

Infrastructure Delivery Plan

Test Valley Local Plan 2042

Revised Regulation 18

June 2025

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1. Introduction

The Council is currently preparing its Local Plan 2042 which will guide development and planning decisions in the Borough over the period 2020 to 2042. Public consultation on a full draft Local Plan took place in early 2024 which was prepared in line with national policy and guidance provided at the time. Since then, national planning policy has been significantly changed to reflect the Government's ambition of increasing the delivery of housing both nationally and immediately. This Infrastructure Delivery Plan (IDP) supports the Revised Regulation 18 local plan consultation, the main focus of which is to address the increase in the borough's housing requirement following the publication of a revised National Planning Policy Framework (NPPF) in December 2024. The revised NPPF came into effect immediately which resulted in a 78% increase in Test Valley's housing requirement from 524 dwellings per annum to 934 dwellings per annum. The IDP sets out the infrastructure requirements to support the proposed spatial strategy set out in the Revised Regulation 18 draft local plan.

Since the previous local plan consultation (Regulation 18 Stage 2), the IDP has been updated to reflect the requirements of the additional proposed housing site allocations required to meet the increased housing need set out above, ensuring alignment between development and the necessary supporting infrastructure.

It is recognised that additional growth will require the right levels and timely delivery of new infrastructure alongside new development which is essential to ensure that undue pressure is not placed on existing infrastructure, facilities and services or residents and their local communities. The delivery of new infrastructure helps make new development 'sustainable'. It is also an essential element in ensuring that the Local Plan can be found sound upon examination by a local plan inspector.

2. What is an Infrastructure Delivery Plan

This Infrastructure Delivery Plan provides an indication of the nature, scale and extent of new infrastructure required to support the new development proposed in the draft Local Plan 2042.

The IDP is a 'living document' which is updated regularly to reflect changes as the local plan develops and as additional evidence is gathered and will be updated between the Regulation 18 and Regulation 19 stages of preparing the local plan. With the government's focus on growth and housing delivery it is anticipated that unplanned development may come forward quickly and therefore updating the IDP throughout the development of the draft local plan and beyond adoption to reflect this fast moving situation will be important.

The objectives of the IDP are to:

Identify the capacity of existing infrastructure provision within the Borough,

Identify any existing deficits in infrastructure,

Identify where and when additional infrastructure may be required in the future,

Identify the likely costs of infrastructure, any funding gaps and how they will be bridged,

Identify the likely timescale of infrastructure provision,

Identify who is responsible for providing infrastructure, and

Identify where there are numerous stakeholders with responsibilities for providing infrastructure.

This document sets out the policy context at the national level followed by identification of the strategic issues within Test Valley before detailing the site-specific considerations of the strategic allocations as proposed within the emerging Local Plan 2042.

3. Preparation of the IDP

Infrastructure and services are provided by a range of organisations and this document sets out how those services and facilities are provided, when and by whom. Regard needs to be had to the strategies, plans and programmes of a range of organisations operating within Test Valley. The Borough Council works with relevant organisations to identify and ensure that there is sufficient infrastructure to sustainably deliver the objectives within the emerging Local Plan 2042.

The Council has produced several evidence-based documents to inform the IDP. This includes the Habitats Regulations Assessment, Water Cycle Study, Viability Study, Transport Assessment and Modelling and Strategic Flood Risk Assessment (SFRA). The documents have informed the Site Selection Process and the content of this IDP.

The Council has liaised with key infrastructure providers during the formulation of the emerging Local Plan 2042 proposals from an early stage to inform the locations and deliverability of sites as well as identifying infrastructure capacity and deficits. These discussions have informed the content of the Infrastructure Delivery Plan (IDP).

Section 110 of the Localism Act sets out the requirements for the 'Duty to Co-operate' which places a legal requirement for all local planning authorities, national park authorities, county councils and other public organisations to co-operate with one another in a collaborative manner and consider joint approaches as part of the preparation of their local plans. In response to this, the Council will continue to work with neighbouring authorities, key stakeholders, statutory bodies and Partnership for South Hampshire (PfSH) during the preparation of its Development Plan Documents as well

as considering cross boundary issues regarding the delivery of infrastructure. This collaborative working is reliant on engagement from others and there can be challenges in aligning timescales and strategies. The Council will use relevant evidence-based documents to inform the costs of infrastructure.

4 What is Infrastructure?

The term ‘infrastructure’ is broadly used for planning purposes to define all the facilities, services and amenities that are needed to make places function effectively and efficiently. This may include provision at different scales, such as local facilities or those which serve a wider area.

Infrastructure is commonly split into three main categories, defined as:

Physical Infrastructure - This includes new built facilities generally associated with the transport, energy and utilities sectors.

Social and Community Infrastructure - This encompasses the range of infrastructure that provides spaces for people, such as education facilities, healthcare facilities and community facilities.

Green Infrastructure - This includes the network of multifunctional open spaces between settlements, the Public Right of Way network, open space and recreation facilities and areas with ecological designations.

5 National Planning Policy Context

Local Plans are required to identify infrastructure needed to support growth. This includes infrastructure requirements over the whole plan period, to meet the anticipated demand resulting from development. This infrastructure must not make development unviable.

The NPPF (December 2024) identifies the purpose of the planning system as to contribute to the achievement of sustainable development, including the provision of homes, commercial development, and supporting infrastructure in a sustainable manner (Paragraph 7).

