
Transport and Accessibility	<p>Cycle and pedestrian routes</p> <p>Creation of a permeable network of routes for pedestrian movements through the Waterfront, Town Centre and Haslar and their respective built-up areas and open spaces.</p> <p>Redevelopment of the Royal Clarence Yard Retained Area (RCYRA) should provide public access to the Waterfront and enhanced pedestrian routes between the Forton Lifting Bridge to the north and the Town Centre to the south, these routes should form part of the national coastal path and the Solent Way.</p> <p>Proposals for further redevelopment at Priddy's Hard should improve public access to the waterfront. This includes potential to increase footfall for boat trips which link Priddy's Hard to the Historic Docks in Portsmouth and the Royal Navy Submarine Museum at Haslar.</p> <p>Improved pedestrian/cycle access along the Harbour frontage taking into account the potential impacts upon adjacent nature conservation designations.</p> <p>Highway improvements</p> <p>Transport Modelling work has been undertaken (by SYSTRA using Solent Transport's Sub-Regional Transport Model) to highlight any areas where development sites proposed in the Local Plan has a detrimental impact on the highway network.</p> <p>The next stage will be a more detailed Transport Assessment of the Local Plan which will be commissioned to detail what mitigation works may be required – this will then feed into any highways mitigation strategy and future transport infrastructure for the Borough.</p> <p>Appropriate highway improvements will be required including any</p>

	<p>identified as part of the site Flood Risk Assessment.</p> <p>With regard to the Haslar Peninsula area it is recognised any significant highway improvements will be severely constrained at this location due to a limited road network to the west and the limitations of Haslar Bridge itself. It is therefore likely that other transport options and travel planning will be required as part of the mitigation. This includes encouraging active travel with associated infrastructure improvements for walking and cycling as well as exploring opportunities for water transport, park and ride/walk schemes, improved bus provision and even potentially a land train option (which could both provide access to the site as well as within the site.</p>
Housing	Affordable housing to Local Plan requirements.
Education	A developer contribution may be required if a particular need is identified (particularly primary education), as advised by HCC, as the local education authority.
Community Facilities	The HAZ includes a number of initiatives within the Gosport Waterfront area; these include opportunities to enhance the interpretation of the historic environment and promotion of events. Further up-to-date information can be found online: www.gosport.gov.uk/HAZ
Green Infrastructure including Open Space Provision	<p>Recreational and amenity open space in accordance with Local Plan policy. Opportunities are set out in the Gosport Waterfront and Town Centre SPD and include opening up coastline access – including extending the Millennium Promenade, enhancing Falkland Gardens, improving walkways around Haslar Lake, improving Bastion No.1, and providing more seating areas and streets trees throughout the Waterfront and Town Centre area.</p> <p>In addition to the above, there is potential for the creation of fully accessible and linked public open spaces along the route of the ‘Gosport Lines’ including the Northern Ramparts, St. George’s Field, Walpole Park and Bastion No.1. Opportunities to link with the England Coast Path and both Haslar Bridge and Forton Lake.</p>
Biodiversity	<p>Contributions will be required to mitigate recreation disturbance on internationally and nationally important habitats as part of the Bird Aware Solent work.</p> <p>Net gain in biodiversity will be required in accordance with the Local Plan policy.</p>
Utilities	<p>The developer will need to make the necessary on-site provision and connections for water supply, wastewater, telecommunications, electricity and gas supplies.</p> <p>Wastewater</p>

	<p>Southern Water has identified that there is insufficient capacity in the local sewerage system to meet the anticipated demand from the development proposed at Gosport Waterfront and in the Town Centre. New and/or improved local sewerage infrastructure will therefore be required to serve the development, or separation of surface water which currently drains to the combined system. It is important to ensure that the necessary local sewerage infrastructure is delivered in phase with the development. If the necessary infrastructure is not delivered, pollution from foul water flooding would occur as a result of overloaded local sewerage systems.</p> <p>Renewable/low carbon energy</p> <p>The potential will need to be investigated regarding generating on-site renewable and low-carbon energy, appropriate to the site and proposed uses in accordance with draft Policy D1: Adaptation and Mitigation to Climate Change.</p> <p>Oil Pipeline</p> <p>In relation to the RCY retained area, the MoD will require that it maintains control over its remaining oil pipeline and associated land holdings. This issue will need to be addressed in any development proposal and early engagement with the MoD and the Oil and Pipelines Agency is recommended.</p>
<p>Flood Management</p>	<p>Large parts of the area are within Flood Zone 2 and 3.</p> <p>Flood defences built to appropriate standards is likely to be required to safeguard the site as well as other measures that are highlighted from the site flood risk assessment including appropriate evacuation measures.</p>

Gosport Town Centre
SS3: Gosport Town Centre

Table 4.3: SS3: Gosport Town Centre

Infrastructure Requirement	Comment
Transport and Accessibility	<p>Gosport Bus Station Interchange</p> <p>Gosport Borough Council, Hampshire County Council, Portsmouth City Council and the Isle of Wight Council have jointly secured nearly £56 million of funding from the Government’s Transforming Cities Fund (TCF) to improve travel in the area.</p> <p>This funding will help to deliver a new Gosport Bus Station Interchange which will be delivered by Hampshire County Council and provide:</p> <ul style="list-style-type: none"> • Provision of a new and improved bus station within easy walking distance to the ferry terminal and new taxi stand; • Provision of a new taxi stand; • Introduction of a northbound bus only one-way system across Gosport High Street to facilitate bus movements to the bus station. <p>Cycle and pedestrian routes</p> <p>Creation of a permeable network of routes for pedestrian movements through the Waterfront, Town Centre and Haslar and their respective built-up areas and open spaces.</p> <p>Improved pedestrian/cycle access along the Portsmouth Harbour frontage taking into account the potential impacts upon adjacent nature conservation designations.</p> <p>Highway improvements</p> <p>Appropriate highway improvements will be required including any identified as part of the site Flood Risk Assessment.</p> <p>Transport Modelling work is currently underway (being undertaken by SYSTRA using Solent Transport’s Sub-Regional Transport Model) to highlight any areas where development sites proposed in the Local Plan has a detrimental impact on the highway network. Once complete a Transport Assessment of the Local Plan will be commissioned to detail what mitigation works may be required – this will then feed into any highways mitigation strategy and future transport infrastructure for the Borough.</p>
Housing	Affordable housing to Local Plan requirements.

Education	A developer contribution may be required if a particular need is identified (particularly primary education), as advised by HCC, as the local education authority.
Community Facilities	<p>As part of the Borough-wide Heritage Action Zone (HAZ) and the more specific High Street Heritage Action Zone (HSHAZ) a number of community infrastructure projects are planned for the Gosport Town Centre area.</p> <p>The western end of the High Street is proposed to be a ‘Cultural Quarter’ focussed on the Old Grammar School, Discovery Centre, potentially the Civic Offices, and the open spaces around these buildings to provide additional cultural, arts and built leisure based facilities.</p> <p>The Gosport Bus Station will be replaced with a new purpose-built, multifunctional facility. This new facility includes a proposed tourism/visitor/heritage centre to highlight the Borough’s key historic assets and provide an overarching narrative signposting to other attractions. The site is expected to include an exhibition space and café. The overall objective is to showcase the Borough’s heritage sites and other associated sites around Portsmouth Harbour.</p> <p>The HSHAZ includes a number of initiatives within Gosport Town Centre; these include the redevelopment of the Gosport Museum and Art Gallery and a HSHAZ Cultural Programme of events. Further up-to-date information can be found online: Heritage Action Zone: www.gosport.gov.uk/HAZ and High Street Heritage Action Zone: www.gosport.gov.uk/article/1723/Gosport-High-Streets-Heritage-Action-Zone</p>
Green Infrastructure including Open Space Provision	<p>Requirement for high quality on-site civic space on development sites to make the best use of waterside views and historic features.</p> <p>Recreational and amenity open space in accordance with Local Plan policy. Opportunities are set out in the Gosport Waterfront and Town Centre SPD and include opening up coastline access, enhancing Falkland Gardens, improving walkways around Haslar Lake, improving Bastion No.1, extending the Millennium Promenade, and providing more seating areas and streets trees throughout the Waterfront and Town Centre area.</p> <p>In addition to the above, there is potential for the creation of fully accessible and linked public open spaces along the route of the ‘Gosport Lines’ including the Northern Ramparts, St. George’s Field, Walpole Park and Bastion No.1. Opportunities to link with the England Coast Path and both Haslar Bridge and Forton Lake will be taken.</p>
Biodiversity	Contributions will normally be required in accordance with the Bird Aware Solent mitigation scheme to mitigate recreational disturbance

	<p>on internationally important habitats.</p> <p>The Council will seek to secure a net gain of biodiversity on each development site.</p>
<p>Utilities</p>	<p>The developer will need to make the necessary on-site provision and connections for water supply, wastewater telecommunications, and electricity and gas supplies.</p> <p>Wastewater</p> <p>Southern Water has identified that there is insufficient capacity in the local sewerage system to meet the anticipated demand from the development proposed at Gosport Waterfront and Town Centre. New and/or improved local sewerage infrastructure will therefore be required to serve the development, or separation of surface water which currently drains to the combined system. It is important to ensure that the necessary local sewerage infrastructure is delivered in phase with the development. If the necessary infrastructure is not delivered, pollution from foul water flooding could occur as a result of overloaded local sewerage systems.</p> <p>Renewable/low carbon energy</p> <p>The potential will need to be investigated regarding generating on-site renewable and low-carbon energy, appropriate to the site and proposed uses in accordance with draft Policy D1: Adaptation and Mitigation to Climate Change.</p>
<p>Flood Management</p>	<p>Large parts of the site are within Flood Zone 2 and 3. Flood defences built to appropriate standards will be required to safeguard the site as well as other measures that are highlighted from the site flood risk assessment including appropriate evacuation measures.</p>

Haslar Peninsula

SS4: Blockhouse and Haslar Gunboat Sheds; and SS5: Fort Blockhouse

Table 4.4: SS4: Blockhouse and Haslar Gunboat Sheds and SS5: Fort Blockhouse

Infrastructure requirement	Comment
Transport and Accessibility	<p>Cycle and pedestrian routes</p> <p>Creation of a permeable network of routes for pedestrian movements through the Haslar Peninsula area and on towards the Waterfront and Town Centre and their respective built-up areas and open spaces.</p> <p>Improved pedestrian/cycle access along the Harbour and Solent frontages including access through and between the Blockhouse and Haslar Hospital sites and along the shoreline of Blockhouse and Fort Blockhouse. Proposals will need to take into account the potential impacts upon adjacent nature conservation designations. The existing Solent Way and the England Coast Path is planned to be re-routed through Blockhouse and away from the enclosed Haslar Road thus creating a more pleasant environment for users.</p> <p>Highway improvements</p> <p>The Haslar Peninsula is connected to Gosport Town Centre by Haslar Road which passes over Haslar Creek on a 200m single lane bridge. It is signal controlled to allow traffic travelling in each direction to use the bridge alternatively. Given the limitations of both the bridge and the road network to the west, Hampshire County Council as the Highway Authority consider that new development on the Haslar Peninsula, including Blockhouse, should not result in significantly more traffic than that arising when the sites were fully occupied by the MoD. The scale of development within the Haslar Peninsula will therefore need to be kept within the capacity of the current bridge and highway network. It will be necessary to ensure that any development on the Haslar Peninsula mitigates any adverse impact on the strategic road network or the rest of the highway network.</p> <p>With regard to the Haslar peninsula area it is recognised any significant highway improvements will be severely constrained at this location due to a limited road network to the west and the limitations of Haslar Bridge itself. It is therefore likely that other transport options and travel planning will be required as part of the mitigation. This includes encouraging active travel with associated infrastructure improvements for walking and cycling as well as</p>

	<p>exploring opportunities for water transport, park and ride/walk schemes, improved bus provision and even potentially a land train option (which could both provide access to the site as well as within the site).</p> <p>There is likely to be potential for park and walk/cycle/ride initiatives to utilise surplus parking spaces in the Town Centre at Walpole Car Park. Also the feasibility of a regular land train between the Ferry/Town Centre and Haslar Peninsula to help deliver the regeneration of Blockhouse should be considered. Such initiatives may be required to overcome the capacity constraints of the Haslar Bridge and parking limitations on the Blockhouse site.</p> <p>It may be appropriate to use Travel Plans to explore opportunities to reduce car travel to and from the site.</p> <p>Appropriate highway improvements will be required including any identified as part of the site Flood Risk Assessment.</p> <p>Transport Modelling work is currently underway (being undertaken by SYSTRA using Solent Transport's Sub-Regional Transport Model) to highlight any areas where development sites proposed in the Local Plan has a detrimental impact on the highway network. Once complete a Transport Assessment of the Local Plan will be commissioned to detail what mitigation works may be required – this will then feed into any highways mitigation strategy and future transport infrastructure for the Borough.</p>
Health and Care	<p>It will be important to maximise any potential linkages with neighbouring health facilities at the Royal Hospital Haslar site if and when they become operational.</p>
Education	<p>A developer contribution may be required if a particular need is identified (particularly primary education), as advised by HCC, as the local education authority.</p> <p>There is potential within the site for the use of premises for skills, education and training facilities. For example, the SETT could be re-used for community or training purposes if a demand and willing user can be identified.</p>
Community Facilities	<p>The Blockhouse and Fort Blockhouse site provide significant opportunities to create a new heritage/leisure quarter focusing on the strengths of its location and heritage assets.</p> <p>The Council will support the future expansion of the existing Royal Navy Submarine Museum and the potential for alternative uses for the listed SETT.</p> <p>An assessment of the potential for community uses at Blockhouse</p>

	should be explored following consultation with local groups.
Housing	Affordable housing to Local Plan requirements subject to viability considerations.
Open Space	<p>Open space at the Blockhouse site should be reconfigured, this would provide a number of benefits:</p> <ul style="list-style-type: none"> • Provision of a long open vista between the eastern elevation of Haslar Hospital and Fort Blockhouse to provide new public open space and enhance the setting of heritage assets; • Capacity for on-site flood mitigation; • Provision of re-routed Solent Way and England Coat Path; • Local amenity space and children's play area; and • Providing views of open space for new dwellings on the Blockhouse site. <p>Proposals for redevelopment at Fort Blockhouse should include high quality landscaped public open spaces within and around the Fort Blockhouse Scheduled Ancient Monument.</p> <p>Developer contributions for multi-functional green infrastructure including a wider range of open spaces in accordance with the Council's latest policy on developer contributions.</p>
Biodiversity	<p>Contributions will be required to mitigate recreation disturbance on internationally and nationally important habitats as part of the Bird Aware Solent work.</p> <p>Net gain in biodiversity will be required in accordance with the Local Plan policy.</p>
Utilities	<p>The developers will need to make the necessary on site provision and connections for water, telecommunications, electricity and gas supplies.</p> <p>Wastewater</p> <p>Particular consideration will need to be given to the capacity of sewerage and surface water infrastructure to facilitate any proposed development. Any additional surface water discharge will need to be investigated further (options include discharge to the sea or the incorporation of a SUDS).</p> <p>Renewable/low carbon energy</p> <p>The potential will need to be investigated regarding generating on-site renewable and low-carbon energy, appropriate to the site and proposed uses in accordance with draft Policy D1: Adaptation and Mitigation to Climate Change.</p>

<p>Flood Protection/ Mitigation measures</p>	<p>This is a significant issue as large parts of the Peninsula are within Flood Zone 3 particularly Blockhouse.</p> <p>The upgrade and maintenance of the Royal Hospital Haslar and Fort Blockhouse Seawall is likely to be a critical issue. The wall within the Blockhouse site has been damaged during recent storms. Whilst immediate repairs have been made further consideration is being undertaken to determine what works are required over the longer term.</p> <p>It is likely that significant work will be required to maintain the integrity of the structure which will require major investment and is likely to have an impact on overall viability and therefore may require external funding.</p> <p>Further research is required to understand the flood risk issues relating to the Peninsula and what improvements are required.</p>
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SS6: Royal Haslar Hospital

Table 4.5: Royal Haslar Hospital

<p>Infrastructure requirement</p>	<p>Comment</p>
<p>Transport and Accessibility</p>	<p>Cycle and pedestrian routes</p> <p>Creation of a permeable network of routes for pedestrian movements through the Haslar Peninsula area and on towards the Waterfront and Town Centre and their respective built-up areas and open spaces.</p> <p>Improved pedestrian/cycle access along the Solent frontage taking into account the potential impacts upon adjacent nature conservation designations. This access should link with the historic park on the site.</p> <p>Highway improvements</p> <p>Appropriate highway improvements will be required including any identified as part of the site Flood Risk Assessment.</p> <p>Transport Modelling work is currently underway (being undertaken by SYSTRA using Solent Transport’s Sub-Regional Transport Model) to highlight any areas where development sites proposed in the Local Plan have a detrimental impact on the highway network. Once complete a Transport Assessment of the Local Plan will be commissioned to detail what mitigation works may be required – this will then feed into any highways mitigation strategy and future</p>

	transport infrastructure for the Borough.
Health and Care	<p>The Royal Haslar Hospital site is suitable for a range of medical and health uses including public medical and health facilities. The site could also include preventative treatments and facilities such as a health club/spa uses and a gym. The site is also suited to care facilities including opportunities for a veteran's care facility with all the relevant associated facilities and/or a Continuing Care Retirement Community (CCRC) as well as extra-care facilities.</p> <p>The site could play an important role in meeting the demands of an increasingly ageing population.</p> <p>It will be necessary for any prospective developer to investigate with health providers the potential to use health facilities at the Royal Hospital Haslar site to serve users of the site and the wider local community.</p>
Education	A developer contribution may be required if a particular need is identified (particularly primary education), as advised by HCC, as the local education authority.
Community Facilities	It is considered the other small scale community uses may be acceptable on the site.
Housing	Affordable housing to Local Plan requirements.
Open Space	<p>Protection of historic parkland at Royal Hospital Haslar and encouragement of public use of the historic grounds. Public access to the Solent frontage should also be secured and link with the historic park on the site.</p> <p>Developer contributions for multifunctional green infrastructure including a wider range of open spaces in accordance with the Council's latest policy on developer contributions.</p>
Biodiversity	<p>Contributions will be required to mitigate recreation disturbance on internationally and nationally important habitats as part of the Bird Aware Solent work.</p> <p>Pre-development, when the Royal Haslar Hospital was fully active, the Haslar Hospital Site of Importance for Nature Conservation (SINC) functioned as part of the open green space within the site. As such, it was subject to a management regime that favoured the establishment and proliferation of the floral species for which it is designated, especially the Autumn Ladies-tresses' Orchids. Further development proposals will need to demonstrate that the SINC is protected during both the construction and operation periods in line with Local Plan policy.</p> <p>Net gain in biodiversity will be required in accordance with the Local</p>

	Plan policy.
Utilities	<p>The developers will need to make the necessary on site provision and connections for water, telecommunications, electricity and gas supplies.</p> <p>Wastewater</p> <p>Southern Water has identified that there is insufficient capacity in the local sewerage system to meet the anticipated demand from the development proposed at Royal Hospital Haslar. This issue has been addressed through suitable conditions attached to the existing outline consent on the site. Any further development proposals will need to demonstrate that the site has sufficient sewerage capacity in line with Local Plan policy. It is important to ensure that the necessary local sewerage infrastructure is delivered in phase with development.</p> <p>Any additional surface water discharge will need to be investigated further (options include discharge to the sea or the incorporation of a SUDS).</p> <p>Renewable/low carbon energy</p> <p>The potential will need to be investigated regarding generating on-site renewable and low-carbon energy, appropriate to the site and proposed uses in accordance with draft Policy D1: Adaptation and Mitigation to Climate Change.</p>
Flood Protection/ Mitigation measures	<p>This is a significant issue as large parts of the Peninsula are within Flood Zone 3. Royal Haslar Hospital is surrounded by areas prone to flooding and therefore requires careful consideration of the implications of a flood event (including evacuation procedures).</p> <p>The upgrade and maintenance of the Royal Hospital Haslar and Fort Blockhouse Seawall is a particular issue. Further research is required to understand the flood risk issues relating to the Peninsula and what improvements are required.</p>

SS7: Haslar Barracks

Table 4.6: Haslar Barracks

Infrastructure requirement	Comment
Transport and Accessibility	<p>Cycle and pedestrian routes</p> <p>Creation of a permeable network of routes for pedestrian movements through the Haslar Peninsula area and on towards the Waterfront and Town Centre and their respective built-up areas and</p>

	<p>open spaces.</p> <p>Improved pedestrian/cycle access along the Solent frontage taking into account the potential impacts upon adjacent nature conservation designations. This should include publicly accessible pedestrian and cycle routes between Fort Road and the Solent shoreline. This facility should be incorporated into the sites overall layout to improve permeability and public access.</p> <p>Highway improvements</p> <p>Appropriate highway improvements will be required including any identified as part of the site Flood Risk Assessment. This includes a new vehicular access into the site from Fort Road immediately to the west of the existing Barracks.</p> <p>Transport Modelling work is currently underway (being undertaken by SYSTRA using Solent Transport's Sub-Regional Transport Model) to highlight any areas where development sites proposed in the Local Plan has a detrimental impact on the highway network. Once complete a Transport Assessment of the Local Plan will be commissioned to detail what mitigation works may be required – this will then feed into any highways mitigation strategy and future transport infrastructure for the Borough.</p>
Health and Care	There may be linked opportunities available with the adjacent Royal Haslar Hospital site. These should be investigated by the developer.
Education	<p>A developer contribution may be required if a particular need is identified (particularly primary education), as advised by HCC, as the local education authority.</p> <p>Potential use of premises for skills, education and training facilities.</p>
Community Facilities	It is considered the other small scale community uses may be acceptable on the site. This could include associated care facilities with the residential use or training and small workshop facilities associated with any veteran provision.
Housing	Affordable housing to Local Plan requirements.
Open Space	<p>Developer contributions for multifunctional green infrastructure including a wider range of open spaces in accordance with the Council's latest policy on developer contributions.</p> <p>The Council owned Fort Road site is considered appropriate for improved public open space, car parking and publicly accessible pedestrian and cycle routes.</p>
Biodiversity	Contributions will be required to mitigate recreation disturbance on internationally and nationally important habitats as part of the Bird

	<p>Aware Solent work</p> <p>Net gain in biodiversity will be required in accordance with the Local Plan policy</p>
Utilities	<p>The developers will need to make the necessary on-site provision and connections for water, telecommunications, electricity and gas supplies.</p> <p>Any additional surface water discharge will need to be investigated further (options include discharge to the sea or the incorporation of a SUDS).</p> <p>Renewable/low carbon energy</p> <p>The potential will need to be investigated regarding generating on-site renewable and low-carbon energy, appropriate to the site and proposed uses in accordance with draft Policy D1: Adaptation and Mitigation to Climate Change.</p>
Flood Protection/ Mitigation measures	<p>Development proposals should be informed by a site-specific Flood Risk Assessment (FRA) and demonstrate, through suitable designs, that the proposed dwellings would be resilient to both current and forecasted flood risk. This may result in the ground floor of buildings being free from residential living accommodation. Development of the site should also provide safe access and egress, taking account of all sources of flood risk.</p> <p>Site promoters should engage early with the Environment Agency.</p>

SS8: The Piggeries

Table 4.7: SS8: The Piggeries

Infrastructure requirement	Comment
Transport and Accessibility	<p>Suitably designed vehicular, pedestrian and cycle access and egress taking account of flood risk.</p> <p>Any new or improved road access and the traffic generated must not have any unacceptable environmental implications nor significantly prejudice the safety, function and capacity of the road network.</p> <p>Access to the site by active modes (walking, cycle etc.) should be enhanced to encourage more sustainable patterns of travel.</p> <p>Transport Modelling work is currently underway (being undertaken by SYSTRA using Solent Transport's Sub-Regional Transport</p>

	Model) to highlight any areas where development sites proposed in the Local Plan has a detrimental impact on the highway network. Once complete a Transport Assessment of the Local Plan will be commissioned to detail what mitigation works may be required – this will then feed into any highways mitigation strategy and future transport infrastructure for the Borough.
Housing	Affordable housing to Local Plan requirements.
Open Space	The site will need to include a new publically accessible open space which would be informal in character and incorporate biodiversity enhancements. A seating/viewing area adjacent to Stoke Lake should be provided and designed to prevent access onto the shoreline in order to protect over-wintering birds and should include appropriate interpretation. The open space should also include an appropriately sited play area to serve the residents of the local neighbourhood.
Biodiversity	Contributions will be required to mitigate recreational disturbance on internationally and nationally important habitats as part of the Bird Aware Solent work Net gain in biodiversity will be required in accordance with the Local Plan policy Other considerations related to open space provision and potential for biodiversity enhancements are also set out above.
Utilities	A developer will need to make the necessary on site provision and connections for water, telecommunications, electricity and gas supplies.
Flood Protection/ Mitigation measures	Development proposals should be informed by a site-specific Flood Risk Assessment (FRA) and demonstrate, through suitable designs, that the proposed dwellings would be resilient to both current and forecasted flood risk. This may result in the ground floor of buildings being free from residential living accommodation. Development of the site should also provide safe access and egress, taking account of all sources of flood risk.