In defining the concept of ‘sustainable development’ the National Planning Policy Framework (NPPF) identifies three objectives of sustainable development in the planning system; economic, social and environmental. Under the definition of the economic role the NPPF states that the planning system should contribute to:

“[...] strong, responsive and competitive economy, by ensuring that sufficient land of the right types 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 .” (Paragraph 8)

The NPPF goes on to require Plans to set out the contributions expected from development, including affordable housing and other infrastructure (such as the need for education, health, transport, flood and water management, green and digital infrastructure). It states that these policies should not undermine the deliverability of the Plan (Paragraph 35).

With regard to identifying land for homes, the NPPF states that:

“The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities (including a genuine choice of transport modes). Working with the support of their communities, and with other authorities if appropriate, strategic policy-making authorities should identify suitable locations for such development where this can help to meet identified needs in a sustainable way.” (Paragraph 77)

This includes an expectation that local authorities:

“...consider the opportunities presented by existing or planned investment in infrastructure, the area’s economic potential and the scope for net environmental gains...”. Paragraph 77a)

The Planning and Infrastructure Bill was proposed. This Bill’s intention is to speed up and streamline the delivery of new homes and critical infrastructure, supporting delivery of the government’s Plan for Change Milestones of building 1.5 million safe and decent homes in England. The Bill also considers the fast tracking of 150 planning decisions on major economic infrastructure by the end of this parliament whilst supporting delivery of governments Clean Power 2030 target.¹

6 Links to other Plans and Strategies

In addition to the guidance listed in paragraph 3.6 there are several plans and strategies which have informed the production of this IDP. The following plans and strategies highlight the range of documents at a borough, county and regional level which have fed into this document. This is not an exhaustive list and there are further details regarding these strategies later in the document.

¹ Guide to the Planning and Infrastructure Bill: [Guide to the Planning and Infrastructure Bill - GOV.UK](https://www.gov.uk/government/publications/guide-to-the-planning-and-infrastructure-bill)

The Council continues to monitor and engage with emerging legislation and information regarding infrastructure. This included Biodiversity Net Gain through the section 7A into the Town and Country Planning Act (as inserted by Schedule 14 of the Environment Act 2014). Local Recovery Networks has developed by appointing Responsible Authorities which is Hampshire County Council (HCC). The Local Nature Recovery Strategy is currently being prepared by HCC. The Environment Act 2021 and the Levelling Up and Regeneration Bill 2022-2023 has introduced measures to ensure the sensitive ecological environments such as the Solent are provided sufficient protection from the impact of new residential development. Engagement with health providers such as the Integrated Care Board continues and implications for proposed changes to the NHS continue to be monitored as part of our engagement with health organisations.

The Test Valley Corporate Plan (2023-2027) identifies five strategic priorities: prosperity, environment, sustainability, connection, inclusion. The provision of infrastructure contributes towards meeting the Corporate Plan's vision, which is 'We work collaboratively, to deliver high quality services that support all communities in Test Valley to thrive'. The strategic priorities of the Corporate Plan are embedded into the Local Plan 2042. The IDP sets out how the Local Plan objectives will be delivered.

The Infrastructure and Developer Contributions Supplementary Planning Document (2023) sets out the Council's approach for securing contributions and requiring obligations from development.

In 2022 Hampshire County Council published the Local Transport Plan 4 (LTP4)². The main objectives of LTP4 are to deliver a shift away from planning for vehicles and planning for people and places, decarbonising the transport system reducing reliance on the private car and providing high quality sustainable transport options.

Hampshire County Council have an up-to-date School Places Plan (2025 – 2029) which sets out the identified need for extra mainstream school places³.

In 2023, HCC undertook public consultation of the draft Guidance on Planning Obligations and Infrastructure Requirements (February 2023) which was adopted in December 2023 which has also informed this IDP⁴.

The Test Valley (south) Local Cycling and Walking Infrastructure Plan (LCWIP) was approved on the 7th November 2022. The Test Valley (north) Local Cycling and Walking Infrastructure Plan (LCWIP) was approved on 6th March 2025 and takes

² Further information available here: [Local Transport Plan | Transport and roads | Hampshire County Council](#)

³ HCC School Places Plan: [School Places Plan 2025 to 2029 | Education and learning | Hampshire County Council](#)

⁴ Further information available here: [Consultation on new Draft Guidance on Planning Obligations | About the Council | Hampshire County Council](#)

account of the proposed residential allocations which were consulted on at Regulation 18 Stage 2.5

Hampshire County Council are part of the Transport for South East (TfSE) which Test Valley is located within. TfSE have published a Strategic Infrastructure Plan which provides a framework for investment in strategic transport infrastructure, services, and regulatory interventions from now to 20506.

The New Forest is located in the southwest of Test Valley and has areas designated a National Park. In addition to these areas, there are a number of rare habitats and is home to rare species and therefore parts of the New Forest are designated as a Special Area of Conservation (SAC), a Special Protection Area (SPA) and a Ramsar site. Test Valley Borough Council adopted a New Forest International Nature Conservation Designation: Recreation Mitigation Supplementary Planning Document in January 2025.

7 Draft Local Plan 2042

Objectives

The draft Local Plan Regulation 18 Stage 2 document includes a draft list of objectives ensure a framework is provided for our policies to collectively help address the key challenges and opportunities in the Borough.

The identified objectives include those related to climate change; strengthening our communities; supporting our town centres; conserving and enhancing our built and natural environment; conserving and enhancing biodiversity; enhancing health and wellbeing; deliver safe, attractive and well-designed environments; provide homes that are fit for purpose; promote a vibrant and resilient economy; and encourage active and sustainable modes of transport.