SS9: Haslar Marine Technology Park

Table 4.8: SS9: Haslar Marine Technology Park

Infrastructure requirement	Comment
Transport and Accessibility	Local site access improvements to the Haslar Marine Technology Park where necessary.

	<p>The use of Travel Plans to explore opportunities to reduce car travel to and from the site.</p> <p>If they arise, opportunities should be taken to improve public access along the Waterfront subject to operational and environmental considerations.</p>
Biodiversity	<p>Contributions will be required to mitigate recreation disturbance on internationally and nationally important habitats as part of the Bird Aware Solent work</p> <p>Net gain in biodiversity will be required in accordance with the Local Plan policy</p>
Utilities	<p>A developer will need to make the necessary on site provision and connections for water, telecommunications, electricity and gas supplies.</p>
Flood Protection/ Mitigation measures	<p>Appropriate mitigation will be required to address flood risk.</p>

Rowner and HMS Sultan Regeneration Area

SS10: Rowner and HMS Sultan

Table 4.9: SS10: Rowner and HMS Sultan

Infrastructure requirement	Comment
Transport and Accessibility	<p>Cycle and pedestrian routes</p> <p>Improved pedestrian and cycle links within Rowner and linkages to neighbouring areas including links to the Borough's strategic cycle network (former railway line) and the Alver Valley.</p> <p>Complimentary measures to promote use of sustainable transport modes and reduce over reliance on the car for journeys to and from the site, through travel planning measures and measures to manage the deliveries and servicing of the site by lorries.</p> <p>Highway improvements</p> <p>Transport Modelling work is currently underway (being undertaken by SYSTRA using Solent Transport's Sub-Regional Transport Model) to highlight any areas where development sites proposed in the Local Plan has a detrimental impact on the highway network. Once complete a Transport Assessment of the Local Plan will be commissioned to detail what mitigation works may be required – this will then feed into any highways mitigation strategy and future</p>

	transport infrastructure for the Borough.
Housing	Affordable housing to Local Plan requirements.
Education and Children's Services	There have been recent significant improvements to the provision of children's services in the Rowner area including the provision of a Sure Start facility and youth centre which are integrated within the Rowner Renewal proposal.
Health and Care	A new GP surgery (Rowner Health Centre) has been provided in the north of the Rowner area. No additional health facilities are required for the Rowner Renewal Scheme (confirmed by the Hampshire Primary Care Trust).
Leisure and Recreation Facilities	No specific on-site requirements identified at present. Further investigation will be required as part of a site masterplan.
Community Facilities	No specific on-site requirements identified at present.
Open Space/Green Infrastructure	The regeneration of Rowner will involve the renewal of existing open spaces with new landscaping and play facilities. The creation of the Alver Valley Country Park has been important for providing a variety of active and passive recreational opportunities for the whole Borough, but given its close proximity to Rowner it particularly benefits local residents and opportunities should be taken to maximise these benefits in any future regeneration proposal. The Rowner Renewal Project (outline consent) K17671) includes a condition for the provision of a 5 year management plan for the near-by Browndown SSSI including a developer contribution towards its implementation. This has been proposed as mitigation against recreational pressure on the important nature conservation site.
Biodiversity	Contributions will be required to mitigate recreation disturbance on internationally and nationally important habitats as part of the Bird Aware Solent work Net gain in biodiversity will be required in accordance with the Local Plan policy
Utilities	The developers will need to make the necessary on-site provision and connections for water, telecommunications, electricity and gas supplies.
Flood Protection/ Mitigation measures	SuDS schemes will need to be considered as part of other areas within Rowner to be developed in order to mitigate the impacts of surface water flooding and contribute to the Borough's local green

	infrastructure. This will need to be accompanied by a management and maintenance plan for the lifetime of the development.
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Daedalus Regeneration Area

SS11: Daedalus

Table 4.10: SS11: Daedalus

Infrastructure requirement	Comment
Infrastructure requirements for the whole site	
Transport and Accessibility	<p>Highway improvements</p> <p>Since 2011, the Borough Council in conjunction with the Highway Authority (Hampshire County Council) have succeeded in securing developer contributions for wider strategic transport improvements in the Borough including improvements to Newgate Lane East which have been completed and wider strategic requirements on the Gosport Peninsula.</p> <p>There has been improved road access to the site from locally important roads. Completed schemes include improving junctions including improvements to Peel Common Roundabout, for vehicular traffic, cyclists and pedestrians.</p> <p>The early stages of the construction of the Stubbington Bypass are ongoing. When completed the scheme will divert traffic around the outskirts of Stubbington in Fareham, improving journey times on and off the Gosport Peninsula and helping to improve access to the Solent Enterprise Zone at Daedalus.</p> <p>Additional and improved access points into the Daedalus site including a new primary eastern access onto Broom Way forming a junction with Cheque Way and a new secondary access point off Stubbington Lane have been completed. In addition opportunities to re-open former access points around the Daedalus Waterfront site for local traffic will be secured as development progresses.</p> <p>Within the site, future development proposals will need to include an improved internal layout of roads, additional vehicular parking and focus on providing suitable pedestrian and cycle routes to link the employment areas, new housing and Seaplane Square with Lee-on-the-Solent Centre.</p> <p>Transport Modelling work is currently underway (being undertaken by SYSTRA using Solent Transport's Sub-Regional Transport Model) to highlight any areas where development sites proposed in the Local Plan has a detrimental impact on the highway network. Once complete a Transport Assessment of the Local Plan will be commissioned to detail what mitigation works may be required – this will then feed into any highways mitigation strategy and future</p>

Infrastructure requirement	Comment
	<p>transport infrastructure for the Borough.</p> <p>Pedestrian and cycle access</p> <p>Improved on-site and off-site pedestrian and cycle access making the site accessible to Lee-on-the-Solent District Centre, the seafront and neighbouring residential areas will be required. In addition, complimentary measures to promote use of sustainable transport modes and reduce over reliance on the car for journeys to and from the site, through travel planning measures and measures to manage the deliveries and servicing of the site by lorries will be required.</p> <p>Bus Transport</p> <p>Measures to improve accessibility to the site by bus travel, particularly from the surrounding built up areas of Fareham and Gosport is also required. There is the option of a new Eclipse service (E3) to link with Lee-on-the-Solent and the extended busway.</p>
Utilities	<p>The developer will need to make the necessary on-site provision and connections for water supply, telecommunications, electricity and gas supplies.</p> <p>Wastewater</p> <p>Additional off-site sewers or improvements to existing sewers will be required to provide sufficient capacity to service the development (Southern Water).</p> <p>Water supply</p> <p>Sufficient water supply resources are currently available but off-site reinforcements to the existing water mains network may be required. With the proposal for new road access points the need for new water mains should be discussed with Portsmouth Water.</p> <p>Electricity</p> <p>It will be important to ensure that a reliable electricity supply is established across the site. The HMS Daedalus sub-station immediately adjacent to Vengeance Road is connected to the mains network via a high-voltage, below-ground electricity cable in the northern footway of Norwich Place. A low-voltage, below-ground cable connects from Richmond Road and is routed into the site within the Nottingham Place/Eagle Road carriageway. There is a low-voltage, below-ground cable within the eastern footway of Drake</p>

Infrastructure requirement	Comment
	<p>Road with potential on-site connections.</p> <p>Gas</p> <p>Southern Gas networks have plans of gas pipes owned by them and they also note that low/medium/intermediate pressure gas mains are located in proximity to the site. A low pressure gas main connects from the gas governor station in Brambles Road and is routed northwards on-site via a meter building adjacent to Brambles Road. It will be necessary for developers to contact Southern Gas Networks directly for full details.</p> <p>Telecommunications</p> <p>It will be important that the site has the highest available standard of ICT infrastructure in order to meet the needs of modern hi-tech businesses. Applicants will be required to provide details on such provision. BT has plans showing approximate locations of BT apparatus present in the vicinity of the site.</p> <p>Mobile telecommunications plant and apparatus are located within the site. There are plant compounds for a number of mobile phone networks. The antennae also provide for emergency services communications apparatus. Digital technology ducting/cabling (used for broadband) is located within the eastern footway of Drake Road.</p> <p>Renewable/low carbon energy</p> <p>The potential will need to be investigated regarding generating on-site renewable and low-carbon energy, appropriate to the site and proposed uses in accordance with draft Policy D1: Adaptation and Mitigation to Climate Change.</p>
Infrastructure requirements for the Daedalus site within Gosport	
Housing	Affordable housing to Local Plan requirements.
Education	<p>No educational contributions were required by Hampshire County Council for the outline planning application submitted in 2011 for 200 dwellings.</p> <p>There may be the potential need for contributions in relation to future proposals depending on scale of development and the number of school places in Lee. The Borough Council will consult with HCC in accordance with its latest developer contribution policies. This could be secured as a site-specific Section 106 relating to Daedalus.</p>

Infrastructure requirement	Comment
	In 2014, the Centre of Excellence in Engineering, Manufacturing and Advanced Skills Training (CEMAST) opened. The campus delivers programmes run by Fareham College and has capacity for over 1,100 full time and part time students. The centre provides skills, education and training facilities.
Health and Care	Use of building to provide a health facility. There is local demand for a new GP practice.
Leisure facilities	Leisure and cultural facilities will be encouraged on the site given its seafront location and the potential for diversifying visitor attractions in Lee-on-the-Solent.
Community Facilities	Use of building to provide a community facility such as a community centre.
Open Space	High quality, multifunctional public spaces should be provided within the site.
Biodiversity	<p>Contributions will be required to mitigate recreation disturbance on internationally and nationally important habitats as part of the Bird Aware Solent work</p> <p>Net gain in biodiversity will be required in accordance with the Local Plan policy</p>
Flood Protection/ Mitigation measures	An appropriately designed Sustainable Drainage System will be required as part of a wider surface water drainage mitigation strategy.

Policy D6: Gosport Strategic Open Spaces

Alver Valley, Browndown, Stokes Bay and Lee Beach and Clifflands

Table 4.11: Policy D6: Gosport Strategic Open Spaces

Infrastructure requirement	Comment
Transport and Accessibility	<p>In recent years, improved car parking and a new car park have been delivered at the east and west of the Alver Valley Country Park.</p> <p>The country park also benefits from branded signage and a major new play area. An improved hierarchy of routes throughout the park for walking, running, cycling and horse riding and a number of routes suitable for wheelchair users and those with pushchairs (elements in place), will be required.</p> <p>The Council will support the following proposals within the Gosport Strategic Open Spaces and work with partners to deliver them:</p> <ul style="list-style-type: none"> • A dedicated off-road cycle lane and pedestrian route between Lifeboat Lane and the Fort Road car park; • The Extension of the Alver Way northwards through the Alver Valley and links northwards; and southwards through Browndown to the Battery West Car Park;
Open Space/Green Infrastructure Leisure and Recreation Facilities	<p>The park itself represents the single largest area of new green infrastructure in the Borough and provides for the recreational needs of the Borough as well as assist in preserving and enhancing important habitats.</p> <p>Key outputs to date include:</p> <ul style="list-style-type: none"> • Creation of a country park of 201 hectares; • Provision of a range of informal recreational activities; • Associated informal leisure facilities (bins, seats, welcome signs, interpretation boards, picnic areas); • Protection of existing nature conservation area including two local nature reserves, one of which is a SSSI and is accessed using a permit system. Habitats include meadow, woodland, wetland and heathland; • Creation of nature conservation areas including the management of an extensive area under Natural England's Higher Level Stewardship (HLS) Fund; • Provision of further children's play facilities; • Fishing Lake; • BMX Track; • Extensive tree planting. <p>Future planned development proposals include:</p> <ul style="list-style-type: none"> • A commercial garden centre at the Grange Farm Gateway

Infrastructure requirement	Comment
	<p>incorporating Country Park visitor facilities including toilets, café and information point; and</p> <ul style="list-style-type: none"> • Visitor and education facilities, and complementary and ancillary uses suitable for the Country Park setting. • Improvements to the River Alver drainage network to reduce the impact of flooding events on country park visitors; and • The integration of existing playing fields between Grange Road and Privett Road into the Alver Valley Country Park should they no longer be required by the MoD at HMS Sultan.
Biodiversity	<p>All development proposals within the GSOS should deliver landscape-scale biodiversity enhancement in accordance with other Local Plan policies.</p> <p>Contributions will be required to mitigate recreation disturbance on internationally and nationally important habitats as part of the Bird Aware Solent work.</p>
Flood Protection/ Mitigation measures, Flood management and water quality	<p>In liaison with the Environment Agency it is necessary to improve the flow and if possible restore the natural flow of the River Alver. The current outfall pipe to the Solent at Browndown is frequently blocked which has implications for water quality and can cause flooding in the area around Apple Dumpling Bridge, the park's only bridging point. Studies have been undertaken and work has begun on the creation of new reed beds in the Alver Valley and a pilot project is being prepared to improve the outfall arrangement.</p>

5 INFRASTRUCTURE REQUIREMENTS: OTHER ALLOCATION SITES

Other allocation sites

- 5.1. The following tables set out the currently known on-site and other adjacent site specific infrastructure requirements for other development sites in the GBLP 2038. This section only includes sites where development has not started, or planning permission has not been fully implemented.
- 5.2. The Local Plan provides the basis for developers to provide the required type and level of infrastructure associated with a particular development. The specific infrastructure requirements for each site will be determined as more is known about the development proposals for each site. On-site infrastructure improvements and specific on-site infrastructure required to support the development will be secured by a Section 106 agreement. Other infrastructure improvements such as off-site transport, education, sports and community facilities will be partly funded through the Council's Community Infrastructure Levy (CIL).
- 5.3. The tables in this section detail the infrastructure requirements for the individual allocation sites from Section 4 of the Local Plan and set out in the following policies:
 - **Policy A1: Enabling Allocations**
 - **Policy A2: Housing**
 - **Policy A3: Employment**
 - **Policy A4: Leisure, Community Uses and Open Spaces**
 - **Policy A5: Allotments**
 - **Policy A6: Safeguarded Land for Transport Improvements** (no specific infrastructure requirements have been identified for this allocation at this stage)

Policy A1: Enabling Allocations

Infrastructure requirement	Comment
Fort Gilkicker, Stokes Bay	
Transport and Accessibility	<p>Suitably designed vehicular access from Fort Road/Military Road.</p> <p>Any new or improved road access and the traffic generated must not have any unacceptable environmental implications nor significant prejudice the safety, function and capacity of the road network.</p> <p>Retention of a publicly accessible route between the south of the golf course and the north of the residential curtilage.</p> <p>Appropriate public interpretation and agreed access to the Parade Ground.</p>
Open Space/ Green Infrastructure	<p>Improve open space/recreational facilities within the vicinity to serve the needs of occupants to Local Plan requirements.</p>
Biodiversity	<p>Contributions will be required to mitigate recreation disturbance on internationally and nationally important habitats as part of the Bird Aware Solent work</p> <p>Net gain in biodiversity will be required in accordance with the Local Plan policy</p>
Qinetiq, Fort Road	
Transport and Accessibility	<p>Suitably designed vehicular access from Fort Road.</p> <p>Any new or improved road access and the traffic generated must not have any unacceptable environmental implications nor significant prejudice the safety, function and capacity of the road network.</p> <p>A suitably designed off-road access improvement that provides a cycle/pedestrian route from Fort Road through towards Lifeboat Lane south of the application site.</p>
Open Space/ Green Infrastructure	<p>Improve open space/recreational facilities within the vicinity to serve the needs of occupants to Local Plan requirements.</p>
Biodiversity	<p>Contributions will be required to mitigate recreation disturbance on internationally and nationally important habitats as part of the Bird Aware Solent work</p> <p>Net gain in biodiversity will be required in accordance with the Local Plan policy</p>

Policy A2: Housing

Infrastructure requirement	Comment
Land at Heritage Way and Frater Lane, Elson	
Housing	100% affordable housing except for self-build plots.
Transport and Accessibility	<p>Suitably designed vehicular access from Frater Lane.</p> <p>Any new or improved road access and the traffic generated must not have any unacceptable environmental implications nor significant prejudice the safety, function and capacity of the road network.</p> <p>Access to the site by active modes (walking, cycling etc.) should be enhanced to encourage more sustainable patterns of travel. This should include provision of a suitable pedestrian and cycle network within the site to improve the permeability of the local neighbourhood.</p>
Open Space/ Green Infrastructure	<p>Improve open space/recreational facilities within the vicinity to serve the needs of occupants to Local Plan requirements.</p> <p>On-site play area for young children.</p>
Biodiversity	<p>Contributions will be required to mitigate recreation disturbance on internationally and nationally important habitats as part of the Bird Aware Solent work.</p> <p>Net gain in biodiversity will be required in accordance with the Local Plan policy.</p>
Land at Gasworks Site, Mariners Way	
Housing	Affordable housing to Local Plan requirements.
Transport and Accessibility	<p>Suitably designed vehicular access from Mariners Way and pedestrian and cycle access from Cranbourne Road.</p> <p>Any new or improved road access and the traffic generated must not have any unacceptable environmental implications nor significant prejudice the safety, function and capacity of the road network.</p> <p>Access to the site by active modes (walking, cycling etc) should be enhanced to encourage more sustainable patterns of travel.</p>
Open Space/ Green Infrastructure	Improve open space/recreational facilities within the vicinity to serve the needs of occupants to Local Plan requirements.
Biodiversity	Contributions will be required to mitigate recreation disturbance on internationally and nationally important habitats as part of the Bird

Infrastructure requirement	Comment
	<p>Aware Solent work</p> <p>Net gain in biodiversity will be required in accordance with the Local Plan policy.</p>
Flood Protection/ Mitigation measures	Parts of the site are liable to flooding and therefore suitable measures to enable the safe development of this area will be required.
Land at Addenbrooke House, Willis Road	
Housing	Affordable housing to Local Plan requirements.
Transport and Accessibility	<p>Suitably designed vehicular access from the Anchorage.</p> <p>Any new or improved road access and the traffic generated must not have any unacceptable environmental implications nor significantly prejudice the safety, function and capacity of the road network.</p> <p>Access to the site by active modes (walking, cycling etc.) should be enhanced to encourage more sustainable patterns of travel.</p>
Open Space/ Green Infrastructure	Improve open space/recreational facilities within the vicinity to serve the needs of occupants to Local Plan requirements.
Biodiversity	<p>Contributions will be required to mitigate recreation disturbance on internationally and nationally important habitats as part of the Bird Aware Solent work.</p> <p>Net gain in biodiversity will be required in accordance with the Local Plan policy.</p>
No specific infrastructure requirements	
<p>The following sites should meet Local Plan requirements and may be liable to pay developer contributions such as CIL and contributions to satisfy the Habitat Regulations. No other infrastructure requirements beyond those required by Local Plan policies and set out in later sections of this Report have been identified.</p>	
Sites	General requirements
Anglesey Lodge, Alverstoke	<p>Transport and accessibility: Suitably designed vehicular, pedestrian and cycle access. Parking provision in line with Council's adopted Parking Standards.</p> <p>Housing: affordable housing to Local Plan</p>
Land at Stoners Close, Bridgemyary	
Land at Laphorn Close, Bridgemyary	
Land at Prideaux-Brune Avenue,	