Infrastructure features in all aspects of the plan and the IDP supports the objectives of the Local Plan, setting out the requirements of new development to meet these objectives.

The Revised Regulation 18 document does not seek to review or update this due to the specific focus of the consultation document. This will be considered to inform the Regulation 19 document.

⁵ Further information available here: [Strategic transport plans and policies | Transport and roads | Hampshire County Council](#)

⁶ Further information is available here: [Strategic Investment Plan - Transport for the South East](#)

Spatial Strategy

The Spatial Strategy identifies the wider distribution of development to support the borough throughout the plan period provides for growth providing for approximately 15,878 homes.

As the focus of the Revised Regulation 18 consultation is on additional sites to meet the new housing requirements of 934 homes per year, the amount of employment land remains the same as the Regulation 18 Stage 2 version of the plan. However, this may be revised as the plan is prepared for the next stage (Regulation 19).

As a result of the higher housing requirement, this has resulted the need to review the spatial strategy to accommodate additional growth. The Settlement Hierarchy demonstrates that there are a range of settlements within the borough with varying levels of services and facilities. At the top of the hierarchy (Tier 1) are the market towns of Andover and Romsey which are the largest settlements in the borough with the widest range and number of facilities. These will continue to be focus of development with additional housing allocations proposed in these locations as part of the Revised Regulation 18.

The Settlement Hierarchy also identifies settlements in two further tiers (Tiers 2 and 3) which also have a range of facilities. Settlements in Tier 2 will also continue to be the focus of growth.

Tier 3 rural settlements are smaller in scale but have a range of facilities that meet the daily needs of local residents such as a shop, school and community facilities which are considered sustainable for a small amount of growth that aligns with the scale of the settlement. To help meet the higher housing requirement, it is proposed to allocate a small number of sites in Tier 3 settlements, which will bring additional population to help sustain existing facilities while maintaining their rural character. The proposed site allocations to meet housing needs are listed in Policy SS6 of the Draft Local Plan and is supported by a Housing Trajectory.

We consulted on a series of draft site allocations in Regulation 18 Stage 2 document. We received several consultation comments including supporting evidence, regarding these sites. These comments have been taken into account in updating respective site policies. It is proposed these sites continue to be proposed and are included in this draft Local, with updated policies.

Several site allocations are proposed at rural settlements, where facilities exist to support daily needs. There is variety in size of sites proposed and not all settlements with facilities will have a site proposed. The varying nature of our rural communities means a one size fits all is not sustainable or deliverable. In addition, national planning policy places a duty on the council to provide a housing requirement for each

designated neighbourhood area. Parishes that come forward to designate their area for a Neighbourhood Development Plan (NDP) or an updated NDP will need to make provision for a minimum number of houses which will be 10.

The infrastructure required to meet the needs of the housing sites proposed are included in this IDP in Section 12. The infrastructure needs set out in each of the tables in Section 12 have been identified through working with statutory consultees and relevant infrastructure providers and takes into consideration what will be needed to deliver each site.

Policies

Policy COM1: Delivering Infrastructure (Local Plan 2042) sets out requirements for infrastructure to be secured mitigate the impact of new development. Policy COM1: Delivering Infrastructure (draft Local Plan 2042) sets out requirements for infrastructure to be secured to mitigate the impact of new development.

The Local Plan shapes where new development should be located and presents policies to manage the pressure on infrastructure arising through new development, stating that the timely delivery of new infrastructure to support development proposals must be secured.

Site Allocations

The Local Plan sets out the following site allocations in northern Test Valley:

Policy	Residential development (approximate number of dwellings)
Northern Area 4 (NA4) Land South of London Road, Picket Twenty, Andover	90
Northern Area 5 (NA5) Land at Manor Farm, North Andover	900
Northern Area 6 (NA6): Land at Bere Hill, South Andover	,400
Northern Area 7 (NA7): Land to the East of Ludgershall	350
Northern Area 8 (NA8): Land to the South East of Ludgershall	1,363
Northern Area 11 (NA11): Land at Finkley Down Farm, Andover	1150
Northern Area 12 (NA12): Land east of Smannell Lane, Andover	200
Northern Area 13 (NA13) : Land West of Andover	200
Northern Area 14 (NA14): East of Hatherden Road, Charlton	135

Northern Area 15 (NA15): Land at to Danebury School, Stockbridge	100
Northern Area 16 (NA16): Expansion of Weyhill	1034
Northern Area 17 (NA17): Land North of Streetway Road, Grateley	80
Northern Area 18 (NA18): Land west of Newbury Road, Enham Alamein	100
Northern Area 19 (NA19): Land South of Eastville, Appleshaw	35
Northern Area 20 (NA20): Land at Bulberry Field, Duck Street, Abbots Ann	60
Northern Area 21 (NA21): Land North of Red Rice Road, Upper Clatford	20
Northern Area 22 (NA22): Land at Barrow Hill, Goodworth Clatford	40
Northern Area 23(NA23): Land to the north east of Thruxton	80
Northern Area 24 (NA24): Tennis Court Field, Barton Stacey	20
Northern Area 25 (NA25): Land to the North East of Drove Road, Chilbolton	65

The Local Plan sets out the following site allocations in southern Test Valley:

Policy	Residential development (approximate number of dwellings)
Southern Area 4 (SA4): Land South of Ganger Farm, Romsey	340
Southern Area 5 (SA5): Land South of the Bypass, Romsey	110
Southern Area 6 (SA6): Land at Velmore Farm, Valley Park	1,070
Southern Area 7 (SA7): Land at Ampfield Meadows, Ampfield	44 extra care accommodation (C2 use)
Southern Area 8 (SA8): Land at Upton Lane, Nursling	80 (this site also includes 8.25Ha of employment land)
Southern Area (SA18): Halterworth, Romsey	1,070
Southern Area 19 (SA19): Land North of Highwood Lane, Romsey	100
Southern Area 20 (SA20): Brentry Nursery, Romsey	245

Southern Area 21 (SA21): Packridge Farm, North Baddesley	180	
Southern Area 22 (SA22): Fields Farm, East Rownhams	100	
Southern Area 23 (SA23): Land at Flexford Road, Valley Park	200	
Southern Area 24 (SA24): Land Adjacent to Hyde Farm, Broughton	45	
Southern Area 25 (SA25): Land West of Holbury Lane, Lockerley	50	
Southern Area 26 (SA26): Land West of Braishfield Road, Braishfield	54	
Southern Area 27 (SA27): Land South of Romsey Road, Wellow	100	

The infrastructure requirements for these sites are set out in Section 12 of this IDP. The current assessment of market towns of Andover and Romsey indicate that these are our largest settlements in the borough, with the widest range of facilities. Significant growth has already occurred in these areas in the form of large scale housing allocations identified in the adopted Local Plan 2016. Due to the significant increase in housing requirement smaller scale growth is proposed in rural settlements which allows growth across the borough to be spread. These sites have been identified through the settlement hierarchy and have highlighted that there are facilities to meet daily needs.

The assessment of the infrastructure needs of proposed sites in Tier 1 and 2 settlements and proposed sites in Tier 3 differs to reflect the level of infrastructure needed for the scale of development proposed. Rural sites are typically smaller in scale due to a number of different factors in comparison to the larger sites. As such, the infrastructure required for the strategic allocated sites and the rural sites will vary due to existing facilities and connections. Therefore, the infrastructure requirements tables are set out differently with infrastructure for the large scale strategic sites in Tier 1 and 2 settlement set out in full. The rural sites set out a general list of requirements that apply across all rural settlements supplemented by a separate table for each Tier 3 site listing infrastructure that is specifically identified for that particular site. This is to reflect that

many of the infrastructure matters in Tier 3 settlements will be of a similar nature. To identify the rural sites, these are marked with * in the tables above.

Infrastructure delivery

The Council will work in partnership with a range of internal and external infrastructure providers and, where appropriate, neighbouring authorities, to ensure that new or improved infrastructure, including that listed in the IDP and Infrastructure Funding Statements, is delivered prior to, or in conjunction with, new development.

Infrastructure implications for Local Plan

The Council will work with providers and, where appropriate, neighbouring authorities, to ensure that new or improved infrastructure, including that listed in the IDP and Infrastructure Funding Statements, is delivered prior to, or in conjunction with, new development.

8 Infrastructure Prioritisation, Funding and Delivery

The funding for new infrastructure will come from a variety of sources. Some infrastructure will be delivered directly by service or utility providers. Some will be funded through Government grants or other funding schemes. Other infrastructure will be provided through the process of granting planning permission for new development through the process of negotiating “s106” agreements.

The NPPF sets out that “Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan, and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.” (Paragraph 2) As the development plan requires the delivery of infrastructure to support new development there will be a requirement that development provides infrastructure to mitigate its impact on the local area.

Infrastructure requirements will be funded by a variety of different mechanisms which will vary over the plan period. The current and key sources of funding over which the planning system can have a direct influence is explained below.

Community Infrastructure Levy (CIL)

The Community infrastructure Levy (CIL) is a planning charge introduced by the Planning Act 2008 as a tool for local authorities in England and Wales to help deliver infrastructure to support the sustainable development of an area.

The Council charges CIL on certain development which is set out in the CIL Charging Schedule (January 2016). The CIL Charging Schedule is likely to be updated as part of the Local Plan 2042 preparation. The Council's Spending Protocol and Infrastructure Funding Statement set out further details of how the Council's CIL is distributed and spent.

Section 126 Agreements

Following the introduction of CIL, planning obligations made under Section 126 of the Town and Country Planning Act 1990 were limited to those matters that were directly related to a specific site. The obligation must be necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonable related in scale and kind to the development. This may include requirements which are not capable of being funded through CIL such as affordable

Housing

Infrastructure Levy

The Levelling Up and Regeneration Act (2023) set out details of the new 'Infrastructure Levy' which was intended to replace CIL and Section 126 Agreements. However, the Government have confirmed that they do not intend to proceed with introducing the Infrastructure Levy.

Council Funds

The Council will seek to use a variety of sources to fund infrastructure projects. Where relevant, it will spend developer contributions on new infrastructure projects and/ or improvements to existing infrastructure provision.

As part of the Council's Corporate Plan (2023-27), the Council is taking a placed-based approach. This work includes working with communities to identify the infrastructure needs in their area. There may be opportunities for funding pots to be available to these local communities to fund localised infrastructure improvements.

The Council was allocated £257,000 towards rural business capital grants and £257,000 towards Community Capital grants through the Rural England Prosperity Fund for 2024/25. The Rural Prosperity Fund includes capital funding to support new and improved community infrastructure, providing essential community services and assets for local people and businesses to benefit the local economy. The Council's priorities for this fund are local arts, culture, heritage and creative activities, creation of

or improvement to rural green space and/ or impactful volunteering and social action projects.⁷ A smaller tranche of funding will become available in 2025-2026.