Infrastructure requirement	Comment
Bridgemyary	requirements on sites with 10 or more dwellings.
Land at Rowner Road Service Station, Bridgemyary	Green infrastructure/open space: Improve open space/recreational facilities within the vicinity to serve the needs of occupants to Local Plan requirements. Biodiversity: Contributions will be required to mitigate recreation disturbance on internationally and nationally important habitats as part of the Bird Aware Solent work. Net gain in biodiversity will be required in accordance with the Local Plan policy. Community Infrastructure Levy payment in accordance with the latest CIL Charging Schedule.
Land at Forton Road, Forton	
Land at Wheeler Close, Forton	
Land at Whitworth Close, Leesland	
116-118 Priory Road	
1 – 1a TML House, The Anchorage, Gosport	
39-45a Stoke Road and 79-81 Jamaica Place, Gosport	
Land between Woodside and Wych Lane, Bridgemyary	
Land at Bridgemyary Road, Bridgemyary	
Land at Montgomery Road, Bridgemyary	
Land at Grove Road, Hardway	

Policy A3: Employment

Infrastructure requirement	Comment
Land adjacent the Huhtamaki site off Rowner Road	
Transport and Accessibility	Improved vehicular access points off Rowner Road.
Open Space/Green Infrastructure	Mitigation for any loss of existing open space by providing land south of the Huhtamaki Grange Road site as identified on the Policies Map.
Biodiversity	<p>Contributions will be required to mitigate recreation disturbance on internationally and nationally important habitats as part of the Bird Aware Solent work.</p> <p>Net gain in biodiversity will be required in accordance with the Local Plan policy.</p>
General requirements	The site should meet Local Plan requirements and may be liable to pay developer contributions such as CIL and contributions to satisfy the Habitat Regulations. No other infrastructure requirements beyond those required by Local Plan policies and set out in later sections of this Report have been identified.
Land at Aerodrome Road	
General requirements	The site should meet Local Plan requirements and may be liable to pay developer contributions such as CIL and contributions to satisfy the Habitat Regulations. No other infrastructure requirements beyond those required by Local Plan policies and set out in later sections of this Report have been identified.
Biodiversity	<p>Contributions will be required to mitigate recreation disturbance on internationally and nationally important habitats as part of the Bird Aware Solent work.</p> <p>Net gain in biodiversity will be required in accordance with the Local Plan policy.</p>

Policy A4: Leisure, Community Uses and Open Spaces

Infrastructure requirement	Comment
Gosport Leisure Park	
General requirements	The site should meet Local Plan requirements and may be liable to pay developer contributions such as CIL and contributions to satisfy the Habitat Regulations. No other infrastructure requirements beyond those required by Local Plan policies and set out in later sections of this Report have been identified.
Biodiversity	Contributions will be required to mitigate recreation disturbance on internationally and nationally important habitats as part of the Bird Aware Solent work. Net gain in biodiversity will be required in accordance with the Local Plan policy.
Stokesmead	
Open Space / Green Infrastructure	The site is proposed to be developed as a public open space and will need to be created to a high standard making the most of the prominent location within the Anglesey Conservation Area.
Land south of Huhtamaki Grange Road site	
Transport and Accessibility	Provision of a new cycle and pedestrian link between Grange Road and Brune Park School.
Open Space / Green Infrastructure	The site is proposed to be developed as a public open space and will need to be created to a high standard. Retention of mature treed areas on the southern part of the site.
Browndown Camp	
General requirements	The site should meet Local Plan requirements and may be liable to pay developer contributions such as CIL and contributions to satisfy the Habitat Regulations. No other infrastructure requirements beyond those required by Local Plan policies and set out in later sections of this Report have been identified.
Transport and Accessibility	Suitably designed vehicular access from Browndown Road. Any new or improved road access and the traffic generated must not have any unacceptable environmental implications nor significantly prejudice the safety, function and capacity of the road network. Access to the site by active modes (walking, cycling etc.) should be enhanced to encourage more sustainable patterns of travel.

Infrastructure requirement	Comment
Biodiversity	<p>Contributions will be required to mitigate recreation disturbance on internationally and nationally important habitats as part of the Bird Aware Solent work. Any specific impacts on the adjacent Site of Special Scientific Interest will also need to be considered.</p> <p>Net gain in biodiversity will be required in accordance with the Local Plan policy.</p>

Policy A5: Allotments

Infrastructure requirement	Comment
Allotments at Manor Way, Lee-on-the-Solent	
Transport and Accessibility	Appropriate provision for site access and car parking in accordance with Local Plan requirements and supplementary planning documents.
Green Infrastructure / Open Space	Proposals should be well-designed and of high quality and be sympathetic to the adjacent Lee-on-the-Solent Conservation Area and the Lee West Area of Special Character.
Biodiversity	<p>Contributions will be required to mitigate recreation disturbance on internationally and nationally important habitats as part of the Bird Aware Solent work.</p> <p>Net gain in biodiversity will be required in accordance with the Local Plan policy.</p>

6 TRANSPORT INFRASTRUCTURE

Strategic Road Network

Table 6.1: Transport Infrastructure (Strategic Road Network)

Lead Organisation	Hampshire County Council as Highway Authority
Existing provision	<p>Access to the peninsula is via three road routes. One of these is the A32 which is part of the Strategic Transport Network. Gosport is linked to Portsmouth by the Gosport Ferry service which is one of the busiest passenger ferry routes in the United Kingdom, carrying over 2.5 million passengers in 2018. The Ferry service provides a link to Portsmouth Harbour Railway Station. There is no railway station within Gosport itself making it one of the biggest towns in England with no railway station.</p> <p>A significant proportion of Gosport residents' cycle to work (6th in England) on an extensive cycle network. However, levels of cycling to work have fallen in recent years due to changing employment patterns which have resulted in more people out-commuting by private car. Further information relating to peoples travel behaviour is available in the Gosport Profile online at: www.gosport.gov.uk/gosportprofile</p> <p>The increasing dominance of the journey to work by private motor vehicle has resulted in high levels of congestion on the A32, B3385 (Newgate Lane) and other roads in the morning and evening peaks.</p> <p>There is relatively good bus service coverage. The Bus Rapid Transit (BRT) Phase 1 between Redlands Lane in Fareham and Tichborne Way in Gosport was opened in April 2012. The BRT provides an enhanced public transport choice for the area and improved reliability. It also provides a direct link to Fareham Train Station for the first time which improves linkages and choices for rail services to the west (including Southampton, Southampton Airport and Winchester) as well as enabling access to additional eastbound services (including stations to Chichester and Brighton).</p> <p>Other Transport Schemes completed since 2011 are detailed within the Infrastructure Delivery Plan (IDP) which is kept up-to-date online: www.gosport.gov.uk/infrastructure</p>
Key Issues for Gosport	<ul style="list-style-type: none"> • Need to reduce out-commuting and road congestion; • Need to increase use of non-car modes by: <ul style="list-style-type: none"> ○ improving bus reliability through segregated routes; ○ increasing cycle usage; ○ exploring opportunities to increase water transport; and

	<ul style="list-style-type: none"> ○ Encouraging transport modes which reduce air pollution on the peninsula. <p>Further detail on the existing transport infrastructure and local and sub-regional issues are detailed within Transport for South Hampshire’s Transport Delivery Plan 2012-2026 and the Public Transport Delivery Plan 2014-2036.</p> <p>The latest HCC assessment of infrastructure provision is set out in the Fareham and Gosport Strategic Transport Infrastructure Plan 2013. Other relevant documents include HCC’s: Local Transport Plan (2011-2031); the Strategic Access to Gosport (StAG) report; and the Gosport Borough Transport Statement September 2012/December 2013 update.</p>
<p>Required / Planned Provision and Funding</p>	<p>Growth in Gosport Borough needs to be supported by further improvements to the transport network given the current deficiencies which could be exacerbated by new development.</p> <p>The IDP details the transport schemes proposed in support of new development since 2011. It identifies the lead providers, known or estimated costs, potential funding sources and estimated delivery dates.</p> <p>The delivery of future strategic infrastructure is controlled by the Highway Authority, Local Enterprise Partnerships, the Government and its Highway and Rail Agencies. The funding and delivery of schemes can be uncertain and there is an increased dependence on the Council bidding to secure funding, along with support from the Solent LEP.</p> <p>The transport strategies of Solent Transport and the Solent LEP provide strong support for Gosport Borough’s development plans. The collective desire to promote transformational development at the Solent Enterprise Zone at Daedalus has resulted in the delivery of improvements to Newgate Lane and significantly increases the prospects of future funding of transport schemes. It has also resulted in the development of the Stubbington Bypass which is currently under construction.</p> <p>The Infrastructure Delivery Plan details the known schemes being planned, however it should be noted that not all the schemes identified are within the Gosport Borough Council administrative area – many are within Fareham Borough Council’s area and are under the control of Hampshire County Council as Highway Authority but are considered to be of strategic importance to Gosport Borough.</p> <p>Further detail on individual schemes and their linkages to transport proposals in support of major development sites can be</p>

	found in earlier sections of this IAR.
Implications for the Gosport Borough Local Plan 2038	<ul style="list-style-type: none"> • Development should be directed to locations within the Borough that can reduce the need to travel and which encourage modes other than the private car in order to reduce pressure on the existing road network. • New development will need to provide a financial contribution to ensure the appropriate level of infrastructure to support development is provided, including highway improvements, public transport, and cycling and pedestrian measures. • It is necessary to include a policy which enables funding to be secured through appropriate measures (i.e. CIL and Section 106 agreements). • There is a need to include site-specific requirements for policies relating to individual sites (e.g. the improvements of the ferry/bus interchange at Gosport Waterfront). • It is necessary to safeguard any land required for transport improvements schemes as identified by Policy A6: Safeguarded Land for Transport Improvements in the GBLP 2038.
Sources of Funding	<ul style="list-style-type: none"> • Central Government revenue and capital funding; • Growing Places Fund; • PUSH awarded £4 million from the Local Sustainable Transport Fund; • HCC through LTP programme; • Transport Providers (bus / rail etc.); • Sustrans; • GBC; • Developer contributions including those received through the Community infrastructure Levy and Section 106 agreements, where appropriate.
Evidence	<ul style="list-style-type: none"> • Transport Delivery Plan 2012-2026 (Solent Transport, 2013); • Hampshire Local Transport Plan (HCC, 2011); • Gosport Borough Transport Statement (2012); • Strategic Access to Gosport (StAG) Report (HCC, 2010); • Gosport Cycle Map and Guide 2016; • Fareham and Gosport Strategic Transport Infrastructure Plan (HCC, 2013); • Various reports to the HCC Executive Member for Environment and Transport / Economy, Transport and Environment; • SYSTRA (2020) Transport Modelling Summary

Local Road Network

Table 6.2: Transport Infrastructure (Local Road Network)

Lead Organisation	Hampshire County Council as Highway Authority
Key Issues for Gosport	<p>Further detail on the existing transport infrastructure and local and sub-regional issues are detailed within Transport for South Hampshire's Transport Delivery Plan 2012-2026 and the Public Transport Delivery Plan 2014-2036. The latest HCC assessment of infrastructure provision is set out in the Fareham and Gosport Strategic Transport Infrastructure Plan 2013. Other relevant documents include HCC's: Local Transport Plan (2011-2031); the Strategic Access to Gosport (StAG) report; and the Gosport Borough Transport Statement September 2012/December 2013 update.</p> <p>In addition SYSTRA Modelling of Local Plan growth scenarios will inform where planned development/allocated sites have an impact and through a future Transport Assessment will identify where mitigation is required.</p>
Required / Planned Provision and Funding	<p>Growth in Gosport Borough needs to be supported by further improvements to the transport network given the current deficiencies which could be exacerbated by new development.</p> <p>SYSTRA Modelling of Local Plan growth scenarios will inform where planned development/allocated sites have an impact and through a future Transport Assessment will identify where mitigation is required.</p> <p>The IDP details the transport schemes proposed in support of new development since 2011. It identifies the lead providers, known or estimated costs, potential funding sources and estimated delivery dates.</p> <p>The delivery of future strategic infrastructure is controlled by the Highway Authority, Local Enterprise Partnerships, the Government and its Highway and Rail Agencies. The funding and delivery of schemes can be uncertain and there is an increased dependence on the Council bidding to secure funding, along with support from the Solent LEP.</p> <p>The transport strategies of Solent Transport and the Solent LEP provide strong support for Gosport Borough's development plans. The collective desire to promote transformational development at the Solent Enterprise Zone at Daedalus has resulted in the delivery of improvements to Newgate Lane and significantly increases the prospects of future funding of transport schemes. It has also resulted in the development of the Stubbington Bypass</p>

	<p>which is currently under construction.</p> <p>The Infrastructure Delivery Plan details the known schemes being planned, however it should be noted that not all the schemes identified are within the Gosport Borough Council administrative area – many are within Fareham Borough Council’s area and are under the control of Hampshire County Council as Highway Authority but are considered to be of strategic importance to Gosport Borough.</p> <p>Further detail on individual schemes and their linkages to transport proposals in support of major development sites can be found in earlier sections of this IAR.</p>
Implications for the Gosport Borough Local Plan 2038	<ul style="list-style-type: none"> • Development should be directed to locations within the Borough that can reduce the need to travel and which encourage modes other than the private car in order to reduce pressure on the existing road network. • New development will need to provide a financial contribution to ensure the appropriate level of infrastructure to support development is provided, including highway improvements, public transport, and cycling and pedestrian measures. • It is necessary to include a policy which enables funding to be secured through appropriate measures (i.e. CIL and Section 106 agreements). • There is a need to include site-specific requirements for policies relating to individual sites (e.g. the improvements of the ferry/bus interchange at Gosport Waterfront). • It is necessary to safeguard any land required for transport improvements schemes as identified by Policy A6: Safeguarded Land for Transport Improvements in the GBLP 2038.
Sources of Funding	<ul style="list-style-type: none"> • Central Government revenue and capital funding; • Growing Places Fund; • PUSH awarded £4 million from the Local Sustainable Transport Fund; • HCC through LTP programme; • Transport Providers (bus / rail etc.); • Sustrans; • GBC; • Developer contributions including those received through the Community infrastructure Levy and Section 106 agreements, where appropriate.
Evidence	<ul style="list-style-type: none"> • Transport Delivery Plan 2012-2026 (Solent Transport, 2013); • Solent Strategic Transport Investment Plan (2016); • Hampshire Local Transport Plan 2011-2031(HCC, 2011);

	<ul style="list-style-type: none"> • Emerging Hampshire Transport Plan: Towards a new Local Transport Plan for Hampshire • Gosport Borough Transport Statement (September 2012); • Strategic Access to Gosport (StAG) Report (HCC, 2010); • Fareham and Gosport Strategic Transport Infrastructure Plan (HCC, 2013); • Various reports to the HCC Executive Member for Environment and Transport / Economy, Transport and Environment; • SYSTRA (2020) Transport Modelling
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Public Transport

Table 6.3: Transport Infrastructure (Public Transport)

Lead Organisation	Hampshire County Council as Highway Authority and local public transport operators (e.g. Bus and Ferry companies)
Existing provision	<p>First Group local bus routes – a combination of on-street running and dedicated BRT Busway. Route maps and timetable available from the following website: www.firstgroup.com/portsmouth-fareham-gosport</p> <p>Gosport Ferry to Portsmouth (passenger ferry)</p>
Key Issues for Gosport	<p>Need to increase usage of non-car modes including:</p> <ul style="list-style-type: none"> • Improving bus journey-time reliability through segregated routes – e.g. SEHRT. • Improving bus accessibility to key regeneration areas – for example the emerging “E3” route between Brockhurst and Daedalus. Improving passenger waiting experience – for example bus stop infrastructure to include “Kassel Kerbs” and Real-time Passenger Information (RTPI). • Growing existing bus routes to include new developments and regeneration areas such as the Haslar Peninsula (including Blockhouse) and ensure the required infrastructure is included. • External funding would be required to provide the above. • Opportunities may arise for extended destinations such as North Whiteley and Welborne to be served by existing services • Explore the potential infrastructure requirements for alternative fuelled / electric buses. • Explore potential for new / amended service routes where they could serve potential long-term development sites
Required / Planned Provision and Funding	<p>Funding was awarded in September 2020 from the Department for Transport’s Transforming Cities Fund. £5.2 million was allocated to Gosport Borough. The proposed scheme seeks to improve Gosport’s transport interchange facilities including the re-location</p>

	<p>of the bus station, taxi rank and drop-off/pick-up and short stay parking facilities to provide a modern transport interchange. It is also proposed to undertake highway changes including the provision of a bus-only link across the High Street between north and south Cross Street. Gosport Borough Council will also be contributing to the project.</p> <p>Improvements to physical infrastructure and enhancement of services will be through an on-going dialogue between relevant stakeholders including the Borough Council, HCC and the Bus Company.</p> <p>Current options under consideration for the E3 include:</p> <ul style="list-style-type: none"> • Rowner Road to North of Daedalus • Military Road, Cherque Way to Daedalus <p>Options to address local congestion in Stoke Road are ongoing between the Bus Company and HCC Strategic Transport.</p>
<p>Implications for the Gosport Borough Local Plan 2038</p>	<ul style="list-style-type: none"> • Safeguarding public transport routes and corridors for potential segregated BRT extensions. • Include bus service provision / ticketing as part of Site-Specific Active Travel Planning – major strategic development sites.
<p>Sources of Funding</p>	<p>Various funding sources, including:</p> <ul style="list-style-type: none"> • Central Government revenue and capital funding; • Transforming Cities Fund (TCF); • Solent Local Enterprise Partnership (LEP); • HCC through LTP programme; • Bus company; • GBC; • Developer contributions including those received through the Community infrastructure Levy and Section 106 agreements, where appropriate.
<p>Evidence</p>	<ul style="list-style-type: none"> • Bus back better: national bus strategy for England (2021); • Decarbonising transport: a better, green Britain (2021); • Transport Delivery Plan 2012-2026 (Solent Transport, 2013); • Hampshire Local Transport Plan (HCC, 2011-2031); • Emerging Hampshire Transport Plan: Towards a new Local Transport Plan for Hampshire; • South East Hampshire Rapid Transit; • Gosport Borough Transport Statement - 2012 (and subsequent updates / live scheme lists); • Strategic Access to Gosport (StAG) Report (HCC, 2010); • Gosport Cycle Map and Guide 2016; • Emerging Local Cycling and Walking Infrastructure Plan

	<p>(LCWIP) (2021) – for Gosport;</p> <ul style="list-style-type: none"> • Fareham and Gosport Strategic Transport Infrastructure Plan (HCC, 2013); • Various reports to the HCC Executive Member for Environment and Transport / Economy, Transport and Environment; • First Group response to Infrastructure Provider’s Letter (22.11.2019) and follow-up meeting (10.01.2020); • SYSTRA (2020) Transport Modelling
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Walking and Cycling

Table 6.4: Transport Infrastructure (Walking and Cycling)

Lead Organisation	Hampshire County Council as Highway Authority
Existing provision	<p>Extensive existing network of segregated routes, on-street cycle routes and share-use facilities, including the National Cycle Network (NCN) Route 2: www.gosport.gov.uk/article/1664/Cycling-in-Gosport</p>
Key Issues for Gosport	<p>Continue the improvement of the cycle and pedestrian networks to provide alternative options for travel.</p> <p>To ensure new development provides appropriate provision for the secure storage of bicycles to make cycling easier.</p> <p>Hampshire County Council (HCC) are currently producing a Local Cycling and Walking Infrastructure Plan (LCWIP) for the Borough in conjunction with Sustrans. The LCWIP will make an assessment of the existing cycling and walking networks and devise a strategy / scheme list and priorities for improvements to infrastructure.</p>
Required / Planned Provision and Funding	<p>Improved access to the Urban Regeneration Areas. Examples of potential schemes include:</p> <ul style="list-style-type: none"> • Links to / from strategic cycle network within and beyond the Borough Boundary. • Improved links between Daedalus and the rest of the Borough and neighbouring areas of Fareham Borough. Using funding secured from the commercial development at Daedalus Park. • Links to / from public transport stops and interchanges. • Consideration of schemes considered / promoted through the Gosport and Fareham LCWIPs. • Individual planning applications and the thresholds for the requirement of Travel Plans – review current GBLP table in consultation with HCC: www.hants.gov.uk/transport/developers/travelplans

Implications for the Gosport Borough Local Plan 2038	<ul style="list-style-type: none"> • Safeguarding routes and corridors for potential segregated BRT extensions with regards to pedestrian and cycle access/networks which may be required to fulfil the priorities of the emerging LCWIP. • Include walking and cycling initiatives as part of Site-Specific Active Travel Planning – major strategic sites for both residential and economic/employment sites.
Sources of Funding	<ul style="list-style-type: none"> • Central Government revenue and capital funding; • Transforming Cities Fund (TCF); • Solent Local Enterprise Partnership (LEP); • HCC through LTP programme; • Sustrans; • GBC; • Developer contributions including those received through the Community infrastructure Levy and Section 106 agreements, where appropriate.
Evidence	<ul style="list-style-type: none"> • Decarbonising transport: a better, green Britain (2021); • Emerging Local Cycling and Walking Infrastructure Plan (LCWIP) (2021) – for Gosport; • Transport Delivery Plan 2012-2026 (Solent Transport, 2013); • Hampshire Local Transport Plan (HCC, 2011-2031); • Emerging Hampshire Transport Plan: Towards a new Local Transport Plan for Hampshire; • South East Hampshire Rapid Transit; • Gosport Borough Transport Statement - 2012 (and subsequent updates / live scheme lists); • Strategic Access to Gosport (StAG) Report (HCC, 2010); • Gosport Cycle Map and Guide 2016; • Fareham and Gosport Strategic Transport Infrastructure Plan (HCC, 2013); • Various reports to the HCC Executive Member for Environment and Transport / Economy, Transport and Environment; • First Group response to Infrastructure Provider's Letter (22.11.2019) and follow-up meeting (10.01.2020); • SYSTRA Gosport Borough Local Plan 2038 transport modelling work which will inform a future Transport Assessment.