Not-for-profit, charitable community groups and organisations can apply to the Community Asset Fund (CAF) for a grant of up to £25,000. Applicants can apply for up to 50% of the cost of a project to provide new or enhance existing community assets and facilities⁸.

Government Departments

At any particular time, there are Government funding allocations available which are managed by different Departments, some of which are competitive or allocated on a formula basis. The Council will continue to apply for or bid for funding as opportunities arise. It has been successful in recent years in securing funding for several projects in the Borough.

The Council was awarded £18.3 million towards a new multi-purpose theatre and cultural hub in Andover on the 20th of November 2023 from Round 3 of the Levelling Up Fund (LUF), administered by the then Department of Levelling Up, Housing and Communities (DLUHC) now Ministry of Housing, Communities and Local Government (MHCLG).

Following the UK's departure from the European Union, Test Valley Borough Council was allocated £1 million from the formula-based UK Shared Prosperity Fund (UKSPF) in 2022-2025. The Test Valley UKSPF allocation includes funds towards Andover College (£240,000) and Andover Health Hub (£390,000).⁹ A further £327,000 has been allocated to Test Valley for 2025-2026. DLUHC also administers variety of programmes including Affordable Homes Programme and the Local Authority Housing Fund, which incentivise housing growth in their areas. The Affordable Homes Programme offers grants to registered providers and Local Authorities to increase the amount of affordable homes whilst the Local Authority Housing fund provides funds to improve temporary accommodation and longer term affordable housing for permanent resettlement.

DLUHC also administers variety of programmes including Affordable Homes Programme and the Local Authority Housing Fund, which incentivise housing growth in

⁷ Further details of the Rural England Prosperity Fund are available here: [Community Rural England Prosperity Fund | Test Valley Borough Council](#)

⁸ Further details of the CAF are available here: [Community Asset Fund | Test Valley Borough Council](#)

⁹ In addition to the following projects: Net zero grants/ business support (£140,000), projects identified by Romsey Future (£100,000), support/ grants through the University of Southampton Science Park (£30,000) and Community Energy South (£100,000)

their areas. The Affordable Homes Programme offers grants to registered providers and Local Authorities to increase the number of affordable homes whilst the Local Authority Housing fund provides funds to improve temporary accommodation and longer term affordable housing for permanent resettlement.

Partner Funding

Throughout the IDP, there are opportunities for the Council to work with delivery partners to help fund the identified infrastructure. For example for transport, this will involve National Highways or Network Rail for highways or rail projects, either through their five-year funding settlements with Government or through dedicated funds devolved to these organisations.

Each of the utility companies is required to develop five-year business and investment plans and so providing updates on the likely demand across the Borough should help identify where interventions are needed before they become a constraint on future growth.

Delivery of the identified health and emergency services facilities will be led by the appropriate partner organisation, many of whom receive an annual grant from Government to commission and/or deliver the required services.

Taking forward the Green Infrastructure Strategy will involve working with a range of partners at a national, regional and local level, including the Environment Agency, Natural England, the Forestry Commission and HCC Local Nature Reserve, all of whom have funding allocations that can be used, as well as seeking contributions from some of the DLUHC funding sources listed above.

Private Sector Contributions

Private sector service providers, such as train operating companies and bus operators, as well as third party service providers, may also be potential sources of funding for the required infrastructure, either outright or, most likely, as a source of match funding for future funding bids.

Other Sources of Funding

Not all infrastructure will be able to be funded via Section 126 agreements or CIL. There will be other sources of funding available over the plan the range of options will depend upon on the infrastructure requirements and could include public and private sector investment (such as other funding mechanisms from infrastructure providers), grant funding and economic growth funding.

9 Infrastructure Provision

To deliver the Local Plan objectives, infrastructure will need to be provided which serves more than one community or development site, and which can address the cumulative impacts of development across the Borough or beyond.

The Local Plan identifies employment and residential site allocations which will require infrastructure improvements to support the development and mitigate its impact. There are also likely to be other proposals for residential and employment development over the plan period which will need infrastructure requirements. The Local Plan requires infrastructure to be delivered at a strategic and local level to support the anticipated growth over the plan period.

This chapter sets out the strategic infrastructure needs as identified through the Local Plan, evidence base with consultation with stakeholders, infrastructure providers and local communities to date. The IDP has a focus on the significant increase in housing required as a result of the changes to the NPPF in December 2024. This includes the additional proposed housing allocations across the Borough, including some in rural areas. The rest remains in the Regulation 18 Stage 2 document and will be reviewed in preparation for Regulation 19. This Chapter aims to deal with strategic infrastructure in two ways: by including generic strategic needs along with specific pieces of infrastructure which can be costed in line with appropriate available evidence, such as healthcare facilities or education infrastructure.

Strategic physical, green and social and community infrastructure details are set out in the paragraphs below.

Physical Infrastructure

Transport and Movement

The NPPF states transport issues should be considered from the earliest stages of plan making and development proposal, using a vision-led approach to identify transport

solutions that deliver well-designed, sustainable and popular places (Paragraph 109). Sustainable transport provides opportunities for a variety of modes of transport, including cycling and walking which is key to maintaining healthy lifestyles and reducing congestion and carbon emissions. A variety of transport infrastructure is required to achieve this.

Highways

Hampshire County Council are the Highways Authority in the Borough. National Highways has the responsibility of planning, designing, building, operating and maintaining England's motorways and major A roads, known as the strategic road network (SRN). The Primary Road Network (PRN) are roads used for transport on a regional or county level, or for feeding into the SRN for longer journeys. The PRN is defined as roads that provide the most satisfactory route between places of traffic importance. This includes the SRN¹⁰.

Within Test Valley, the A303, A34, M3 and M27 contribute to the SRN. National Highways has produced 17 route strategies in England. In the Borough, the Solent to Midlands route¹¹ and South West Peninsula¹² are relevant. The National Highways route strategies inform decisions to be made about the network and they have informed the National Highways Strategic Road Network (SRN) Initial report, which sets their vision and priorities for the third road period (2025–2030) and beyond (from 2030). They also align with the National Highways Connecting the country: Our long-term strategic plan to 2050 which sets out a vision for the SRN to be “part of a seamlessly integrated transport system that meets our customers’ needs by connecting the country safely and reliably, delivering economic prosperity, social value and a thriving environment”.¹³ National Highways have also produced Net Zero Highways: Our 2030/ 2042/ 2050 Plan.¹⁴

Local Authorities (the Highways Authority) are responsible for linking Primary Destination within the Primary Road Network. Andover is identified as a Primary Destination within the Primary Road Network¹⁵ (the only town in the Borough to be identified as such). Primary Destinations in close proximity to the Borough include Basingstoke, Southampton, Winchester and Salisbury.

¹⁰ Further details on road classification and the primary road network is available here: [Guidance on road classification and the primary route network - GOV.UK](#)

¹¹ [Solent to Midlands Route](#)

¹² [nationalhighways.co.uk/media/oprdepna/r18-south-west-peninsula_acc.pdf](#)

¹³ Further information available here: [Connecting the country - National Highways](#)

¹⁴ [Net zero highways - National Highways](#)

¹⁵ Further details on road classification and the primary road network is available here: [Guidance on road classification and the primary route network - GOV.UK](#)

The County Council has a statutory requirement to have a Local Transport Plan (LTP). The current LTP (LTP3) was produced in 2011 and the County Council have adopted a more recent LTP (LTP4) which was adopted in February 2024.¹⁶

The Council will work with the County Council on the site-specific highways improvements required from new development. Representations to the Regulation 18 Stage 2 consultation noted that the indicative costs used in the Local Plan Viability Study and derived from HCC Transport Contributions Policy 2007, was not considered to reflect costs. This will be reviewed following further feasibility work and engagement with Hampshire County Council to inform the viability work and updated IDP up to Regulation 19.

Transport for the South East (TfSE) are the sub-national transport body for the South East of England. TfSE published their Transport Strategy for the South East in 2020.¹⁷ The strategy sets out TfSE's thirty-year vision for the region, with their strategic goals and priorities.

There are two transport models which cover Hampshire. These are:

Solent Region Transport Model (SRTM)

North Hants Transport Model (NHTM)

Test Valley falls within both model areas. The models are strategic models for local plan purposes and assess the cumulative impact of the range of sites tested and are not intended to show specific impacts on a site-by-site basis.

Transport modelling was undertaken for the Regulation 18 Stage 2 draft of the local plan which tested the overall predicted growth and proposed site allocations. This is the initial step in the process of assessing the full transport impacts of the spatial strategy to support the approach to growth in the most sustainable locations. The transport modelling tested a wider range of sites including sites than were needed for Regulation 18 Stage 2 draft of the local plan, including some which are now being proposed as allocations in the Revised Regulation 18 draft local plan. The outcomes of the transport modelling work showed no significant issues in terms of impact on the transport network. Further transport modelling will take place to inform the Regulation 19. This will provide an opportunity to assess the proposed site allocations to inform the package of mitigation measures needed to support the spatial strategy. The modelling also informs the Transport Assessment which assess the travel demands from each site and identify

¹⁶ [Local Transport Plan | Transport and roads | Hampshire County Council](#)

¹⁷ [TfSE-transport-strategy.pdf](#)

opportunities to influence the choice of mode for different types of travel as part of the overall transport and travel sustainability of each site.

Hampshire County Council have adopted a Local Transport Plan (LTP4) which aims to give high quality travel options to residents and includes their overall transport vision for 2050. LTP4 introduces policy based strategies which include; Electric Vehicle Charging Strategy, Bus Service Improvement Plan and the introduction of Local Walking and Cycling Infrastructure Plans (LCWIPS).

The Council will continue to work with the Highways Authority and National Highways to inform the draft Local Plan, including will review any emerging data/ strategies.

Active and Sustainable Travel

New development will be required to comply with the requirements in LTP4 (as set out in the Local Plan policies TR1: Active and Sustainable Travel and TR2: Assessing Transport Impacts). Improvements to the local cycling and walking network are likely to be required for new residential and employment development.

A Local Cycling and Walking Infrastructure Plan (LCWIP) sets out a recommended approach to planning networks of walking zones and cycling routes that connect destinations that people want to get to, such as for work, education or leisure. An LCWIP for southern Test Valley was drafted by Hampshire County Council and adopted on 10th November 2022¹⁸. Hampshire County Council adopted the LCWIP for northern Test Valley 6th March 2025.¹⁹

There are three Access Plans which cover Test Valley: Andover Town Access Plan, Test Valley Access Plan and Romsey Town Access Plan.

Hampshire County Council have produced a Walking Strategy and Cycling Strategy²⁰.

Rail Infrastructure

There are four railway stations in Test Valley: Andover Station and Grateley Station on the Salisbury to London line, Romsey Station (providing links towards Salisbury, Southampton and Eastleigh) and Mottisfont & Dunbridge Station (located on the Salisbury to Romsey line). In 2022/2023 Andover was the busiest station (921,726 entries and exits), followed by Romsey (384,366 entries and exits), Grateley (172,848 entries and exits) and Mottisfont & Dunbridge (24,412 entries and exits).