7 EDUCATION

Nursery Schools and Child Care

Table 7.1: Nursery Schools and Child Care

Lead Organisation	Hampshire County Council and Private Provision
Existing provision	<p>Most provision of this type is available through a network of providers registered with Hampshire County Council's Early Education and Childcare Unit. In January 2021 the following provision was available in Gosport Borough:</p> <ul style="list-style-type: none"> • 79 early years Providers (of which 87% are registered to take EYE Funding); • 1,918 early years places (funded and non - funded) with operating times between 5am and 10pm, Monday to Friday; • 77% of Providers deliver 2 year old funded places; • 44% of Providers can stretch funding across the year; • 1 x SEND HUB specialist early years provision. <p>Gosport has a population of 4,342 children aged between 0-4 (2021)¹¹. The Small Area Population Forecasts prepared by HCC show there is a decline in this age group to 4,292 (-50) by 2027. Gosport has a ratio of 44 childcare places per 100 children (0 – 4 years) rising to 64 places per 100 children when applying the 32% adjustment (parental survey confirmed that approximately 32% of respondents preferred not to use formal childcare but chose to secure childcare through family and friends). This is in line with the Hampshire average.</p> <p>There are also services offered for out of school care up to the age of 14 (or up to 19 years of age for those with Special Needs).</p>
Key Issues for Gosport	<p>Short-term deficiencies</p> <p>There have been no challenges reported by parents for childcare other than out-of-school childcare, primarily caused by the Covid-19 measures. This was managed by the local schools and supply/demand issues appear to have stabilised.</p> <p>Lee-on-the-Solent is an area which may need further monitoring as the number of settings/places and choices in this location are considered low. Further research undertaken by HCC in Spring 2021 shows that a number of parents were accessing their childcare outside of the Lee-on-the-Solent area and close to their</p>

¹¹ Hampshire County Council 2020 based Small Area Population Forecasts (2021).

	<p>work places for example in Fareham or Gosport.</p> <p>However, in generally it is considered that the level of planned development in the GBLP 2038 is unlikely to cause significant strain on the childcare sector overall.</p> <p>Location of provision</p> <p>As a large exporter of labour in Hampshire, Gosport has a 'daytime' population of 11,000 less than its residence data. Childcare providers will need to take this issue into account when planning provision and in developing services that may need to meet commuter family requirements.</p> <p>Affordability of childcare provision</p> <p>Average resident income in Gosport is among the lowest in Hampshire which will have an impact on the affordability of childcare. Employment based income is also low which may also have an influence as it will be those working within the area during the week who will also have affordability issues.</p> <p>The Government Early Years Education (EYE) is a statutory offer of 15 hours per week childcare which is available universally to all three- and four-year olds. For two-year olds, the offer is limited to children of families who meet low income criteria.</p> <p>Since 2017 the Government has increased the offer to 1140 hours for working parents, 30 hours per week. At the same time the government has also provided Tax Free Childcare for working parents to provide greater access to more than free entitlements.</p> <p>Spring 2019 data from providers outlined that 17% of children under two currently took up some childcare provision. It is therefore likely that this will continue and flexibility for providers to offer younger age childcare should be considered in any development plans.</p>
<p>Required / Planned Provision and Funding</p>	<p>From April 2008 all local authorities have a new legislative duty to secure sufficient childcare for all parents who chose to use it in their area. As part of this all local authorities have undertaken a "childcare sufficiency assessment" which maps the supply of childcare and assesses the demand. The Services for Young Children (SfYC) at Hampshire County Council will be continually monitoring the supply and demand.</p> <p>According to the latest Sufficiency Report (March 2020) '<i>there have not been any particular difficulties finding childcare to meet the parents needs in the Gosport area</i>'. This position will continue to be monitored.</p>

	<p>Hampshire County Council recognises that there is often no suitable building for childcare in areas of large new housing developments. A contribution to extending nearby provision or the provision for a building should be considered in any housing plans. Therefore Hampshire County Council considers there will need to be Local Plan policies to facilitate new facilities.</p>
<p>Implications for the Gosport Borough Local Plan 2038</p>	<p>New development will normally need a number of different infrastructure requirements to support it. Phased delivery of strategic and local infrastructure is a key component of implementing the Local Plan proposals. Such infrastructure provision includes (but is not exclusive to) transport, water supply, wastewater treatment, flood defences, public utilities, health, education, recreation and social facilities.</p> <p>The key requirement regarding infrastructure provision therefore relates to how, when and where the necessary infrastructure is provided and by whom. Details of the known requirements at present are contained within this Infrastructure Assessment Report and supported by an Infrastructure Funding Statement which includes an Infrastructure Delivery Plan.</p> <p>The Borough Council's assessment of infrastructure requirements will be regularly reviewed over the plan period as inevitably infrastructure demands will emerge that have not been identified at the present time. There may also be difficulties in delivering certain elements of infrastructure which may need to be reviewed.</p> <p>In addition to this, the draft Local Plan contains a policy for the protection and enhancement of community provision which can also include childcare settings. Draft Policy C6: Community, Cultural And Built Leisure Facilities recognises that new residential development contributes towards improving the quality and accessibility of community facilities including education, health and leisure to meet the needs of its occupants and the local community. In most instances contributions towards community facilities will be sought through the Community Infrastructure Levy.</p> <p>In the case of major developments (over 100 dwellings) where it may be necessary to provide community buildings, or land on-site or close by to serve the new community, this will be secured through the use of Section 106 Agreements (in accordance with the latest national guidance). The Council will also consider other site requirements and constraints when negotiating such provision. The Council will enter into a Community Use Agreements where this will assist in securing additional community use for example, securing community use of a sports</p>

	facility on an education site out of school hours.
Sources of Funding	Further growth in childcare provision is likely to be privately funded. However, in regards to additional planned housing developments it may be a requirement that developer contributions are sought to provide additional early years education infrastructure if required.
Evidence	<ul style="list-style-type: none"> • Hampshire Strategic Infrastructure Statement (HCC, 2019) • Hampshire Childcare Sufficiency Assessment (March 2021) with supplementary provided by Childcare Business Development Officer for Gosport

Primary Education

Table 7.2: Primary Education

Lead Organisation	Hampshire County Council																																														
Existing provision	<p>There are a total of 26 infant/primary schools in Gosport Borough.</p> <p>In May 2021 there was a net capacity for 6,866 pupils (this is up from 6,033 (+12.8%) in 2010/11). The number of students on roll in Spring 2021 was 6,271 (this is up from 5,893 (+11.3%) in 2010/11). There is an overall surplus in infant/primary places of 8.7% (down from a 14% surplus in 2012).</p>																																														
Key Issues for Gosport	<p>In previous years there has been a surplus in overall school places although there were short supplies in the Lee-on-the-Solent area largely due to major developments such as Cherque Farm. This had led to the need to collect developer contributions to expand school facilities in the Lee area.</p> <p>In recent years surplus places have emerged at some schools and the level of surplus is expected to increase in the future in all parts of the Borough with the exception of Gosport South West where a reduction in the planned admission numbers (PAN) is forecast to be -2% by 2025. The table below shows the primary planning area information for Gosport Borough up to 2025.</p> <table border="1" data-bbox="466 1691 1401 2024"> <thead> <tr> <th colspan="8">Gosport Primary Schools</th> </tr> <tr> <th>Primary Areas</th> <th>Number of Infant/ Primary Schools</th> <th>Year R: Total PANs Oct 2020</th> <th>Year R: Number on Roll Oct 2020</th> <th>Year R: % surplus Oct 2020</th> <th>Year R: Proposed PANs Oct 2025</th> <th>Year R: Forecast No. on Roll Oct 2025</th> <th>Year R: Forecast % surplus Oct 2025</th> </tr> </thead> <tbody> <tr> <td>South East</td> <td>8</td> <td>330</td> <td>291</td> <td>11.8%</td> <td>330</td> <td>322</td> <td>2.4%</td> </tr> <tr> <td>South West</td> <td>4</td> <td>150</td> <td>136</td> <td>9.3%</td> <td>150</td> <td>153</td> <td>-2%</td> </tr> <tr> <td>Central</td> <td>11</td> <td>420</td> <td>359</td> <td>14.5%</td> <td>405</td> <td>311</td> <td>23.2%</td> </tr> </tbody> </table>							Gosport Primary Schools								Primary Areas	Number of Infant/ Primary Schools	Year R: Total PANs Oct 2020	Year R: Number on Roll Oct 2020	Year R: % surplus Oct 2020	Year R: Proposed PANs Oct 2025	Year R: Forecast No. on Roll Oct 2025	Year R: Forecast % surplus Oct 2025	South East	8	330	291	11.8%	330	322	2.4%	South West	4	150	136	9.3%	150	153	-2%	Central	11	420	359	14.5%	405	311	23.2%
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	<table border="1"> <tr> <td>North</td> <td>3</td> <td>105</td> <td>100</td> <td>4.8%</td> <td>90</td> <td>65</td> <td>24.2%</td> </tr> </table> <p>Source: Hampshire School Places Plan 2021-2025</p> <p>As new development is brought forward it will be necessary to review the capacity issues particularly in the light of the limited capacity at certain schools.</p>	North	3	105	100	4.8%	90	65	24.2%
North	3	105	100	4.8%	90	65	24.2%		
Required / Planned Provision and Funding	<p>It is likely that there will be a need to review the level of surplus places with existing schools. However, should there be additional housing planned it may be a requirement that developer contributions are sought to provide additional education infrastructure if required.</p> <p>A planned replacement of Grange Junior School is planned to start during 2020/21 by Hampshire County Council.</p>								
Implications for the Gosport Borough Local Plan 2038	<p>New development will normally need a number of different infrastructure requirements to support it. Phased delivery of strategic and local infrastructure is a key component of implementing the Local Plan proposals. Such infrastructure provision includes education and training facilities including nurseries, primary schools, secondary schools and post-16 education facilities.</p> <p>The Borough Council's assessment of infrastructure requirements will be regularly reviewed over the plan period as inevitably infrastructure demands will emerge that have not been identified at the present time. There may also be difficulties in delivering certain elements of infrastructure which may need to be reviewed.</p> <p>It will be necessary to ensure that the appropriate level and type of infrastructure is provided to support the anticipated level of development.</p> <p>Therefore the draft Local Plan includes a policy (D11: Securing Infrastructure) which enables funding to be secured through appropriate measures (i.e. CIL or Section 106 agreements).</p> <p>The key requirement regarding infrastructure provision therefore relates to how, when and where the necessary infrastructure is provided and by whom. Details of the known requirements are contained within this Infrastructure Assessment Report and monitored by an Infrastructure Funding Statement which includes an Infrastructure Delivery Plan.</p>								
Sources of Funding	<p>Additional requirements that arise will be sought through developer contributions in line with latest mechanisms (this could be as part of a Section 106 agreement for major residential schemes or could be included as part of CIL).</p>								
Evidence	<ul style="list-style-type: none"> • Hampshire Strategic Infrastructure Statement (HCC, 2019); • Hampshire County Council School Places Plan 2021-2025; • HCC Hampshire schools listed by planning area. 								

Secondary Education

Table 7.3: Secondary Education

Lead Organisation	Hampshire County Council
Existing provision	<p>There are a total of 3 secondary schools in Gosport Borough.</p> <p>At May 2021 there was a net capacity of 4,948 places.</p> <p>There was a total of 3,743 on the roll in spring 2021, resulting in a surplus overall capacity of 24%.</p>
Key Issues for Gosport	<p>Hampshire County Council as Local Education Authority have highlighted that the proposed levels of growth in the Borough are unlikely to be a problem in terms of providing additional space.</p> <p>Advice from Hampshire County Council indicates that at present it is not anticipated that any additional capacity will be required, however, this will be reviewed when more details are known about the type of housing to be built as part of the Regulation 18 consultation process.</p> <p>Further information regarding additional capacity may also come forward through the consultation process from the Gosport and Fareham Multi Academy Trust and the Kemnal Academies Trust for Bridgemary School.</p>
Required / Planned Provision and Funding	<p>A new purpose built centre is to be provided at Brune Park Community School to act as a 'community hub' with a particular emphasis upon support for families of serving military personnel (approved July 2021).</p> <p>A Marine and Maritime Careers Centre at Bay House School is currently under construction. This is a £2.2 million facility and will provide young people with the opportunity to develop key skills within the marine and maritime industry.</p> <p>A project proposal for a new business and education centre at Brune Park Community School is planned using external funding and commencing in 2022.</p> <p>Future investment programmes at Bay House School are planned as one of the first 50 schools to qualify under the Government's £1bn School Rebuilding programme. The entire programme is due to deliver 500 rebuilding projects across the next decade.</p>
Implications for the Gosport Borough Local Plan 2038	See comments in Primary Education section above.

Sources of Funding	Developer contributions would continue to support any local need for additional spaces should the need arise after 2021.
Evidence	<ul style="list-style-type: none"> • Gosport and Fareham Multi Academy Trust (2021) • Hampshire School Places Plan 2021-2025 (Hampshire County Council).

Post-16 Education

Table 7.4: Post-16 Education (as of April 2020)

Lead Organisation	Education and Skills Agency (funding) Hampshire County Council (strategic commissioner)
Existing provision	<p>A number of post-16 providers operate within Gosport Borough:</p> <p>St. Vincent College (Sixth Form College) (multi-academy trust)</p> <ul style="list-style-type: none"> • 1249 full-time learner places, (16-19), allocated for 2017/18. The College offers a wide-range of academic and vocational qualifications, plus fulltime and part time adult and community provision. The College is a partner in a brand-new pilot scheme that aims to support the development of a high-value curriculum offer in support of longer-term skills priorities in the local area and strengthen colleges' relationships with employers. • The Strategic Development Fund pilot, is led by Fareham College, and includes 11 Further Education and Sixth Form Colleges in the Solent region¹² who work collaboratively on a range of projects designed to support the upskilling and reskilling of local people and provide businesses with the skilled workforce they need to be successful in a post-COVID economy¹³. <p>Bay House School and 6th Form</p> <ul style="list-style-type: none"> • 423 full-time learner places (16-18 years), allocated for 2021/22. The school is an Academy and is part of the Gosport and Fareham Multi Academy Trust which was established in 2017 and works in partnership with a number of local schools and Hampshire County Council. A new replacement sports hall and multi-use artificial turf pitch was opened in September

¹² The colleges involved in this pilot include: Fareham College, Isle of Wight College, HSDC, Eastleigh College, Brockenhurst College, Southampton City College, Highbury College, Portsmouth College, Itchen College, Barton Peveril College and the Lighthouse Learning Trust comprising Richard Taunton's and St Vincent Colleges.

¹³ Further information about the Strategic Development Fund pilot can be found at: <https://www.stvincent.ac.uk/news/st-vincent-college-is-proud-to-be-a-key-partner-of-community-skills-development-pilot-scheme/>

2015. This facility also has some use by members of the public.

Fareport Training

- Fareport operates provision from sites in Gosport and Fareham with the allocation covering both centres. In addition, Fareport has a large and established apprenticeship offer.

Fareham College including CEMAST and CETC

- Fareham College is a significant training and educational provider for young people in Gosport. Students from Gosport can constitute between a quarter and a third of the total Fareham College learners in any given year. The table below shows the total in-take of learners for the College in recent years:

	Bishopsfield Road	CEMAST	Total Fareham College
20/21	591	183	774
19/20	569	190	759
18/19	554	206	760

- CEMAST which opened in 2014 has provision for over 1,100 full time and part time students and forms the main centre of learning for students on apprenticeship programmes with a wider range of partner companies in the aerospace, marine engineering, automotive and advanced manufacturing sectors. The facility is a £12 million centre of excellence and attracts a large number of students from the Borough. Gosport learners make up between a quarter and a third of total number at CEMAST in any given year. The number of students from Gosport attending CEMAST for the last three years are:

- 20/21 = 183
- 19/20 = 190
- 18/19 = 206

An additional facility, CETC, opened in 2017 at the CEMAST campus on Daedalus in response to addressing the key skills shortage in the construction industry. CEMAST work in collaboration with local civil engineering employers where the focus for education and skills delivery is through the specialist Civil Engineering and Groundworks Apprenticeship. In autumn 2019, a new £4.1 million facility was opened to deliver a wide range of apprenticeship programmes and additional

	professional development courses and training workshops.
Key Issues for Gosport	<p>The need to improve the skills of the local population is considered one of the most critical issues for the Borough's economy and its residents, and this is recognised by the Solent LEP and Borough Council. The need to enhance local skills and provide increased training opportunities has intensified due to the economic fall-out of the COVID pandemic with whole sectors of business suffering significant losses in output and employment.</p> <p>The Gosport Infrastructure and Investment Plan (GIIP) (LEP 2019) recognised that the Borough's uncompetitive resident skills position could undermine Gosport's ability to deliver transformative economic growth and change. It proposes a number of key actions:</p> <ul style="list-style-type: none"> • Provision of higher education facility/facilities within the Borough; • Dedicated marine and maritime skills centre/training academy, potentially linked to existing institutions; • Dedicated hospitality skills centre/training academy. <p>There are a range of measures which can enhance access to jobs including: training to develop skills and achieve qualifications; lifelong learning; apprenticeships; advice to help apply for jobs; guaranteed interviews; training/work experience; childcare provision; and transport measures.</p> <p>There are a number of initiatives at sub-regional and local levels to increase the educational attainment and skills in the area and reduce barriers to learning and employment. This includes measures to improve local access to training. The Borough Council recognises that there are a number of agencies working in partnership to increase skill levels and reduce barriers to work and it will continue to work with these organisations.</p> <p>The Borough Council recognises that initiatives will need to:</p> <ul style="list-style-type: none"> • Meet the anticipated growth in demand for workers with qualifications of NVQ Level 2 and above; • Reduce the number of young people not in education, employment or training (NEETs); • Deliver inclusive learning opportunities in community and workplace settings, targeting those with no qualifications or NVQ Level 2 and below; • Address skill shortages in priority sectors (e.g. marine); and • Assist in retaining people in employment and encourage progression.

	<p>There are a range of organisations which will have a role in delivering education and training initiatives including: Hampshire County Council, as the local education authority; local secondary schools and colleges which deliver a variety of academic and vocational training services including the Centre of Excellence for Engineering, Manufacturing and Advanced Skills Technology (CEMAST) College at Daedalus; the Gosport Discovery Centre; the Employment Access Centre; the significant training and education role undertaken by MoD establishments particularly at HMS Sultan; as well as a range of private training providers across a number of industries. Gosport is also a nationally important centre for sail training including: Clipper Round the World Sailing (based at Gosport Marina); Joint Services Adventurous Sail Training Centre (JSASTC) at Fort Blockhouse; Sea Cadets; The Association of Sail Training Organisation; and numerous clubs, charities and companies offering sail training and other watersport training.</p>
Required / Planned Provision and Funding	<p>The Gosport Infrastructure Investment Plan (2019) identifies a number of potential requirements for education and skills training infrastructure over the short, medium and long-term for the Borough, these are:</p> <ul style="list-style-type: none"> • Provision of higher education facility/facilities within the Borough; • Dedicated marine and maritime skills centre/training academy, potentially linked to existing institutions; and • Dedicated hospitality skills centre/training academy. <p>There may be opportunities to accommodate such facilities within the proposed Strategic Sites identified within the Regeneration Areas through the Masterplanning process.</p> <p>The GIIP anticipates delivery of such facilities would be in the 'Medium' i.e. a 5-15 year time horizon.</p>
Implications for the Gosport Borough Local Plan 2038	<ul style="list-style-type: none"> • To retain a policy which enables funding to be secured through appropriate measures (i.e. CIL and Section 106 agreements). Draft Policy E2: Skills sets out the Borough Council's approach to securing skills and training facilities including both financial contributions and 'in-kind' measures. • To retain policy measures which enable training facilities to expand or become established where necessary subject to amenity / design and other policy considerations.
Sources of Funding	HCC, education providers, Solent Local Enterprise Partnership, developer contributions.
Evidence	<ul style="list-style-type: none"> • Gosport Infrastructure Investment Plan (2019, Lichfield's on

	<p>behalf of GBC)</p> <ul style="list-style-type: none">• St Vincent College Ofsted Report 21-23 November 2018.• Information provided by Fareham College (2021)• Information provided by Gosport and Fareham Multi-Academy Trust (2021)• St Vincent College website: www.stvincent.ac.uk/college-information/
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8 HEALTH

Strategic Health Care

Table 8.1: Strategic Health Care

<p>Lead Organisation</p>	<p>CCG: NHS Fareham and Gosport Providers: Portsmouth Hospitals NHS Trust (Acute) Solent NHS Trust (Community Health) South Central Ambulance Service NHS Foundation Trust Southern Health NHS Foundation Trust (Mental Health) University Hospital Southampton NHS Foundation Trust (Acute)</p>
<p>Existing provision</p>	<p>Strategic Health Care provided at Queen Alexandra Hospital (QAH) in Cosham, Portsmouth. This is outside the Borough. QAH is the regional hospital for South East Hampshire, which is supported by a network of other facilities, including:</p> <p>The Gosport War Memorial Hospital (GWMH), which has recently undergone expansion to accommodate a wider range of facilities including: additional consulting suites, endoscopy clinic, additional diagnostic imaging facilities and 10 rehabilitation beds. Funding of £6.1million has come from LIFTco (Local Investment Finance Trust). Further works at the GWMH site have also included the provision of a GP surgery.</p> <p>The range of services provided locally at the Gosport War Memorial Hospital include: outpatient services, physiotherapy / occupational therapy, community health services, endoscopy, minor injuries unit, stroke / rehabilitation wards and the Blakes birthing centre.</p>
<p>Key Issues for Gosport</p>	<p>The loss of Royal Haslar Hospital as a medical facility within the Borough has placed additional demands on travel off the peninsula to access higher level medical services at QAH. The aim of the Borough Council is to continue to seek appropriately sized medical/care facilities as part of the development of the consented Haslar site.</p> <p>There are issues of perceived poor access to health care by public transport. However accessibility to QAH (and other local hospitals) has been improved by the introduction of a number of services in Portsmouth which directly access the site(s), and through ticketing options are available between bus and Ferry Operators. Further information can be found at the following links:</p> <p>www.firstgroup.com/ukbus/hampshire/journey_planning/hospital_services/</p>

	www.gosportferry.co.uk/ferry-service/combined-bus-ferry
Required / Planned Provision and Funding	As of September 2021 the Borough Council is continuing to work with healthcare providers to understand the requirements and type of health facilities which may be needed over the Local Plan period. Responses will be taken into account during the next stage of the Local Plan process.
Implications for the Gosport Borough Local Plan 2038	The provision of health facilities will need to meet the needs of all sections of the population. The Local Plan will therefore need to make positive / enabling policies for the necessary improvements to health service provision.
Sources of Funding	NHS through various internal funding mechanisms.
Evidence	<ul style="list-style-type: none"> Gosport Profile (GBC)