¹⁸ The Test Valley (south) Local Cycling and Walking Infrastructure Plan is available here: [TestValleySouth-LCWIP-report.pdf](#)

¹⁹ The Test Valley (north) Local Cycling and Walking Infrastructure Plan is available here: [documents.hants.gov.uk/transport/Northern-Test-Valley-LCWIP-2025-Final-Report.pdf](#)

²⁰ Further information available here: [Strategic transport plans and policies | Transport and roads | Hampshire County Council](#)

Network Rail is responsible for the infrastructure and coordination of the railway network, while Train Operating Companies (TOCs) operate services on that network. Their roles are complementary, with Network Rail providing the physical infrastructure and overseeing timetabling, while TOCs focus on providing train services and managing customer interactions. Both organizations work together to deliver a safe and efficient rail network for passengers and freight transport. In Test Valley, the Train Operating Company is South West Railway (SWR) and they have a responsibility for managing all stations within the Borough.

In addition to infrastructure at the borough's railway stations, Network Rail have highlighted the potential for impact upon the level crossing at Halterworth, near Romsey as result of the additional vehicular movements from proposed development at Halterworth and Highwood Lane. The Council and Network Rail will continue to work together to identify the impact and set out any detailed mitigation measures, including costs, following further technical evidence being undertaken by Network Rail.

Hampshire County Council have produced a Station Interchange Plan for each station within Hampshire which includes Andover, Romsey, Mottisfont and Dunbridge and Grateley. ²¹

Network Rail have provided an update on the following sites:

Andover

Andover railway station is heavily used and is likely to see continued growth. Andover has been identified as a key station for delivering step free access improvements to ensure all users can safely access the station and the platforms. Specific improvements would help to address existing deficiencies and future proof the station. There is an identified need for improving direct access to Platform 1 and this could include the provision of a footbridge and lifts.

HCC Station Interchange Plan identifies walking routes to and from the Station and town centre. It further states there are 2 bus stops in close proximity to the station, one being within a 30 metre walk. There are two identified cycle routes close to the station providing a route south-east along Charlton/Junction Road, along Station Approach to the station forecourt, then south east towards the town centre along Bishops Way and Junction Road. These routes link to National Route 246. The station has capacity for 132 cycle parking spaces. The station has a large car park adjacent to platform 2 with over half of the car park on a decked level while the remainder is at a surface level only. The station currently has 10 EV charging points. The plan identifies 6 recommendations

²¹ Further information is available here: [1i Rail Update Rail Station Interchange improvement Plan - Appendix 1-2024-10-24-EMH2050 Decision .pdf](#)

for interventions at the station, these include improving pedestrian cycle access to the fore court, provide signage from station environs to bus stop and provide improved bus information at the station to enhance rail/bus integration.²²

Network Rail identify Andover as being a Priority 1 station for such improvements meaning it is the highest priority in the short term (over next 5 years). Network Rail would encourage the Council to work with NR to secure contributions that could be used towards funding these improvements. Developments in and around Andover could contribute towards funding these improvements and reference to this within draft site allocations or used as part of the planning application process would assist in this.

Grateley

Grateley railway station is located towards the west of the Borough but does continue to see strong usage as it potentially allows for passengers to get a seat prior to reaching Andover. Given the high usage, Grateley is identified as being a Priority 2 station for access improvements, meaning it is categorised as being high priority in the short term (over next 5 years). Despite its high use, the station is located in a rural location. The HCC Station Interchange Plan states walking routes are substandard with poor lighting, and pavement provision. The station is served poorly by buses with one bus stop within 8- metre walk but only 4 journeys per day. The possibility for cycling is currently poor with no designated routes and must use the vehicle carriageway which are unlit and narrow. There are total of 260 car parking spaces on site but currently no EV charging points. The Plan identifies 5 recommendation which include improving the footpaths/walkways to the station including missing footpaths from bus stop on Station Road to car park entrance. Provide shelter to some or all cycle storage and update car park information on National Rail website²³. Network Rail would encourage the Council to work with NR to secure contributions that could be used towards funding these improvements from development close to Grateley as there is likely a need for significant changes if sites are allocated in close proximity to the station.

Romsey

Romsey railway station is identified as a priority 4 station for access improvements. This makes it a low category station, but it still remains a priority due to existing deficiencies. HCC Station Interchange Plan states walking to the station is possible via a ramped pavement from Canal Walk which links with a commercial and large residential area in the north and east and an under pass to the south, which is currently underlit. Access to

²² Further information available here: [1i Rail Update Rail Station Interchange improvement Plan - Appendix 1-2024-10-24-EMH2050 Decision .pdf](#)

²³ Further information available here: [1i Rail Update Rail Station Interchange improvement Plan - Appendix 1-2024-10-24-EMH2050 Decision .pdf](#)

the south side of the station is done so via steps from Station Road or level access from Station Approach. The LCWIP identifies a significant redesign of the Station Approach/A3057 signalised junction is required to give priority to pedestrians and cyclists. There are currently no buses which service the station except for bus replacements and college bus services. Cycle access is available to both platforms and National Cycle Network route 24 links to both side of the railway along Canal Walk and the station underpass. The LCWIP also identifies additional cycle infrastructure improvements within the vicinity of the station which will help improve the current lack of designated cycle routes to the town centre. There are 3 car parks within the station boundaries with a total of 39 car parking spaces. The plan identifies 9 recommendations which include improving signage from the station to key local areas, provide additional separate/dedicated cycle routes on highways and monitoring the car park occupancy.²⁴ Further development close to Romsey will worsen this and continue to impact on the passenger experience. Network Rail would encourage the Council to work with NR to secure contributions that could be used towards funding improvements to the station where these have been identified.