Local Health Care

Table 8.2: Local Health Care

Lead Organisation	<p>CCG: NHS Fareham and Gosport (sub-divisions of a larger CCG)</p> <p>Providers: Portsmouth Hospitals NHS Trust (Acute)</p> <p>Solent NHS Trust (Community Health)</p> <p>South Central Ambulance Service NHS Foundation Trust</p> <p>Southern Health NHS Foundation Trust (Mental Health)</p> <p>University Hospital Southampton NHS Foundation Trust (Acute)</p> <p>Further reorganisation will take place in 2022 with the creation of the Hampshire and Isle of Wight Integrated Care System (ICS)</p>
Existing provision	<p>Existing Doctors Surgeries in Gosport:</p> <p>The Fareham & Gosport Clinical Commissioning Group (CCG) website details that there are currently 11 GP practices within Gosport:</p> <ul style="list-style-type: none"> Bridgemary Medical Centre, Gregson Avenue Brockhurst Medical Centre, Brockhurst Road Brune Medical Centre, Rowner Road Bury Road Surgery, Gosport War Memorial Hospital, Bury Road Forton Medical Centre, Whites Place Gosport Medical Centre, Bury Road Rowner Health Centre, Rowner Lane Solent View Medical Practice, Manor Way, Lee-on-the-Solent

	<ul style="list-style-type: none"> • Stoke Road Medical Centre, Stoke Road • Waterside Medical Centre, Mumby Road <p><u>GP's in the Borough have a total of 84,190 patients (2021)</u></p> <p>Dental Care</p> <p>There are currently 11 dental practices within Gosport providing dental care under an NHS contract.</p> <p>Pharmacies</p> <p>There are currently 14 pharmacies within Gosport supporting practice dispensing</p> <p>Opticians</p> <p>There are currently 8 optician practices within Gosport.</p>
Key Issues for Gosport	<p>The key issue for Gosport is the ageing population which will increase demand on local services.</p> <p>There are significant health deprivation issues facing local residents. For example, the percentage of adults (aged 18+) classified as overweight or obese in Gosport Borough is above many Hampshire districts and England. In 2018/19, 71.3% of adults were overweight or obese, compared to 62.1% in Hampshire and 62.3% in England (PHE, 2020).</p> <p>In addition, there are significant issues of deprivation when it comes to health and disability. There are 6 LSOAs in the 20% most deprived and 7 in the 30% most deprived nationally with health deprivation found in significant clusters throughout the Borough. Overall, Gosport Borough's health deprivation score is ranked 118th nationally out of 317 local authorities in England (MHCLG, 2019).</p> <p>It is recognised that one of the key issues is GP recruitment in the Gosport area which can have an impact on service delivery. The NHS is looking to address this issue and work with partners such as the Council to explore how recruitment can be made more attractive.</p>
Required / Planned Provision and Funding	<p>As of September 2021 the Borough Council is continuing to work with healthcare providers to understand the requirements and type of health facilities which may be needed over the Local Plan period. Responses will be taken into account during the next stage of the Local Plan process.</p> <p>Whilst there appears to be a good network of GP surgeries in the Borough further advice is required on whether there are any</p>

	<p>further plans for new, replacement or extended surgeries. It is recognised that the practice in Lee-on-the-Solent may require a new or larger site.</p>
<p>Implications for the Gosport Borough Local Plan 2038</p>	<p>The potential of a new GP surgery to serve Lee-on-the-Solent has been included in the Daedalus policy. However details on this will need to be clarified to ascertain whether this policy provision is still required.</p> <p>The Infrastructure Policy in the Draft Local Plan (Policy D11: Securing Infrastructure) provides an option for further health facilities if deemed necessary to serve a particular development. The policy sets out how this will be secured through appropriate mechanisms such as Section 106 contributions. Draft Local Plan Policy C6: Community, Cultural and Built Leisure Facilities also sets out criteria which seek to ensure new residential development proposals contribute towards providing high quality and accessible facilities.</p>
<p>Sources of Funding</p>	<p>NHS through various internal funding mechanisms.</p> <p>A certain element may be secured from development either through future CIL or specific measures secured through Section 106.</p> <p>There may also be opportunities for the re-use of buildings for healthcare purposes on major regeneration sites (such as Daedalus and the Haslar Hospital site) through conditions or S106 agreements.</p> <p>There may be further opportunities to accommodate community/health related facilities such as mental health retreats within vacant units within the Borough’s centres providing community services in easily accessible locations.</p>
<p>Evidence</p>	<ul style="list-style-type: none"> Gosport Profile: www.gosport.gov.uk/gosportprofile

9 SOCIAL INFRASTRUCTURE

Supported Accommodation

Table 9.1: Supported Accommodation

Lead Organisation	Hampshire County Council and Gosport Borough Council
Existing provision	<p>There are 34 nursing and care homes within the Borough, with a combined capacity of 793 units.</p> <p>There are currently 5 sheltered housing schemes owned by the Borough Council, and are connected to an emergency call system / 24 hour staff control centre, these are:</p> <ul style="list-style-type: none"> • Alec Rose House • Behrendt House • Fortune House • Gloucester House • Woodlands House <p>In additional the Council owns Agnew House which has been refurbished as a Family Centre.</p> <p>Supported housing is also provided within the Borough (such services are not provided on a statutory basis) and are accessible subject to availability to anyone that is vulnerable, that has a need for housing related support¹⁴ and is considered to have priority basis¹⁵.</p> <p>The re-development of The Leisure was completed in 2011 and provides a facility of 50 extra care¹⁶ flats. The development is called Juniper Court.</p> <p>Outside of the Supporting People Programme, there are 12 leaseholder sheltered / retirement housing schemes comprising around 450 units of accommodation operated by landlord and management organisation. In these schemes, the leaseholder has access to an alarm facility plus levels of on-site housing management support that vary from scheme to scheme. Such schemes are developed primarily through the private sector in response to the market.</p>

¹⁴ Eligibility Criteria for Supporting People services can be viewed at: <http://www3.hants.gov.uk/adult-services/supporting-people/sp-about-us/sp-policies.htm>

¹⁵ The local basis for access to SP schemes is outlined at: www.fareham.gov.uk/council/departments/housing/strathousing/supportedhousingpanel.aspx

¹⁶ Developments comprising self-contained homes with design features and support services available to enable self-care and independent living.

Key Issues for Gosport	<p>Supported accommodation takes a variety of forms and assists a variety of vulnerable groups in need of accommodation, including:</p> <ul style="list-style-type: none"> • Older people • Women experiencing domestic violence • Young people at risk • People with mental health problems • People with learning difficulties • People experiencing drug / alcohol problems • People with sensory / physical impairment and / or disability • People at risk of offending • Single homeless people • Homeless families <p>Demographic Trends</p> <p>The number of older people (those aged 65 and over) will increase notably in the future. It is therefore important that specialist accommodation and housing suitable for people with disabilities is planned for.</p> <p>Between 2016 and 2036 the number of people aged over 65 in Gosport Borough is expected to increase by more than 50%, with greater percentage increases for older age groups (e.g. those aged 75+ or 85+). This is likely to drive an increase in the number of people with some form of disability, the number of people with a long-term health problem or disability is projected to increase by approximately 3,500 to 4,000 persons over the next 20 years. Large increases are also projected for other groups, including the number of people with dementia. Additionally, projections show a need for around 250 new wheelchair-user homes.</p> <p>Demographic projections commissioned by the Borough Council show an overall need of around 480 housing with support units, such as sheltered housing or retirement living, over the period to 2036. There is also a need for around 510 housing with care units, with a need for both market and affordable provision. Additionally, a need is shown for about 750 care or nursing home bed spaces to 2036. The extension of the plan period to 2038 is not expected to significantly alter the trends identified above.</p> <p>Supported Housing</p> <p>Short-term supported housing services invariably address issues of individuals' vulnerability and their requirements for housing in the short-term and in supporting them to access accommodation to "move on" to. These services are commissioned through the Supporting People programme on a joint-district basis across</p>
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Gosport and Fareham.

Sheltered Housing for Older People

Demographic projections are likely to be the major indicator of future sheltered housing need, some recent local growth having been undertaken in the leaseholder sector, and reflective of both the relative purchasing power of some within the current pension age demographic and the attractiveness of the business model to developers.

People seek access to sheltered accommodation for a variety of reasons. Besides the benefits conveyed by the accommodation itself (e.g. security, safety, ease of maintenance and relative affordability), individuals access sheltered accommodation due to a wish to live near relatives, and due to the risk of homelessness (e.g. where other housing options are limited).

Extra Care Housing

HCC recognises that there will be a significant need for this element of accommodation due to the projected increase in the over 75 population. Extra Care Housing is defined as purpose-built accommodation where varying amounts of care and support can be offered and where some services are shared.

The principal aim of Extra Care is to offer older people a home for life avoiding the need for them to be moved from care setting to care setting as their health and care needs change. Extra Care schemes enable care services to be increased in situ according to the individual's evolving requirements, allowing older people to retain a degree of independence whilst providing support as needed. In short, it is recognised that Extra Care is a flexible housing format, could unify the accommodation and care requirements of older people, which historically have been provided in various institutional forms.

Information on planned provision for Extra Care accommodation is outlined below.

People with Learning Disabilities

Analysis by Hampshire County Council Adult Services' Learning Disability Commissioning Team of the accommodation needs of people with learning disabilities living in Gosport has identified a potential 15% increase in the numbers of people with complex needs over the next 5 years. Of the 115 local individuals known at present less than 10% are tenants in rented accommodation. A significant proportion (approximately 38%) are living with parent carers, themselves an increasingly aging cohort many of whom

will be unable to continue the caring role in the longer-term. It is essential that future housing developments can address the needs of this population, as well as those of a younger generation of clients who increasingly seek independence through accessing their own homes rather than remaining dependent on residing with their parents.

Around 28% of people with learning disabilities living in Gosport do so in registered residential care. Future expansion of this capacity is not currently sought by Adult Services. Rather there is a requirement for the development of core / cluster accommodation for vulnerable adults. This might take the form of small co-located or closely located groups of flats (e.g. 4-8) with access to some element of shared support proportionate to clients' needs. This model is considered to work effectively, is more financially viable to revenue fund, and provides for ordinary looking accommodation that can genuinely be integrated within the community and so help provide a base from which people can be active citizens and live more independently.

People with Mental Health Issues

People with mental health problems constitute a significant proportion of those presenting at the local Supported Housing Panel, and represent 16% of all those accepted as homeless by Gosport Borough Council. General incidence figures for mental health suggest that around 1 in 4 of the Borough's population will experience some kind of mental health problem each year, with 1 in 6 experiencing a diagnosed mental health condition at any one time.¹⁷

In a housing context most people with mental health problems do not require specialist accommodation as part of their recovery and if not homeowners, can be supported to access any available local authority, social housing and private rented accommodation via Gosport Borough Council's housing allocation systems.

A minority of people experiencing mental health problems may require access to specialist supported housing projects on a short-term basis as part of their recovery, subsequent to which a proportion will then require access to ordinary "move-on" accommodation from the local housing stock.

(The above information has been supplied by Hampshire County Council – Adult Services).

¹⁷ <http://www.mentalhealth.org.uk/information/mental-health-overview/statistics/#howmany>

Required / Planned Provision and Funding	<p>Registered Residential Care and Nursing Homes for Older People</p> <p>Development of residential care and nursing care is mainly undertaken by independent providers in response to the local market, development opportunity, and in accordance with the local planning requirements and any relevant Care Quality Commission (CQC) standards¹⁸. There is likely to be a continuing demand for the provision of residential and nursing care.</p> <p>Whilst the local authority (i.e. Hampshire County Council Adult Services) can contribute to the costs of residents living in these forms of accommodation (subject to financial assessment for residents' contributions), in line with other public bodies it will be under significant financial pressure for the foreseeable future. As such, it is currently difficult to predict what, if any, growth in available local residential / nursing care capacity will occur through local authority investment in the years to 2026.</p> <p>Supported Housing</p> <p>Current analysis would suggest there is a need for an approximate 70% increase in supported accommodation capacity for the above client groups across both Gosport and Fareham Boroughs - i.e. around another 320 units. Of these around 190 units might be expected to be located within Gosport given past patterns of presenting need across the two districts. A working assumption would suggest this to be the absolute minimum requirement in the years to 2026 given the socio-economic outlook.</p> <p>Sheltered Housing For Older People</p> <p>In terms of informing future local housing developments, Gosport's most recent Housing Needs Survey (2007-2012) highlighted the following¹⁹:</p> <ul style="list-style-type: none"> • A need for 167 units of independent general accommodation, with external support, for vulnerable groups (by 2010); • An additional 329 units of Council / HA sheltered housing units (by 2010); • 79.2% of older person households identified as under-occupying their current accommodation; • Older person households are choosing to move on to smaller accommodation where this is available, with 370 older person
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¹⁸ See http://www.cqc.org.uk/publications.cfm?fde_id=15413

¹⁹ see www.gosport.gov.uk/housing

households said they would consider moving to smaller home.

Extra Care housing

HCC consider that there is a need for 264 extra care units in Gosport Borough by 2030. This is based on 20 extra care housing units per 1,000 people aged 75 and over. This provision will need to be delivered by HCC in partnership with GBC, the NHS and other providers.

In March 2021 the Borough Council granted planning permission for 60 extra care units in a mix of 1 and 2 bedrooms with associated facilities at the former Addenbrooke House, Willis Road (planning application 19/00166/FULL). This will contribute towards meeting HCC's identified need. The scheme has developed as a result of a partnership between Gosport Borough Council and Hampshire County Council, and Morgan Ashley Care Developments and Places for People Living+.

The objective is to provide 60 apartments in a mix of 1 and 2 bedrooms as well as communal facilities such as a resident's lounge and café/dining room, a hairdresser, buggy store, residents garden and parking. Priority will be given to local older persons with housing and care needs as identified by Gosport Borough Council and Hampshire County Council.

Construction commenced in August/September 2021 and is due to be complete in spring 2023.

People with Learning Disabilities

Annually, for the next 5 years at least, it is estimated that 5% of people living with their families may require alternative accommodation and that 10% of people living in residential care may move on to alternative accommodation. This suggests a need for around 35 additional units of accommodation by 2015. Factoring in additional demand drivers such as:

- Clients not currently known to HCC Adult Services
- Younger people coming through from Children's Services (i.e. "transition" cases);
- People moving back to Gosport from out of county/placements / other living situations;
- Those in shared accommodation seeking their own accommodation (including those for whom this is the most appropriate accommodation to meet assessed need);
- Expected increase in numbers with complex need.

It might reasonably be assumed that around 100 units of accommodation are required by 2026. A suggested breakdown of

	<p>this could be up to 8 x mini clusters (4-8 flats), plus access to 40-60 self-contained 1-2 bed units of accommodation. In some cases it may be appropriate for a single client to access 2 bedroom accommodation due to the need for sleep-in or waking night support.</p> <p>People with Mental Health Problems</p> <p>In terms of future housing development locally, it is key to ensure that there is appropriate, sufficient access by this client group to move-on accommodation from the local stock of housing. This will contribute to individuals' recovery, ensure effective and efficient deployment of local specialist supported housing projects, and maximise access to them by those in need. It is difficult to predict the extent of access to local housing stock that will be required by 2026, but a figure of access to 25 units a year (1-2 bed) by those in recovery might be considered reasonable. Development of self-contained accommodation in the form of co-located grouped units and individual units clustered closely together is seen as the preferable models to support client recovery.</p> <p>Hampshire County Council Adult Services Mental Health Commissioning Team is working to reduce reliance on the use of residential care placements, sometimes located out of Hampshire, as part of individuals' mental health recovery. Development of a specialist housing project providing more intensive input to its residents than currently available is considered a potential aspect of this. It would provide an alternative to residential care that is more locally based to an individual's community, more effective from the perspective of their mental health recovery, and potentially represent improved value for money for the taxpayer. The likelihood of such a scheme being developed in Gosport in the period to 2026 is currently unquantifiable, depending as the process would on capital and revenue funding sources yet to be identified.</p> <p><i>(The above information has been supplied by Hampshire County Council – Adult Services – they note in their response that these details are not intended to be definitive, not a strategy, does not commit to any schemes, and emphasises the uncertainty over revenue funding)</i></p>
Implications for the Gosport Borough Local Plan 2038	The role of the Local Plan is to recognise the issues and include policies to ensure that adequate and appropriate facilities are safeguarded and provided. It will also be important to support the provision of a variety of housing types / the adaptation of existing older persons accommodation to meet changing needs.
Sources of Funding	Issues of funding are detailed in the preceding section.

	The issue of funding through the Community infrastructure Levy may need to be considered further when the charging schedule is revised.
Evidence	<ul style="list-style-type: none"> • Hampshire Strategic Infrastructure Statement (HCC, 2019); • Housing Provision for Older People in Hampshire – Older Persons Housing Study (HCC November 2009); • Information supplied by Hampshire County Council – Adult Services; • Gosport Borough Council.

Social and Community Facilities

Table 9.2: Social and Community Facilities

Lead Organisation	Various
Existing provision	<p>Key Sites</p> <ul style="list-style-type: none"> • Bridgemary Centre, Bridgemary School. Facilities: Sports hall, gymnasium, sports pitches and courts and various rooms • Brune Park Community Office, Brune Park Community School. Facilities: Sports hall, gymnasium, multi gym, sports pitches and courts, indoor heated swimming pool and various rooms / classrooms • Crossley Community Centre, Off Grange Lane, Rowner <ul style="list-style-type: none"> ○ Facilities: Bar and room • Elson “GADSAD” Centre (Gosport and District Sports Association for the Disabled), 176 Elson Road. Facilities: Hall, kitchen disabled toilets and parking • Gosport Community Association, Thorngate Hall <ul style="list-style-type: none"> ○ Facilities: Bar, rooms, theatre and hall • HEDCA (Hardway and Elson District Community Association), Coombe Road, Elson. Facilities: Bar rooms and hall • Lee-on-the-Solent Community Association Centre, Twyford Drive. Facilities: Bar and rooms • Seafield Community House, 61 Old Road, Gosport <ul style="list-style-type: none"> ○ Facilities: Community facility for local children to use, Meeting rooms • The Community House, 21 Griffin Walk, Rowner. Facilities: Meeting rooms <p>There are additional sites other than those listed above – such as Churches and Church Halls etc. which also provide important community facilities.</p>
Key Issues for Gosport	Deprivation and social isolation can have implications for morbidity and mortality and therefore the provision of appropriate social and

	<p>community facilities is important to serve the local community.</p> <p>Consequently it is important to consider the following issues:</p> <ul style="list-style-type: none"> • The protection of existing facilities from other types of development; • the quality of the provision available; • the potential for increased multi-use of existing facilities; • upkeep/maintenance of existing buildings; • Funding of existing services.
<p>Required / Planned Provision and Funding</p>	<p>The Hampshire Community Infrastructure study states that as a rule of thumb a community of 3,000 new dwellings will require (and sustain) a small community facility. New development proposed in the Borough will be focused on major brownfield sites within the Borough and will not result in 3,000 new dwellings being located together. Therefore on this basis additional major community facilities will not be required.</p> <p>However in certain cases the development of regeneration areas will require the provision of new small community facilities to support the residents of the development. This could be of a specified and localised nature to meet the age profile of a particular development (e.g. care-related facilities for developments aimed at elderly residents).</p> <p>The re-use of an existing historic building in regeneration areas can provide a much needed facility, safeguard a historic asset and help add vitality to a development. Buildings at Daedalus and Haslar Hospital may, for example, support the new community and the wider area.</p> <p>It is also important that existing facilities remain available for use and are of sufficient quality to support increases in population in particular areas. Consequently there may be the need to require improvements to existing facilities including an increase in capacity for some buildings.</p>
<p>Implications for the Gosport Borough Local Plan 2038</p>	<p>The Local Plan will need to include policies which facilitate the development of new and improved facilities as well as protecting existing ones, unless it can be demonstrated that they are no longer required.</p> <p>Although the use of a “standard” indicates that new Community Facilities may not be required in the Borough, on-going work as part of the preparation of the Local Plan may highlight areas where there are requirements for such facilities. This may arise from further consultation with service providers, community groups and local residents.</p>

	<p>GBC as part of any future Master Planning / Supplementary Planning Documents will explore / consult with local groups regarding the need for facilities in development sites.</p> <p>The forthcoming Sports Pitches and Built Facilities Study will include the role of community buildings in providing indoor sports provision and will inform any further policy requirements at the regulation 19 stage of the Local Plan</p>
Sources of Funding	<p>Where required funding towards community facilities can be from a range of sources, which can include, amongst others developer contributions, Village Hall Fund, Lottery Funding, the Solent Local Enterprise Partnership, Local fundraising efforts, etc.</p> <p>Both the Strategic and Neighbourhood CIL Funds have the potential to fund improvements to community facilities. The Strategic Fund would be as part of the Council's capital setting process whereas the neighbourhood Fund would be awarded through a competitive application process (normally on an annual basis).</p>
Evidence	Gosport Borough Council.

Sports and Swimming

Table 9.3: Indoor Sports Centres and Swimming Pools

Lead Organisation	Various
Existing provision	<p>There are a number of other establishments, both public and private, offering sports facilities within the Borough, including:</p> <ul style="list-style-type: none"> • Planet Ice - ice rink • Lee Tennis and Squash Members Club – indoor badminton and squash, and outdoor tennis • Alverstoke Tennis and Squash Club (members club) - indoor badminton and squash, and outdoor tennis <p>There are 5 pools in Gosport, including 3 main pools, 1 learner pool and a lido. 3 of the pools offer community pay and play access including Brune Park Community School which offers public lane swimming during the week. The lido is a private facility.</p> <p>The new Gosport Leisure Park opened in 2013 and includes a leisure centre including swimming pool, sports hall, health and fitness suites, and all-weather 5 a-side / 7 a-side synthetic turf pitches. The site also includes a hotel, and pub/restaurant, car parking, servicing and landscaping and a drive- thru coffee shop.</p> <p>A number of educational facilities also open their facilities to the</p>

wider public including:

- St Vincent Sixth Form College (fitness suite, badminton / netball courts, artificial turf pitch (atp))
- Brune Park Community College (swimming pool and fitness suite)
- Bridgemary Community Sport College (Sports hall, gymnasium, sports courts and 3g Pitch)
- Bay House School and Sixth Form (Sports hall, sports pitch)

The facilities are well maintained and the Gosport Fareham Multi Academy Trust (Bay House and Brune Park schools) are keen to develop their indoor and outdoor facilities and extend community use where possible. Facilities serving MoD personnel (e.g. HMS Sultan) cater for their own needs (although it is possible for outside organisations with a military sponsor, can hire facilities within HMS Sultan) and thus reduce the pressure on other general public facilities. In some case such facilities are available for public use on a hire or occasional basis. Consequently they contribute significantly to the local provision even if not open to the public.

There are There are currently 11 health and fitness suites providing 20 or more fitness stations with a total of 419 fitness stations across the Borough.

One fitness suite is owned by GBC and managed by Places Leisure and provides 17% (70) of the 419 fitness stations in Gosport. Commercially operated fitness suites require registered membership and operate pre-registered, pre-paid/DD membership schemes. There are three fitness suites in Gosport providing pay and play community access; two of those also offer registered membership. There are 11 studios in Gosport, three of which provide pay and play community access. Eight of the 11 studios are on education sites. There are also a number of additional private sector health and fitness establishments offering a mix of facilities across the Borough. The commercial sector operates four of the fitness suites in Gosport and are used by residents.

There are 11 studios in Gosport. The majority are provided as part of a health and fitness offer within facilities. Studios provide a space for a range of aerobic, fitness and dance classes plus activities such as yoga and Pilates, martial arts and boxing. Although requiring some specialist equipment for martial arts and boxing, it is also possible to do some of these activities in an informal space such as a community hall. Informal halls can also accommodate a range of fitness and dance classes.

Many community hall facilities are used by dance schools, and the

	<p>smaller halls, often available of education sites, have significant potential to be used for fitness classes.</p> <p>There are 10 squash courts in Gosport, including four glass backed courts. Competitive squash is now predominantly played in clubs from a club facility, and this is the case in Gosport where 8 of the courts are provided by two sports clubs.</p> <p>There are no indoor bowls facilities in Gosport.</p> <p>There is one indoor tennis court provided at Alverstoke Lawn Tennis, Squash and Badminton Club. The site includes both indoor and outdoor tennis provision.</p> <p>There are currently no purpose built gymnastics facilities in Gosport. There are two affiliated Gymnastics Clubs in Gosport, based at Bay House School and Brune Park Community School.</p>
<p>Key Issues for Gosport</p>	<p>There are a number of health deprivation issues facing the Borough including childhood and adult obesity and associated health difficulties. Therefore it is important to ensure that accessible high quality indoor sports facilities are maintained, protected and enhanced where opportunities occur within the Borough.</p> <p>The draft Playing Pitch and Sports Facility Assessment (2021) recognises that additional sports provision will be required for particular sports over the plan period including additional swimming pool and dedicated gymnastic club facilities. The Council will consider this further as part of its sports development work and ideally look for such facilities to be co-located with existing sports and/or educational facilities ensuring appropriate community access.</p>
<p>Required / Planned Provision and Funding</p>	<p>The draft findings from the sports facilities part of the Council’s Playing Pitch and Sports Facility Assessment (2021) have made a number of recommendations for consideration in the draft Local Plan these include:</p> <p>Additional provision for swimming activities. This could be met through existing facilities in the Borough or an additional swimming pool facility as part of an existing provider for example within a local school with existing community access as part of a wider programme of refurbishments such as Brune Park Community School.</p> <p>British Gymnastics NBG has identified a need for a dedicated space within the Borough for gymnastic provision. There may be potential for local clubs to share a dedicated facility.</p>

	<p>Athletics – any future sports facility developments in Gosport to consider basic indoor provision for athletics e.g. marked 60m sprint straight (ideally a spike proof surface) within a multi-sport hall. Ideally these would be co-located with an outdoor, synthetic running track/loop.</p> <p>The draft findings identified a need for Gosport Borough Council and partners to plan for the refurbishment of Bridgemary School Sports Hall, activity hall and associated facilities to ensure that it can continue to respond to local health and wellbeing priorities and deliver increased opportunities for participation in physical activity and sport for clubs and the community at this important community facility in the northern part of the Borough.</p> <p>Gosport Borough Council and its partners prioritise investment in the development of high-quality community sports facilities/spaces, with local partners thereby increasing available capacity and therefore opportunities to take part in regular physical activity, in the local community, which will contribute to reduced health inequalities, increased participation and better community cohesion.</p>
<p>Implications for the Gosport Borough Local Plan 2038</p>	<p>Policies to facilitate the provision of additional facilities when / where required will be important in order that infrastructure is in place to support growth within the Borough.</p> <p>It will also be important to retain such facilities particularly if they are good quality facilities including those proposed to be disposed by the MoD.</p> <p>Existing community access at education sites needs to be maintained as a minimum and secured wherever possible with a formal Community Use Agreement (CUA), given that the majority of sports hall facilities are on education sites.</p> <p>Consider how new sports halls developed on education sites should provide community access via a planning condition, allowing access for both individuals and clubs/groups.</p> <p>Existing sports halls currently unavailable for community access should be made available where possible.</p> <p>Need to maintain existing level of community access sports halls.</p> <p>Need to ensure other informal halls provide daytime opportunities for sport and physical activity (e.g. older people not in work, parents looking after young children, shift workers) particularly since the majority of halls are located on school sites with restricted daytime use.</p>

Sources of Funding	It will be necessary to consider whether CIL will be used in future to fund further improvements if a need linked to new development has been identified.
Evidence	<ul style="list-style-type: none"> Draft Gosport Playing Pitch and Sports Facility Assessment (Strategic Leisure, 2021). Note: Significant parts of this study are still to be completed particularly in relation to the sports pitch assessment.

Table 9.4: Sports Pitches and Other Outdoor Sports

Lead Organisation	Gosport Borough Council – Streetscene
Existing provision	<p>The existing provision within the Borough is summarised in the Gosport Open Space Monitoring Report (GBC 2021). This supplemented by the Playing Pitch and Sports Facility Assessment (2014).²⁰ At the Regulation 19 stage of the Local Plan further information will be provided by the Gosport Playing Pitch and Sports Facility Assessment which is currently being prepared</p> <p>New provision includes pitches at Gosport Leisure Park (all-weather 5 a-side / 7 a-side floodlit synthetic turf pitches) (planning permission granted July 2011).</p> <p>Re-provision of sports pitches at Grange Lane and Stokes Bay to replace senior pitches at Gosport Leisure Park</p> <p>Grange Road football pitches.</p> <p>3G floodlit synthetic sports pitch at Bridgemary School for school and community use.</p> <p>Gym equipment installed at Walpole Park and Stokes Bay.</p> <p>A new artificial turf pitch at Bay House as part of the wider replacements sports hall project which is used by the school and wider community.</p> <p>Other popular strategic facilities include the BMX track in the Alver Valley which now hosts national competitions.</p>
Key Issues for Gosport	There are a number of health deprivation issues facing the Borough including childhood and adult obesity and associated health difficulties. Therefore it is important to ensure that accessible high quality outdoor sports facilities are maintained

²⁰ The Council has commissioned a new Playing Pitch and Sports Facilities Assessment (2021). This section of the Infrastructure Assessment Report will be updated for the Regulation 19 stage of the preparation of the Local Plan. For this Regulation 18 consultation, the latest available information is taken from the 2014 study.

	<p>within the Borough.</p> <p>In relation to the provision itself evidence identifies the following issues:</p> <ul style="list-style-type: none"> • There are a number of poorer quality facilities which are more prone to water-logging, need longer resting, or are not preferred by local teams. Hence there is a need to retain higher quality pitches in the Borough. • There is a high dependency on pitches provided by private providers (including MoD) and the education sector to accommodate community needs. A number of these have been categorised as having “limited access” and the extent of community use varies from season to season. <p>Further residential development will exacerbate deficiencies and consequently new development will need to contribute towards improving the quality, quantity and accessibility of open space.</p>
Required / Planned Provision and Funding	<p>The findings of the new Sports Pitch and Sports Facilities Assessment will inform future requirements over the local plan period to 2038. However, improvements have been approved to deliver a new pavilion facility at Nobes Avenue Recreation Ground.</p>
Implications for the Gosport Borough Local Plan 2038	<p>Opportunities for increasing provision are limited. There is a need to safeguard existing pitch provision to meet growing demand particularly those pitches which are good quality or can be managed to a good standard. This is important as whilst there is currently adequate supply to meet local team demand this slight theoretical surplus is dependent on a significant number of pitches that are supplied by the MoD and education providers (some on a secured agreement basis, others not). Such facilities can, and have been withdrawn, at relatively short notice. In addition some of the supply is dependent on lower quality sites which cannot be used as intensively and need longer periods of resting.</p> <p>The Local Plan seeks to create a range of attractive accessible open spaces and promote participation in active recreation by:</p> <ul style="list-style-type: none"> • Protecting and enhancing open space / create new open space; • Improving accessibility; • Improving quality; • Improving sports pitch facilities; • Improving facilities for children and young people; • Protecting existing allotments / improving facilities. <p>There will be a need to ensure provision meets the needs of the</p>

	population – this can be achieved through seeking developer contributions.
Sources of Funding	Developer contributions, lottery funding, GBC Capital Funding, Sport England grants
Evidence	Playing Pitch and Sports Facility Assessment (2014). ²¹ Open Space Monitoring Report (GBC, 2021)

Parks and Children's Play

Table 9.5: Parks and Children's Play Provision

Lead Organisation	Gosport Borough Council – Streetscene
Existing provision	<p>The existing provision within the Borough is detailed in the Gosport Open Space Monitoring Report (GBC, 2021).</p> <p>Major recent provision includes the splash parks at Stokes Bay and Lee-on-the-Solent which provide a range of wet and dry play facilities, and new major play facilities at the Alver Valley Country Park.</p> <p>Gosport Leisure Park which was opened in 2013 and more recently provision of new gym equipment at Stokes Bay.</p>
Key Issues for Gosport	<p>Open spaces play a major role in contributing towards the local distinctiveness, quality of life and the health and wellbeing of the Borough's residents. Many residents have limited opportunities to access the wider countryside, particularly those with restricted access to a private car such as the elderly, young people and disabled people. Consequently parks and associated facilities play an important role in day to day life.</p> <p>There are a number of health deprivation issues facing the Borough including childhood and adult obesity and associated health difficulties. Therefore it is important to ensure that accessible high quality parks and children's facilities are maintained within the Borough.</p> <p>According to the Borough Council's Open Space Monitoring Report 2021 some deficiencies have been highlighted in terms of quality, value and quantity.</p> <p>Parks and Gardens</p>

²¹ The Council has commissioned a new Playing Pitch and Sports Facilities Assessment (2021). This section of the Infrastructure Assessment Report will be updated for the Regulation 19 stage of the preparation of the Local Plan. For this Regulation 18 consultation, the latest available information is taken from the 2014 study.

	<ul style="list-style-type: none"> • 84.4% of these facilities were high quality and 15.6% medium quality; • 6.0% were of medium value and 94.0% of high value; • There is an average of 0.90 ha of parks and gardens per 1,000 people in the Borough however six wards have under 0.4ha per 1,000 people (Bridgemary North, Brockhurst, Christchurch, Elson, Grange and Peel Common); • Accessibility maps show that there are numerous areas within the Borough that are not within 400 metres, or even 800 metres of a good quality park. <p>Children’s play facilities</p> <ul style="list-style-type: none"> • 7% of these facilities are considered to be of low quality, 40.4% medium quality and 52.6% of high quality, consequently there is still scope to improve play areas to serve the needs of existing and new residents; • 15.8% of play areas are considered to be low value, 15.8% to be of medium value and 68.4% of high quality and consequently there is scope to improve the value of these sites by making them more enjoyable and in some cases multifunctional; • There is an average of 0.10 ha of formal children’s play areas per 1,000 people in the Borough. When assessing this against the population of under 15’s the average is 0.49 ha per 1,000 under 15’s. However Anglesey, Bridgemary North, Brockhurst and Peel Common wards have less than 0.1ha per 1,000 under 15’s; • There a number of areas not in close proximity to a good quality play area. <p>Further residential development will exacerbate these deficiencies and consequently new development will need to contribute towards improving the quality, quantity and accessibility of open space.</p>
<p>Required / Planned Provision and Funding</p>	<p>Planned provision</p> <p>The public use of the Registered Historic Park and Garden within the grounds of the former Royal Hospital Haslar with access to Solent shoreline as part of planning application 12/00591/OUT (granted permission 26th September 2014)</p> <p>New public park at The Ramparts Priddy’s Hard as part of planning application 17/00599/FULL (granted planning permission 27th September 2019).</p> <p>Provision of a new park and amenity open spaces at Daedalus as</p>

	<p>part of</p> <p>Neighbourhood facilities.</p> <p>A new sports pavilion at Nobes Avenue</p> <p>Future requirements</p> <p>Key opportunities for new open space to serve local existing and new communities include:</p> <ul style="list-style-type: none"> • Use of parkland associated with Listed Buildings as part of the Daedalus development; • Improved public access to the foreshore and waterside walks at Blockhouse; • Waterside walk and high quality civic space as part of the Gosport Waterfront and potential Creekside walk and Gosport Lines as identified in the Gosport Waterfront and Town Centre SPD (2018); • A new park at Stokesmead which is sensitive to historic and natural setting; • New neighbourhood parks to be provided on sites of 50 dwellings or more; • Use of CIL to fund off-site improvements to open spaces usually within 800 metres of proposed new residential development (under 50 units). <p>There needs to be continual improvement of parks and play areas across the Borough to ensure facilities meet the Council’s ‘Good’ standard.</p> <p>Developer contributions will be used for schemes identified in the relevant Council Strategy / Action Plans supported by evidence in the Open Space Monitoring Report (GBC, 2021).</p>
<p>Implications for the Gosport Borough Local Plan 2038</p>	<p>Opportunities for increasing provision are limited and are in some cases linked to other development proposals. The Open Space Monitoring Report highlights that provision differs on a ward basis. This document also highlights where improvements to existing facilities are required.</p> <p>The emerging Local Plan will need to enable the creation of a range of attractive accessible open spaces and promote participation in active recreation by:</p> <ul style="list-style-type: none"> • Protecting and enhancing open space / create new open space; • Improving accessibility; • Improving quality;

	<ul style="list-style-type: none"> Improving facilities for children and young people. <p>There will be a need to ensure provision meets the needs of the population. This can be achieved through seeking developer contributions to fund improvements outlined in the latest Open Space Monitoring Report.</p>
Sources of Funding	Developer contributions, lottery funding, GBC Capital Funding, Sport England grants
Evidence	<ul style="list-style-type: none"> Open Space Monitoring Report (GBC, 2021) Infrastructure Delivery Plan (GBC, 2020) Children’s Play Strategy (GBC, 2007)

Allotments

Table 9.6: Allotments

Lead Organisation	Gosport Borough Council – Streetscene
Existing provision	<p>The existing provision within the Borough is detailed in the Gosport Open Space Monitoring Report (GBC 2021).</p> <p>There are approximately 22.5 hectares of allotment land in the Borough which represents 0.27 ha per 1,000 people.</p> <p>There are 12 allotment sites spread across the Borough with the majority controlled by the Borough Council with the site on Little Anglesey Road controlled by the Diocese of Portsmouth.</p> <p>There are currently 1,276 allotment plots in the Borough (1,116 GBC plots and 160 Diocese of Portsmouth plots).</p> <p>The sites vary in size ranging from 6.21ha (Brockhurst Allotments) through to 0.07ha (Tukes Avenue Allotments). There is a spread of sites across the Borough.</p> <p>Due to the importance of allotment provision and the continued demand for them, they are all identified as having high recreational value in the Borough Council’s Open Space Monitoring Report (GBC, 2021) and the Council’s Draft Allotment Strategy (2021).</p>
Key Issues for Gosport	<p>Allotments perform an important recreational role which enables people to exercise. They can assist with people’s mental health and provide opportunities for socialising as well as being a source of local food production. The use of allotments can assist in tackling some of Gosport’s recognised health issues including rates of excessive weight and obesity.</p> <p>With regards to allotments in particular the two key issues relating</p>

to land-use are outlined below.

Growth in demand for allotments

There has been a significant growth in demand for allotments in the Borough over the past 20 years or so. The availability of the Borough Council's allotment plots are outlined below:

Year	Total Number of Plots	Vacant Plots	Waiting List
April 2006	798	28	0
April 2007	798	0	361
April 2008	937	0	411
April 2009	937	0	464
Oct 2011	938	0	620
April 2014	1070	69	412
April 2015	1089	20	580
April 2016	1091	41	234
April 2017	1095	22	200
April 2018	1104	45	229
April 2019	1108	71	313
April 2020	1116	91	562
April 2021	1123	89	732

The Borough Council has tried to deal with some of this demand by sub-dividing underused plots to create more and manageable plots; better suiting the requirements of many residents.

Quality of allotments

Whilst many allotments have reasonable facilities there is scope for ongoing investment such as toilets, improvements to boundary security, water distribution enhancements and some flood mitigation measures on certain sites.

Required / Planned Provision and Funding

Planned provision

The Borough Council has prepared a draft Allotment Strategy in consultation with relevant organisations including the Gosport Allotment Holders and Gardeners Association which identifies key priorities for improvements and future investment.

	<p>Future requirements</p> <p>It is acknowledged that opportunities will need to be taken to provide additional allotments within the Borough. The Council is proposing new allotments and a Rest Garden at Manor Way Lee-on-the-Solent. Draft proposals are the subject of public consultation which was carried out in February 2021 and are now allocated in the draft GBLP 2038 in draft Policy A5: Allotments.</p>
Implications for the Gosport Borough Local Plan 2038	<p>The Local Plan needs to protect the existing allotments for continued use.</p> <p>It needs to facilitate opportunities for additional sites including development criteria if a site should become available.</p>
Sources of Funding	Developer contributions, GBC Capital Funding
Evidence	<ul style="list-style-type: none"> • GBC Open Space Monitoring Report (2021) • Allotment Strategy GBC (2021) • Results of public consultation on the draft proposals for a Rest Garden and Allotment Provision at Manor Way, Lee-on-the-Solent February 2021.

Green Infrastructure

Table 9.7: Green Infrastructure

Lead Organisation	PfSH and Gosport Borough Council, Natural England, Hampshire County Council Countryside Service, Bird Aware.
Existing provision	Existing provision is detailed in the Gosport Open Space Monitoring Report (2021) accompanying the Regulation 18 GBLP 2038, background evidence to the PUSH Green Infrastructure Report (PUSH 2017 – updated 2018), the Hampshire Countryside Action Plan 2015 – 2025 (HCC), and the Countryside Action Plan for the Solent 2008-2013 (HCC 2009).
Key Issues for Gosport	<p>Open spaces play a major role in contributing towards the local distinctiveness of the Borough and the quality of life of local residents. Many residents have limited opportunities to access the wider countryside, particularly those with restricted access to a private car such as the elderly, young people and disabled people.</p> <p>There are a number of health deprivation issues facing the Borough including childhood and adult obesity and associated health difficulties. Therefore it is important to ensure that accessible green infrastructure facilities are maintained within the Borough to improve health and wellbeing.</p> <p>Green infrastructure also has a key role in mitigating climate change</p>

	<p>and helping people and wildlife adapt to its effects. It may also have a role in helping developments to achieve nutrient neutrality and biodiversity net gain.</p>
<p>Required / Planned Provision and Funding</p>	<p>The PfSH Sub-Regional Green Infrastructure Strategy identifies gaps, deficits and issues within the sub-region in relation to green infrastructure provision. Using the information available the document outlines projects which are being developed that can help benefit the whole sub-region. There are also specific schemes for Gosport which are detailed below. As part of the strategic nutrient mitigation, agricultural land may also be set aside within the sub-region for green infrastructure and biodiversity purposes.</p> <p>Sub-Regional Initiatives</p> <p>The projects are grouped under the following categories:</p> <ul style="list-style-type: none"> • Landscape-scale green infrastructure projects (e.g. improving connectivity and access between woodlands dispersed across a wide area); • The provision of new and enhancement of existing strategic recreational facilities (e.g. Country Parks); • Projects that will effectively divert recreational pressures away from sensitive European sites (e.g. strategic Suitable Alternative Natural Greenspace (SANGs)); • The creation and enhancement of a network of green recreational routes (such as pedestrian and cycle) including improved links between urban and rural areas, and to the Countryside and National Parks; • Ecological protection and mitigation projects (e.g. creation of undisturbed refuge habitat for coastal birds); • River corridor restoration and enhancement (blue infrastructure); • Coastal/seafront enhancement; and • Greener Urban Design/greening the urban area initiatives. <p>Relevant Projects for Gosport</p> <p>P1(b) Alver Valley Country Park and Related Improvements Project: There are a number of further improvements planned in accordance with the Gosport Borough Council's Alver Valley Country Park Strategy. These are identified under Project P1(b) a number of which have been or are in the process of implementation:</p> <ul style="list-style-type: none"> • Grange Farm Gateway: a visitor hub, café, garden centre and

	<p>toilets.</p> <ul style="list-style-type: none"> • Western Gateway: extension to car park, changing places standard toilet, and food/drink concession. • Further extension of trails within the park including the northward extension of the Alver Way and a north-south cycle route. • Improved connectivity to the site from outside particularly from the north and north east. This could include providing a safe route along Shoot Lane. <p>Additional projects for further improvements within the Alver Valley Country Park are also identified in the GI Strategy and have been taken forward in policy D6: Gosport Strategic Open Spaces of the draft Local Plan. The GI Strategy identifies the following potential enhancement projects:</p> <ul style="list-style-type: none"> • Improved drainage and Apple Dumpling Bridge; • Potential to extend the Country Park southwards subject to any decision by the Ministry of Defence (MoD) to release Browndown Common. <p>The GI Implementation Plan identifies project P8. England Coast Path Initiative to assist in delivering improved access to the English coast through the creation of a continuous long distance walking route around the coast and a margin of accessible land along it. The project will provide a significant GI resource and enhance connectivity across the PUSH sub-region. There are a number of key opportunities to improve public access along the England Coast Path through the Regeneration Areas identified in the draft Local Plan particularly within the Harbour Regeneration Area.</p> <p>Project P10. Greening the Urban Environment Initiative recognises the role smaller scale local GI projects will play in enabling the development, regeneration and enhancement of urban areas across South Hampshire, whilst protecting and enhancing the natural environment. The role of smaller projects will also help resolve issues of deficiencies in local provision, contribute to the local character of an area, support local identity and community cohesion, improve the health and wellbeing of local communities, and mitigate the impacts of development making urban areas more resilient to the effects of climate change.</p> <p>Alver Valley Country Park</p> <p>The Alver Valley Country Park (AVCP) is a significant provider of green infrastructure within the Borough not only making an important</p>
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contribution towards local GI but also within the wider South Hampshire area. The AVCP It has also been identified as a mitigation measure as part of the Solent Disturbance and Mitigation Project²² which aims to mitigate the recreational disturbance impact generated by new development on internationally important habitats. The Alver Valley has the potential to deflect recreational pressure from sensitive habitats in the area.

Gosport Waterfront and Town Centre

The adopted Gosport Waterfront and Town Centre SPD (2018) identified a number of key opportunity proposals to enhance green infrastructure within this part of the Borough. This includes:

- Opportunities will be taken to extend the already established Millennium Promenade along Portsmouth Harbour as new sites are developed.
- Opportunities will be taken to create a recreational route linking up the various open spaces which form the Gosport Lines (Bastion No.1, Walpole Park, Arden Park/St George Barracks Field, and the Northern Ramparts) and connect with the Millennium Promenade at the northern and southern ends. This would thereby eventually create a circular walk with appropriate interpretation features. This would include improving the chain of sites that form the Gosport Lines with clear way marking, quality paths and interpretation.
- The creation of an identifiable Creekside Walk which would improve the quality of walkways and associated areas along the existing route on the east and south side of Haslar Lake/Workhouse Lake. This would link with Walpole Park and include interpretation of both natural and historic features.
- In addition existing open spaces will be protected and enhanced. For example Falkland Gardens will be retained to complement the new development at the Bus Station.

Nutrient neutrality

In order to achieve nutrient neutrality, Gosport Borough Council is working with Hampshire landowners and PfSH to develop nutrient mitigation schemes for the Solent area. While this is still at an early stage, it could include new GI within or near to the Borough.

Biodiversity net gain

The Government's forthcoming Environment Bill is also likely to include the requirements for developments to deliver a 10% net gain in biodiversity, either on or off site. Should this requirement come forward it is likely that additional GI schemes in the Borough, such as new street

²² Further details can be viewed at <https://solent.birdaware.org>

	<p>trees, will be delivered.</p>
<p>Implications for the Gosport Borough Local Plan 2038</p>	<p>It is important to maintain and take opportunities to enhance the Borough’s network of multifunctional green infrastructure to deal with numerous issues including: those associated with climate change; flood alleviation; protecting and enhancing biodiversity; maintaining and improving the appearance of the area; enabling opportunities to support and improve the physical and mental health of local residents; and the provision of environmental services such as maintaining and improving water and air quality.</p> <p>When considering options for green infrastructure it is recognised that the Borough Council needs to continue to safeguard and enhance existing open spaces and create new areas where appropriate. There is a need to consider Gosport’s open spaces within a sub-regional context with greater emphasis on connections along the coast and to adjacent countryside areas. There is also recognition of the importance of green infrastructure at a neighbourhood scale including street trees, green roofs, communal gardens and allotments as well as incorporating habitats within existing facilities such as formal open spaces (it will be necessary for the eventual submitted Green Infrastructure Policy and proposals to reflect the findings of the PUSH Green Infrastructure Strategy).</p> <p>The impact of development has been considered as part of the Habitat Regulation Assessment including the implications of the Solent Disturbance and Mitigation Project. This requires contributions from developers for residential developments towards a package of measures which mitigate the impact of recreational disturbance on European sites. Measures potentially include the provision of a suitable alternative natural greenspace (SANG), wardens, education initiatives, access management and the provision of suitable alternative natural greenspace.</p> <p>Mitigation of any impacts on important nature conservation habitats and species will be an important issue to be considered in the Local Plan.</p> <p>The Alver Valley has been identified as a Regeneration Area for Green Infrastructure which has the potential to perform the role of a SANG.</p>
<p>Sources of Funding</p>	<ul style="list-style-type: none"> • Gosport Borough Council • Developer contributions • Stewardship Funding (Natural England), lottery funding and environmental charities • Nutrient neutrality contributions • Biodiversity net gain funding

Evidence	<ul style="list-style-type: none"> • Solent Disturbance and Mitigation Project (evidence studies and mitigation strategy (2013) • PUSH Green Infrastructure Strategy (UEA 2010) and PUSH Green Infrastructure Implementation Plan (PUSH 2012) • South Hampshire Green Infrastructure Strategy (2017 - 2034) (PUSH, 2018) • South Hampshire Green Infrastructure Implementation Plan (June 2019) (PUSH, 2019) • Countryside Access Plan for the Solent 2008 – 2013 (HCC 2009) • Hampshire Countryside Action Plan 2015 – 2025 (HCC) • Open Space Monitoring Report (GBC, 2021) • Gosport Waterfront and Town Centre SPD (GBC, 2018) • Advice on achieving nutrient neutrality for new development in the Solent Region (NE, June 2020) • Biodiversity Metric 2.0 (NE, 2019)
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10 PUBLIC SERVICES

Waste

Table 10.1: Waste Management and Disposal

Lead Organisation	Hampshire County Council Urbaser Ltd. in Partnership with Gosport Borough Council
Existing provision	<p>The Council has a statutory duty to make arrangements to provide a waste collection service for the removal of household waste from residential properties within the Borough. Since 1999 the Council has provided an edge of curtilage wheeled bin collection service. The entire Borough is also now served by an alternate weekly kerbside collection of dry mixed recyclable materials.</p> <p>With effect from Friday 1st April 2011 Urbaser Ltd. were contracted to undertake refuse and recycling collections, as well as cleaning streets, public conveniences and some sports pavilions. Urbaser will provide the above services until 2026.</p> <p>Hampshire authorities are working in partnership with a private waste contractor through a Waste Management Strategy known as Project Integra.</p> <p>There is a Household Waste Recycling Centre (HWRC) in Gosport at Grange Road Works which is managed by HCC. Glass Banks are provided at various locations throughout the Borough. Additionally a garden waste collection service is also in operation in the Borough.</p> <p>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 authorities.</p>
Key Issues for Gosport	There is a need for private sector investment in new commercial and industrial waste facilities.
Required / Planned Provision and Funding	<p>The Hampshire Minerals and Waste Plan adopted in October 2013 safeguards facilities in Gosport including:</p> <ul style="list-style-type: none"> • the Metal Recycling Site at the Quay Lane Industrial Estate; • the Household Waste Recycling Centre off Grange Road; and • the Concrete Batching Plant off Fareham Road.
Implications for the Gosport Borough Local Plan 2038	National policy is to move towards minimising waste production and greater re-use, recycling and recovery of waste. This includes maximising the opportunities to use waste materials positively in building sustainable communities and a sustainable local economy.

	<p>The role of the Local Plan is to include policies that help minimise waste creation and disposal, and provide opportunities for recycling in new development.</p> <p>The Hampshire Minerals and Waste Plan is maintained by Hampshire County Council and sits alongside the Gosport Borough Local Plan 2038 as part of the Development Plan for Gosport.</p>
Sources of Funding	Funding of the collection and processing infrastructure needed to handle municipal waste is the responsibility of the district and unitary councils as waste collection authorities.
Evidence	<ul style="list-style-type: none"> • Hampshire Minerals and Waste Plan and supporting evidence (HCC et al 2013) • Hampshire Strategic Infrastructure Statement (HCC, 2019) • Project Integra Action Plan 2018 – 2021

Libraries

Table 10.2: Libraries

Lead Organisation	Hampshire County Council, Lee Hub – Independent Community Library, Elson Community Library and Hub,
Existing provision	<p>There a total of four libraries within the Borough.</p> <p>Hampshire County Council has a statutory duty to provide a public library service. Two libraries are provided and managed by Hampshire County Council:</p> <ul style="list-style-type: none"> • Gosport Discovery Centre (Tier one) • Bridgemary Library (Tier two) <p>In addition, HCC operate a school’s library service to support child learning and education and an online library service where customers can download a wide range of resources.</p> <p>From 2021 the Borough’s other two libraries are operated independently by community volunteers following their closure by Hampshire County Council in 2020. These libraries are:</p> <ul style="list-style-type: none"> • Elson Community Library and Hub (opened May 2021). Formerly operated by Hampshire County Council until its closure. Further information available online: www.elsonlibrary.org.uk

	<ul style="list-style-type: none"> Lee Hub – Independent Community Library (opened April 2021) Formerly operated by Hampshire County Council until its closure. Further information available online: www.leehub.co.uk
Key Issues for Gosport	To ensure any impact of future development on demand for library services is adequately provided for.
Required / Planned Provision and Funding	<p>The demand for library services is changing. Nationally there is declining demand in book issues and library visits. This trend is visible across the Hampshire Library Service. A detailed Library Needs Assessment²³ was developed by HCC to inform the content of the Library Strategy to 2020.</p> <p>In 2020 the County Council consulted on changes to the way the Hampshire Library Service operates; this included the proposed closure of ten libraries (two within Gosport Borough as detailed above). In addition the draft vision published in the consultation proposed a number of priorities to 2025. The report setting out the strategy can be seen online: http://democracy.hants.gov.uk/mgAi.aspx?ID=29787</p> <p>There are planned changes in the way library services are delivered going forward. Initiatives include maximising the use of technology, for example using self-service systems so that staff spend less time on transactions such as book issuing and have more time to interact with customers, and maximising use of e-resources, such as online information sources and providing e-books and audiobooks for downloading by customers.</p>
Implications for the Gosport Borough Local Plan 2038	It will be necessary to ensure policies in the Local Plan will enable improvements where required. It will be necessary to consider the mechanism for any potential developer funding toward library provision.
Sources of Funding	Various, including: Central Government, National Lottery Community Fund, the National Lottery Heritage Fund, and developer contributions.
Evidence	<ul style="list-style-type: none"> Hampshire Library Service Transformation and Strategy to 2020 (HCC, 2016): http://documents.hants.gov.uk/libraries/LibraryServiceTransformationStrategyto2020ApprovedVersion.pdf Hampshire Library Service Transformation and Strategy to

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<http://documents.hants.gov.uk/libraries/LibraryServiceTransformationStrategyto2020ApprovedVersion.pdf>

	2025 (HCC, 2021): http://democracy.hants.gov.uk/mgAi.aspx?ID=29787
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Cemeteries

Table 10.3: Cemeteries

Lead Organisation	Gosport Borough Council
Existing provision	Cemetery provision within the Borough is currently made up of: <ul style="list-style-type: none"> • Ann's Hill Cemetery • Haslar RN Cemetery. • Various Church Yards – a mixture of closed / active sites
Key Issues for Gosport	A continuous supply of land is required to meet future cemetery needs. The requirement for cemeteries is assessed by local authorities based on current facilities, rates of use and remaining capacity. There is currently some provision within the Borough but further space will be required during the plan period.
Required / Planned Provision and Funding	The limited capacity for future burials in existing cemeteries and the Council's wish to be able to continue to offer burial services for the local community has resulted in the Council commissioning consultants to undertake Feasibility work on a number of potential sites in the Borough taking into account demographic trends, trends in funeral choices and land use and environmental constraints. Each site was assessed according to the following: <ul style="list-style-type: none"> • Environmental characteristics • Accessibility • Planning, ecological and heritage designations • Proximity to housing • Public access and transport • Capacity and lifespan of the sites
Implications for the Gosport Borough Local Plan 2038	A new cemetery will be required during the plan period. Feasibility work is currently ongoing to investigate a number of potential options.
Sources of Funding	Gosport Borough Council – Capital Funding allocation - cost as detailed above for works to existing cemetery and proposed new cemetery provision.
Evidence	<ul style="list-style-type: none"> • Ongoing work is being undertaken

11 EMERGENCY SERVICES

Fire and Rescue

Table 11.1: Fire and Rescue

Lead Organisation	Hampshire Fire and Rescue Service (HFRS)
Existing provision	Fire Station (Station No. 18) adjacent to Ambulance Station, Privett Road, Gosport. This forms part of the Eastleigh, Fareham and Gosport Group which covers 50 square miles and a population of approx. 190,000 people.
Key Issues for Gosport	<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. The Hampshire Fire and Rescue Service Plan 2019 to 2020 identifies risks and supports the Safety Plan. It identifies that the Gosport and Fareham area has a number of risks including deprived areas, industrial areas, an airfield, military establishments, major roads (A32, A27, M27), and increasing urbanisation.</p> <p>The Hampshire and Isle of Wight Fire and Rescue Services latest Safety Plan 2020-2025 sets out a five year strategy to deliver services. 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>
Required / Planned Provision and Funding	Planning of future requirements is achieved through a 5 year rolling programme, which is reviewed on a regular basis. The Safety Plan 2020-2025 states its intention to deliver options for investment for Fareham Fire Station and Gosport Fire Station.
Implications for the Gosport Borough local Plan 2038	The need to keep access from the public highway for emergency vehicles will be an important consideration. The Hampshire Fire and Rescue Service Safety Plan states that they will work with key stakeholders including the local authority to reduce risks and tackle issues such as arson, and make life safer for the community.

Sources of Funding	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 funding is difficult to predict. Therefore it is not possible to identify whether there will be any future shortfalls in funding.
Evidence	<ul style="list-style-type: none"> • Hampshire Fire and Rescue Service Plan 2019 to 2020. • Hampshire and Isle of Wight Fire and Rescue Service Safety Plan 2020-2025 (2020) • Hampshire Strategic Infrastructure Statement (HCC, 2019)

Ambulance

Table 11.2: Ambulance

Lead Organisation	South Central Ambulance Service (SCAS) NHS Foundation Trust
Existing provision	<p>South Central Ambulance Service (SCAS) provide services across Berkshire, Buckinghamshire, Hampshire, Oxfordshire, Surrey and Sussex, serving a population of 7 million people. The three main functions of SCAS are:</p> <ul style="list-style-type: none"> • The accident and emergency service respond to 999 calls; • The 111 service for when medical help is needed fast but it's not a 999 emergency; • The non-emergency patient transport service. <p>SCAS also provide other services including commercial logistics, resilience and specialist operations for hostile environments such as industrial accidents and natural disasters, and community first responders.</p> <p>SCAS employ over 4,000 staff and over 1,000 volunteers.</p> <p>The North Harbour Resource Centre at Cosham coordinates services along the South coast from the River Hamble in the west to Emsworth in the east and northwards up to the Hindhead Tunnel including Petersfield and Bordon.</p> <p>For locations unsafe for a standard ambulance to access the Hazardous Area Response Team has a specialised off-road 6-wheeled vehicle. The Hampshire and Isle of Wight Air Ambulance helicopter can also be called if required.</p> <p>Within Gosport Borough there is an ambulance Station – adjacent to Fire Station, Privett Road, Gosport.</p> <p>Ambulances are authorised to use the BRT Busway to improve</p>

	response times.
Key Issues for Gosport	The need to provide a consistent responsive service for residents.
Required / Planned Provision and Funding	<p>The South Central Ambulance Service state there are acute limitations to the current Gosport Ambulance Station including that it is not large enough to accommodate modern style ambulances. Provision based on static ambulance stations is no longer efficient and the hub and spoke model is now the preferred model in which ambulances and crews have a shift commencement location and base but then mobile across SE Hampshire utilising standby points strategically located. This will mean speedier response times with ambulances positioned appropriately to meet demand. The favoured location for the large central facility is at North Harbour in Cosham.</p> <p>Gosport would benefit from a minimum of one serviced standby point which would be introduced once the current ambulance station is disposed of.</p>
Implications for the Gosport Local Plan 2038	<p>The current site could become redundant as an ambulance station and could therefore be allocated for an alternative use. The site has already been re-purposed to accommodate non-emergency ambulance for which there is a local need.</p> <p>There is a need to provide a serviced standby facility which can be facilitated by existing and proposed Local Plan policies.</p> <p>Policies within the Local Plan are required to make sufficient provision for community facilities such as health facilities.</p>
Sources of Funding	The Trust's main source of income is from local NHS commissioning contracts for the provision of the emergency service.
Evidence	<ul style="list-style-type: none"> • South Central Ambulance Service Website: www.scas.nhs.uk • Annual Report & Accounts 2019/20: www.scas.nhs.uk/about-scas/publications/

Police

Table 11.3: Police

Lead Organisation	Hampshire Constabulary
Existing provision	Gosport Police Station front counter opens three days a week and is located in Gosport Town Hall, High Street. Police response teams are located at Fareham Reach on Fareham Road, Gosport. The Borough is divided into 3 neighbourhood policing areas, Gosport Central, Gosport East and Gosport West.
Key Issues for Gosport	It has been requested that the police are consulted on the details of schemes and strategies.
Required / Planned Provision and Funding	No requirements identified linked to future development in the Borough at present.
Implications for the Gosport Borough Local Plan 2038	Crime is a material planning consideration and the design and layout of proposals should help to minimise the potential for criminal activity, the fear of crime and anti-social behaviour. Need to ensure through the delivery of sites that design can deliver a reduction in crime opportunities. This is addressed through GBLP 2038 Policy D9: Design and Policy DE2: Residential Design.
Sources of Funding	<p>Hampshire Constabulary funding is made up of Government grants (approximately 60%) and income from council tax (approximately 40%). The Hampshire Police and Crime Commissioner sets how much local residents contribute via council tax.</p> <p>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. Development will fund policing through Council Tax and Business Rates.</p>
Evidence	<ul style="list-style-type: none"> • Hampshire Police and Crime Commissioner website • National Design Guide (MHCLG, 2019)

12 UTILITIES

Gas

Table 12.1: Gas Supply

Lead Organisation	Southern Gas Networks (Scotia Gas Networks)
Existing provision	Gas is transported via a network of high-pressure (National Grid's National Transmission System) and low pressure transmission systems which supply consumers. There are 12 Local Distribution Zones which contain pipes operating at low pressure and are managed with eight Gas Distribution Networks. The distribution network in Hampshire is owned and managed by Scotia Gas Networks, operating as Southern Gas Networks.
Key Issues for Gosport	A continuous and reliable supply of gas is essential.
Required / Planned Provision and Funding	<p>The latest Long Term Development Statement for Scotia Gas Networks was published in October 2019.</p> <p>The Long Term Development Statement for Scotia Gas Networks covers the period 2019 – 2029 and provides a forecast of transportation system usage and likely system developments. It sets out their assessment of the long term development of the network's two gas transportation systems (Scotland Gas Networks and Southern Gas Networks) in terms of future demand and the consequences for investment in the Networks.</p> <p>No response received from service provider – only information available at time of publication is that detailed above from the Long Term Development Statement.</p>
Implications for the Gosport Borough Local Plan 2038	Ensure developments are served by the necessary utilities.
Sources of Funding	Investment for the gas industry comes from the private sector. Ofgen specifies the maximum revenue that a gas distribution network can recover from its customers, and seeks to establish a regulatory framework that provides incentives for Gas Distribution Networks to invest in gas infrastructure.
Evidence	<ul style="list-style-type: none"> • Scotland Gas Networks and Southern Gas Networks – Long Term Development Statement (October 2019) • Hampshire Strategic Infrastructure Statement (HCC, 2019)

Electricity

Table 12.2: Electricity Supply

Lead Organisation	Scottish and Southern Electric (SSE)
Existing provision	<p>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), which covers Hampshire. SSE own and operate the tower and cable networks that distribute the electricity from the high-voltage transmission network to homes and businesses.</p> <p>Southern Electric (part of the Scottish and Southern group) have been the long-established supply of electricity in the area, but this market is now open to numerous other operators which sell electricity to domestic, commercial and smaller industrial premises.</p>
Key Issues for Gosport	A continuous and reliable supply of electricity is essential.
Required / Planned Provision and Funding	<p>Potential developments would be connected at various points on the distribution network. The Extra High Voltage (EHV) network in the area does have spare capacity however it is limited and the proposed development over the plan period would require the EHV network to be reinforced before connection. Developers would be liable for their contribution towards the cost of this reinforcement under the reinforcement cost apportionment rules.</p> <p>For each of the larger scale developments in the Regeneration Areas it is likely that the required capacity will not be available without reinforcement. The extent of any requirements can be evaluated at the time of a detailed proposal when anticipated loads are better understood.</p> <p>Specific schemes are not identified, but information from SSE indicates requirements are likely to be funded by developers under the reinforcement cost apportionment rules.</p>
Implications for the Gosport Borough Local Plan 2038	<p>Ensure developments are served by the necessary utilities.</p> <p>It will be important for the Local Plan to seek / promote Renewable Energy for new development.</p>
Sources of Funding	As detailed above the necessary improvements to the infrastructure will need to be funded by developers.
Evidence	<ul style="list-style-type: none"> Response received from Avison Young on behalf of the National Grid (June 2020)

- Hampshire Strategic Infrastructure Statement (HCC, 2019)

Wastewater

Table 12.3: Waste Water

Lead Organisation	Southern Water
Existing provision	<p>Southern Water is the statutory wastewater undertaker for Gosport Borough.</p> <p>There is a Wastewater Treatment Works (WWTW) at Peel Common which serves the whole Borough, and the wider catchment encompassing the Boroughs of Fareham, parts of Eastleigh and small area of Winchester.</p>
Key Issues for Gosport	<p>The local sewerage network (i.e. the pipes and pumping stations that convey waste from homes and businesses to the WTW for treatment) is reinforced as necessary in order to accommodate new development, via a separate funding mechanism known as the Infrastructure Charge to developers (more information is available here; www.southernwater.co.uk/developing-building/connection-charging-arrangements). This requires a shorter lead in time for delivery, and is planned and delivered by Southern Water in collaboration with the developer and the local authority to ensure that occupation of new development does not take place ahead of the delivery of any network reinforcement that is required to accommodate it.</p> <p>Southern Water has previously indicated that sensitive development (housing and certain types of commercial development) must not be permitted within the odour control zone from Peel Common WWTW.</p>
Required / Planned Provision and Funding	<p>Any required increases in capacity at Southern Water's WTWs are planned for through the water industry's 5 yearly price review process. Southern Water's next business plan for 2020-2025 has allocated funding for growth at Peel Common WTW during this investment period (see https://www.southernwater.co.uk/our-story/our-plans/our-business-plan-2020-25).</p>
Implications for the Gosport Borough Local Plan 2038	<p>The sewerage constraint and the requirement for new and/or improved local sewerage infrastructure need to be recognised in planning policies that allocate development sites. This will ensure developments are served by the necessary utilities and phased appropriately.</p> <p>Ensure existing underground sewers and water mains are protected and not damaged or built over. Appropriate easement will be required to secure future access for maintenance and</p>

	<p>upsizing purposes.</p> <p>Any pumping station on-site will require 15 metres clearance to the nearest habitable room.</p> <p>Ensure developments include measures to reduce waste water, water consumption and surface water run-off to sewers i.e. through Sustainable Drainage Systems (SuDS) where appropriate.</p>
Sources of Funding	<p>Where sewer improvements are required to serve proposed developments, then it would be for the developer to largely fund such improvements. The Water Industry Act 1991 provides a legal mechanism for developers to provide the necessary infrastructure to service their sites.</p> <p>Funding for investment in strategic infrastructure (wastewater treatment capacity) by Southern Water is normally obtained through the periodic review of prices, subject to approval by Ofwat.</p>
Evidence	<p>https://www.southernwater.co.uk/our-story/our-plans/our-business-plan-2020-25</p>

Water Supply

Table 12.4: Water Supply

Lead Organisation	Portsmouth Water
Existing provision	Water supply within the Borough is provided by Portsmouth Water, a private company. A local grid helps water companies meet demand within their own supply boundaries.
Key Issues for Gosport	A continuous and reliable supply of water is essential to the function of the Borough. It is necessary to reduce water consumption per head in order to ensure that there is sufficient supply and reduce the impact on the local environment including important habitats.
Required / Planned Provision, and Funding	Portsmouth Water has an adopted a Water Resources Management Plan (WRMP) (November 2019) covering the period 2020/21 to 2044/45. The WRMP sets out how the water company will maintain the balance between the demand for water from its customers and the resources available taking account of financial, social, environmental and carbon considerations. The WRMP is closely linked with Portsmouth Water's Business Plan 2020-2025 (PR19) (September 2018) and The Portsmouth Water Final Drought Plan (February 2019). These plans are supported by Annual Review monitoring which can be found on Portsmouth

	<p>Water's website: www.portsmouthwater.co.uk/news/publications/water-resources-planning/</p> <p>The South East group appointed Experian was appointed by a group of water companies in the South East to develop detailed property and population forecasts for the planning period 2020-45.</p> <p>Portsmouth Water has adopted a plan based forecast for its Final WRMP. The population and property forecasts have been applied to estimates of base year and forecast per capita consumption for different customer segments. The Portsmouth Water supply area is not within an area of 'serious water stress' therefore metering is not compulsory but actively encouraged due to the role metering can play in supporting water efficiency within the supply area.</p> <p>The most significant piece of strategic provision of infrastructure for water supply is the construction of a new £130m reservoir on land next to Havant Thicket. The scheme will have capacity to bulk water supplies to other companies and represents the first new reservoir to be built in the south east since the 1970s. The project is collaboration between Portsmouth Water and Southern Water through the Water Resources in the South East group²⁴, to provide resilient water supplies to the region. It supports reduced abstraction on chalk rivers, has an overall biodiversity net gain and will offer a new community leisure facility for the area. This piece of infrastructure is expected to be delivered by 2029/30.</p> <p>Additional measures in the current WRMP to ensure that there is sufficient demand over the long-term Portsmouth Water have identified a number of preferred options and there expected operational dates in the WRMP including:</p> <ul style="list-style-type: none"> • Rolling out smart meters from 2020/21 for its customers (including for change of occupancy (for all properties by 2025/26) and void premises); • Water saving devices – retrofitting existing toilets from 2020/21; • Water saving devices – spray taps/hose nozzles from 2020/21; • Subsidy to customers purchasing water efficient appliances from 2020/21; • Set an initial leakage reduction target of 7.1MI/d, reducing leakage from 35 MI/d down to 27.90 MI/d by 2025
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²⁴ This is a sector-wide partnership that selects the best options to solve deficits across the region.

	<ul style="list-style-type: none"> • Planning for a 1 in 200-year drought event to provide future resilience and the Company is committed to providing a bulk supply to Southern Water with water available up to a 1 in 200-year (drought) event.
Implications for the Gosport Borough Local Plan 2038	Previous responses from Portsmouth Water on the adopted GBLP (2015) advised the Council that it will be necessary to ensure that the proposed new houses and their location is consistent with Portsmouth Water's plans. The regeneration of sites with Gosport will allow the reuse of existing mains capacity released by the reduction in MoD activity. Individual sites may need local mains reinforcements but Portsmouth Water will work with developers to deliver this. Therefore it will be important to ensure developments are served by the necessary utilities and include measures in developments to reduce the consumption of water.
Sources of Funding	<p>The standard approach is for water companies to fund investment via business plans regulated by Ofwat.</p> <p>Developers will be required to fund the necessary on-site provision and connections to the network.</p>
Evidence	<ul style="list-style-type: none"> • Response received from Portsmouth Water (5/2/13) • Portsmouth Water: Water Resources Management Plan 2019 (November 2019) www.portsmouthwater.co.uk/news/publications/water-resources-planning/ • Hampshire Strategic Infrastructure Statement (HCC, 2019)

Telecommunications

Table 12.5: Telecommunications

Lead Organisation	Various private sector providers (e.g. Virgin Media and BT), Hampshire Superfast Broadband
Existing provision	<p>Equipment and services provided by the private sector. This includes high speed broadband, 3G, 4G, 5G telecommunication technology, and full-fibre internet.</p> <p>The Borough Council processes a significant number of telecom applications, particularly given the recent rollout of 5G. It also has 5G antennae on the roof of Gosport Town Hall.</p>
Key Issues for Gosport	Access to broadband is a vital component of infrastructure in today's world. It is key to growing a sustainable local economy, vital for education and home working and an increasingly central part of community cohesion and resilience. In addition, the Government and Local Authorities are increasingly reliant on digital infrastructure to provide services and interact with their

	<p>residents.</p> <p>Access to the latest technologies such as full-fibre and 5G is very important.</p> <p>Local Planning Authorities have a role to play in encouraging developers to ‘future-proof’ their developments by installing high speed broadband infrastructure. This avoids costs and frustrations to occupiers of future retrofitting.</p>
Required / Planned Provision and Funding	<p>Mobile Telecommunications</p> <p>It is not possible to make an assessment of future requirements for the mobile telecommunications network due to the rapidly changing technology in this sector.</p> <p>The demand for additional infrastructure and capacity in the networks is consumer led and dealt with by the mobile network operators. The rollout of additional infrastructure (base stations) to support existing networks is reactive, rather than proactive. Annual roll-out plans provide a list of sites deemed necessary by the mobile operating companies.</p> <p>The Council’s position is to work with providers to support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) in line with the NPPF and national legislation.</p> <p>Land Line</p> <p>Requirements not known at this stage – no response received from providers. Site promoters and developers will need to ensure adequate provision is available or can be secured.</p> <p>Broadband</p> <p>In Hampshire, the commercially funded rollout conducted by BT and Virgin is expected to reach around 80% of premises. The Hampshire Superfast Broadband Programme will build on this and extend coverage to 97.4% of premises in Hampshire. Hampshire County Council is investing more than £28m to bring superfast broadband to over 100,000 more premises across Hampshire.</p> <p>Specific requirements not known at this stage – no response received from providers. Site promoters and developers will need to ensure adequate provision is available or can be secured.</p>
Implications for the Gosport Borough Local Plan 2038	<p>The Local Plan includes a specific policy relating to information and communication technology.</p> <p>Through pre-application discussion on larger sites, the Council</p>

	should seek to encourage developers to integrate the most modern technology to future proof developments.
Sources of Funding	<p>Private operators of networks</p> <p>Potential from Hampshire County Council and Government, although given the Borough's urban character this may be difficult to secure.</p>
Evidence	<ul style="list-style-type: none"> • www.gov.uk/government/policies/transforming-uk-broadband • Openreach (BT) website: www.openreach-communications.co.uk/superfast/ • Planning for Broadband: A Guide for Developers (Hampshire County Council): https://documents.hants.gov.uk/broadband/PlanningforBroadband-AguideforLocalPlanningAuthorities.pdf • Hampshire Superfast Broadband website (HCC): www.hampshiresuperfastbroadband.com

13 FLOOD AND EROSION RISK MANAGEMENT

Flooding and Erosion

Table 13.1: Flood and Erosion Risk Management

Lead Organisation	
Existing provision	<p>Many of the coastal frontages in Gosport are low-lying and benefit from a variety of coastal defences. Elsewhere ground levels are higher than extreme sea levels.</p>
Key Issues for Gosport	<p>For Gosport, the Strategic Flood Risk Assessment (SFRA) shows the main source of flood risk to the Borough comes from tidal flooding. The main areas of the Borough at risk from tidal flooding are:</p> <ul style="list-style-type: none"> • The entire frontage of Haslar Creek; • Stokes Bay; • The Alver Valley; and • The southern half of Portsmouth Harbour – particularly Priddy’s Hard. <p>A secondary source of flood risk is from the River Alver. The River Alver discharges into the sea via a tidal outflow which is flapped to prevent tidal inundation of the river valley. The SFRA shows that if this defence were to fail then the Alver Valley would experience regular inundation from the sea. Therefore the SFRA shows the Alver Valley as predominantly at risk from tidal flooding. The river comes from a very small catchment and flows largely through an unconstrained and undeveloped floodplain hence the risk of fluvial flooding to properties is very small.</p> <p>There are significant areas of land that fall within the Environment Agency’s defined Flood Zone maps. Appraising risk at all stages of the planning process is highlighted in the NPPF.</p> <p>There have been some historical incidences of flooding occurring from other sources of flooding within the Borough, namely flooding through surface water run-off due to the Borough’s urban nature and flooding caused by infrastructure failure (drains).</p> <p>The Local Authority Guidance Notes for Gosport set out in the SFRA refresh (2016) identify a number of key findings in relation to existing defence assets and anticipated future investment needs is set out below.</p> <p>Many of the coastal frontages in Gosport are relatively low-lying and are subject to some form of existing coastal defence structure. Elsewhere, ground levels are higher than predicted extreme sea levels and lie outside of an area considered at risk of</p>

	<p>flooding. The town centre frontage from Haslar Creek to Priddy's Hard has a mixed standard of protection. Certain areas such as the Ministry of Defence site adjacent to the Royal Clarence Yard, and the coastline of Gosport Park are not protected from a present day 1 in 20 year tidal flood.</p> <p>The coastal defences in Gosport are also likely to be susceptible to climate change, as 100 years of predicted sea level rise would mean that most defences would fail, at their current level, to offer protection from a 1 in 20 year tidal flood. Notable exceptions to this are parts of the frontages from Gilkicker Point to Portsmouth Harbour and Priddy's Hard to Frater Lake.</p> <p>To sustain future development in Gosport, particularly in high risk or highly vulnerable parts of the Borough, significant investment in flood defences and flood defence infrastructure will be required.</p> <p>Further detail on the implications of flooding can be found in the Interim Strategic Flood Risk Assessment for the proposed Regeneration Areas and allocations. Detailed specific flood risks and requirements for the Regeneration Areas are also set out in the Draft Local Plan.</p>
Required / Planned Provision and Funding	<p>The Coastal Partners (formerly the Eastern Solent Coastal Partnership) adopted the River Hamble to Portchester Coastal Flood and Erosion Risk Management Strategy (FCERMS) in 2015. The FCERMS was approved by the Environment Agency for funding purposes in 2016. The FCERMS takes forward actions identified for the implementation of the adopted North Solent Shoreline Management Plan (December 2010).</p> <p>Coastal defences will be essential to deliver proposals for the Strategic Sites identified within the Harbour Regeneration Area including the Gosport Waterfront, Priddy's Hard and Blockhouse. Measures may also be required for Royal Haslar Hospital.</p> <p>Coastal Partners</p> <p>Gosport Borough Council (GBC) (through the Coastal Partners) are undertaking a project to improve the sea defences at three Gosport sites; Forton, Seafield and Alverstoke. Once built the three schemes will reduce tidal flood risk to over 500 Gosport homes until 2070.</p> <p>In August 2016, the Environment Agency approved the release of £320,000 of Capital Grant in Aid to Gosport Borough Council. The Council has used this fund to prepare a business case and outline design for the three-priority tidal Flood and Coastal</p>

Erosion Risk Management schemes (FCERM schemes).

Coastal Defence improvements in Gosport – Alverstoke, Forton and Seafield Schemes

In terms of the individual schemes, the Council has secured (through the work of the Coastal Partners) £546,700 of funding from the Environment Agency for the Alverstoke scheme and £656,000 for the Forton scheme. These funds are to progress the detail design and to construct both schemes. Planning consent was granted for the Alverstoke scheme in December 2020 under planning application 20/00298/FULL and planning consent was granted in January 2021 for the Forton Lake scheme under planning application 20/00429/FULL. In addition to these funds, £227,000 of funding to progress the Seafield scheme to enhanced outline design has also been secured.

At March 2021 both the Alverstoke and Forton schemes were at a stage where construction can commence. Future progress will be reported in the IDP.

Stokes Bay Seawall replacement and Stokes Bay Study

Following successive storm events in 2020, damage to a substantial section of the Stokes Bay seawall was sustained. Gosport Borough Council own these defences and have responsibilities for their maintenance. The proposed repair works will replace the failed section of coastal structure, promenade and protect the Stokes Bay Road and associated infrastructure.

Financial contributions for the works have been secured from Hampshire Highways and the GBC Community Board with £200,000 allocated from the Council's Community Infrastructure Levy in February 2021.

The overall objective of this project is to develop and design a cost-effective replacement sea defence for the failed section of seawall. Detailed design is required for the eastern section of seawall that runs parallel with Stokes Bay Road, fronting and adjacent to the Alverbank East Car Park. Design works will also include the design and detailing of the promenade, car park and amenity area reinstatements, drainage reinstatement to Alverbank East Car Park and safety improvement works.

Given the high costs associated with ongoing maintenance and limited extent of the proposed replacement works, it is clear that a longer-term strategic solution is required at Stokes Bay. Coastal Partners have scoped the requirement for a Stokes Bay Option Appraisal and Outline Design Study and been successful in bidding for a £200k grant from the Southern Regional Flood and

	<p>Coastal Committee to progress these studies over 2 years, starting in 2021/22. The project team have also secured contributions towards a proportion of the study from Hampshire County Council and GBC. These studies will consider the future sea defences for the whole of Stokes Bay from the perspective of flood and erosion, transport, tourism, heritage and the environment.</p> <p>Further information is available online: https://coastalpartners.org.uk/project/stokes-bay-seawall-replacement/</p> <p>Site specific</p> <p>In addition to site-specific measures detailed in earlier sections of this report, measures to ensure surface water flooding is not an issue on development sites will be required in accordance with the findings of site specific flood risk assessments where required.</p>
<p>Implications for the Gosport Borough Local Plan 2038</p>	<p>PfSH have commissioned a new study which will be available in Winter/Spring 2022, the Interim strategic flood risk assessment work for the Borough will have to be reviewed to inform the Regulation 19 GBLP 2038.</p> <p>Flood defences are considered essential for the delivery of proposed development in the Draft GBLP 2038.</p> <p>It will be necessary to locate development in areas with the lowest risk of flooding.</p> <p>Where development and critical infrastructure is located where there is an element of flood risk it will be necessary to ensure it is sufficiently protected from flooding in accordance with government guidance and that it does not create an additional flood risk.</p> <p>To ensure the appropriate level of flood management infrastructure is secured.</p>
<p>Sources of Funding</p>	<ul style="list-style-type: none"> • Government Grant to the Environment Agency and local authorities • Developer funding including the Community Infrastructure Levy
<p>Evidence</p>	<ul style="list-style-type: none"> • North Solent Shoreline Management Plan (December 2010) • Gosport Interim Strategic Flood Risk Assessment (GBC, 2021) • Strategic Flood Risk Assessment (SFRA) for the South Hampshire sub region (Atkins 2007) and PUSH Strategic

	<p>Flood Risk Assessment 2016 (undertaken by the Eastern Solent Coastal Partnership on behalf of PUSH).</p> <ul style="list-style-type: none">• The River Hamble to Portchester Castle Flood and Coastal Erosion Risk Management Strategy (2016,• Eastern Solent Coastal Partnership)
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14 EVIDENCE STUDIES AND OTHER REFERENCES

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GENERAL	
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National Planning Practice Guidance, Ministry of Housing, Communities and Local Government	www.gov.uk/government/collections/planning-practice-guidance
MHCLG National Design Guide (2021)	www.gov.uk/government/publications/national-design-guide
HM Treasury and Cabinet Office (2016) – National Infrastructure Delivery Plan 2016-2021	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/520086/2904569_nidp_deliveryplan.pdf
Gosport Infrastructure Investment Plan Final Report (February 2019) (Lichfields on behalf of the Solent Local Enterprise Partnership (LEP))	www.investingosport.co.uk/infrastructure-investment/
Ministry of Housing, Community & Local Government – English indices of deprivation 2019	www.gov.uk/government/statistics/english-indices-of-deprivation-2019
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Gosport Profile (GBC)	www.gosport.gov.uk/gosportprofile
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SYSTRA Gosport Borough Local Plan 2038 Transport Modelling	www.gosport.gov.uk/GBLP2038
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Transport for South Hampshire and Isle of Wight (now known as Solent Transport) (Feb 2013) - Transport Delivery Plan 2012-2026	http://www.solent-transport.com/research-reports
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Fareham and Gosport Strategic Transport Infrastructure Plan 2013	http://www3.hants.gov.uk/councilmeetings/advssearchmeetings/meetingsitemdocuments.htm?sta=&pref=Y&item_ID=5177&tab=2&co=&confidential=
Hampshire County Council / Mott Gifford (2010) - Strategic Access to Gosport (2010 – 2026)	http://www3.hants.gov.uk/tfsh/tfsh-meetings-reports-publications.htm
Hampshire County Council (HCC) / Transport for South Hampshire (TfSH) / Mott Gifford - South East Hampshire BRT: Phase 1 Fareham Gosport Community Infrastructure Fund 2: Full Business Case Submission Report No. IE248792/01	www3.hants.gov.uk/volume_1_full_business_case.pdf
EDUCATION	
Hampshire Childcare Sufficiency Assessment (March 2021)	www.hants.gov.uk/socialcareandhealth/childrenandfamilies/childcare/providers/childcare-market
Hampshire County Council School Places Plan 2021-2025	www.hants.gov.uk/educationandlearning/schoolplacesplan
Hampshire County Council (2019) Hampshire Children and Young People's Plan	www.hants.gov.uk/socialcareandhealth/childrenandfamilies/cypp
Hampshire County Council - Hampshire schools listed by planning area	www.hants.gov.uk/educationandlearning/schoolplacesplan
HEALTH	
NHS Hampshire (2010) – Estates Strategy 2010 / 2015	http://www.hampshire.nhs.uk/create-content/upload-files/doc_download/1232-hpct-estate-strategy-10
NHS Hampshire (2009) – Solent Community Solutions, Strategic Services Development Plan	http://www.hampshire.nhs.uk/create-content/upload-files/doc_download/117-pct09-010-ssdp
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Open Space Monitoring Report (GBC, 2021)	www.gosport.gov.uk/GBLP2038
Draft Allotment Strategy (GBC, 2021)	www.gosport.gov.uk/GBLP2038
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Gosport Playing Pitch and Sports Facility Assessment (Strategic Leisure on behalf of GBC, 2020)	www.gosport.gov.uk/GBLP2038
South Hampshire Green Infrastructure Strategy (2017 - 2034) (PUSH, 2018)	www.push.gov.uk/work/planning-and-infrastructure/green-infrastructure-flooding-water-management/
South Hampshire Green Infrastructure Implementation Plan (June 2019) (PUSH, 2019)	
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Hampshire Countryside Action Plan 2015 – 2025 (HCC)	www.hants.gov.uk/landplanningandenvironment/countryside/accessplan
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Hampshire County Council (2013) – Minerals and Waste Plan	https://documents.hants.gov.uk/mineralsandwaste/HampshireMineralsWastePlanADOPTED.pdf
Gosport Cemetery Feasibility Study, Cemetery Development Services Limited on behalf of GBC (December 2018)	-
Hampshire Library Service Transformation and Strategy to 2020 (HCC, 2016)	http://documents.hants.gov.uk/libraries/LibraryServiceTransformationStrategyto2020ApprovedVersion.pdf
Hampshire Library Service Transformation and Strategy to 2025 (HCC, 2021)	http://democracy.hants.gov.uk/mgAi.aspx?ID=29787
EMERGENCY SERVICES	
Hampshire Fire and Rescue Service (2019) – Hampshire Fire and Rescue Service Plan 2019 – 2020	www.hantsfire.gov.uk/about-us/service-plan-2019-2020/
Hampshire and Isle of Wight Fire and Rescue Service Safety Plan 2020 – 2025 (2020)	www.hantsfire.gov.uk/about/transparency/safety-plan/
UTILITIES	
Scotland Gas Networks and Southern Gas Networks (2019) Long Term Development Statement	www.sgn.co.uk/reports-publications/long-term-development-statement
Portsmouth Water Resources Management Plan 2019	www.portsmouthwater.co.uk/news/publications/water-resources-planning/
Southern Water Five-Year Business Plan 2020-25	https://www.southernwater.co.uk/our-story/our-plans-2020-25/our-business-plan-2020-25
Planning for Broadband: A Guide for Developers (Hampshire County Council)	https://documents.hants.gov.uk/broadband/PlanningforBroadband-AguideforLocalPlanningAuthorities.pdf
FLOOD AND EROSION RISK MANAGEMENT	
Strategic Flood Risk Assessment (SFRA) for the South Hampshire sub-region (Atkins, 2007) and PUSH Strategic Flood Risk Assessment 2016 (undertaken by the Easter Solent Coastal Partnership on behalf of PUSH)	www.gosport.gov.uk/GBLP2038
Gosport Borough Council (2021) Gosport Borough Local Plan 2038: Interim Strategic Flood Risk Assessment	www.gosport.gov.uk/GBLP2038
North Solent Shoreline Management Plan (December 2010)	http://www.northsolentsmp.co.uk/9904

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The River Hamble to Portchester Castle Flood and Coastal Erosion Risk Management Strategy (2016) (Eastern Solent Coastal Partnership)	https://coastalpartners.org.uk/project/river-hamble-to-portchester-strategy/