Mottisfont & Dunbridge

Mottisfont & Dunbridge station is located near to a National Trust site and is within a fairly rural location. HCC Interchange Travel Plan states walking is fairly limited to the station due to the rural location of the station. There are 2 pedestrian accesses but limited footpaths with no pavement directly at the exist point o either paths from the platforms. There are designated cycle routes in the local area including National Cycle Network route 24.. However, there is a lack of road space for cyclists and limited cycle storage with only 4 total cycle parking spaces. There are issues around pressures to car parking at the station as there is no formal station forecourt and a small parking area adjacent to the station house on the north side of the station with only 4 customer space and there are opportunities to pursue enhancing parking to reduce these pressures. The Plan identifies 8 recommendations which including improvements to the pedestrian routes between station access points and existing footpaths, continue to explore the opportunities to provide a kiss and ride parking area in adjacent land and provide signage to cycle route NCN24 including to the Abbey. ²⁵

²⁴ Further information available here: [1i Rail Update Rail Station Interchange improvement Plan - Appendix 1-2024-10-24-EMH2050 Decision .pdf](#)

²⁵ Further information available here: [1i Rail Update Rail Station Interchange improvement Plan - Appendix 1-2024-10-24-EMH2050 Decision .pdf](#)

The Three River Community Rail Partnership works with rail operators to improve the condition of the stations within their area and to encourage greater use of the railway. The CRP stations include Romsey²⁶ and Mottisfont & Dunbridge²⁷ in Test Valley.

Test Valley falls within Network Rail's Southern Region. Within this region, there are three routes through the Borough: the South West Main Line (London Waterloo to Weymouth), West of England Line (Basingstoke to Exeter), Test Valley Line (Salisbury to Southampton and Eastleigh). Network Rail Wessex Route Study (August 2015)²⁸. From discussions with Network Rail, the Council understands that there are no major planned works to the rail infrastructure in Test Valley.

The Council will continue to work with Network Rail and SWR to understand any new planned works in the Borough. Where the rail network may be close to or impacted by a proposed development, further discussions are required around the implications of any works and the requirements of the development.

Bus Services and Infrastructure

There are several bus routes in test valley which provide connections between major destinations such as between Andover and Salisbury (Active8), Andover and Winchester and Romsey and Winchester and Romsey and Southampton. Many of the longer range bus services that travel to/from or via these towns also service smaller rural areas en route and tend to be more commercially viable due to high levels of patronage. With additional sites proposed along routes such as the A342 which is served by the Activ8, there are opportunities here to support traditional public transport options like bus services.

Bus services are commercially run and where routes are at risk of becoming commercially unviable, bus operators are able to alter or cease the operation of the routes in liaison with the relevant highway authority, including Wiltshire to the west of the borough. The majority of services in and around Andover and Romsey are commercially supported bus services.

There are a total of 18 bus services, predominantly serving rural areas out of Andover and Romsey, that are considered supported services which means they are externally funded either by developer contributions or Hampshire County Council. Going forward, supporting bus services through additional funding is unlikely to continue to be sustainable. Due to significant shortfalls in its budget, Hampshire County Council have

²⁶ Further information available here: [Romsey - Three Rivers Rail](#)

²⁷ Further information available here: [Mottisfont & Dunbridge - Three Rivers Rail](#)

²⁸ [Wessex Route Study: Final](#)

withdrawn funding for many rural bus services including community transport which took effect in April 2025. Cuts to the Concessionary Travel Scheme were also made.

However, while traditional transport options like bus services in rural areas are becoming more challenging to fund, other more flexible services are emerging that work on an on-demand basis, such as Connect Transport on Demand. This is a bookable service, capped at £5.50 per journey, with the aim of covering areas of Hampshire that are not served by regular bus routes.

Rural Transport is a theme within Hampshire County Council's Local Transport Plan 4 (LTP4) and recognises there are often limited travel choices in the available in rural areas and seeks to maintain accessibility in rural areas. Given spatial strategy in the Revised Regulation 18 local plan identifies a wider range of sites across the borough, including in rural areas, this is an opportunity to explore measures to improve access to traditional public transport services rural specific transport solutions to maintain accessibility in rural areas and provide viable alternatives to the private car in line with policies in LTP4. The Council will continue working with, and supporting, Hampshire County Council on these issues.

Emerging technology

The world of transport and travel is changing rapidly with new ways of travelling and new approaches being developed in line with evolving technologies. The decarbonisation of transport has seen a growth in electric vehicles which comes with the need for charging points. Electric Vehicle Charging Points (EVCP) have been installed in some areas of the Borough and this will be an area of growth for infrastructure provision throughout this plan period. As of April 2025 there were 102 public charging points in the Borough. Excluding any private EV charging points.

This evolving technology will also shape the way in which we travel and may provide the need for specific infrastructure provision. These developments will be monitored as we progress through the delivery of the plan.

Transport for South East have produced the Transport for South East Electric Vehicle Charging Infrastructure Strategy, Strategy and Action Plan (2023)²⁹.

General Aviation Airfields

The Council recognises the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time. The economic value of airfields, in serving business, leisure, training and emergency service needs, are also

²⁹ Document is available here: [Electric Vehicle Charging Infrastructure - Transport for the South East](#)

recognised. There are no airfields open to the public in Test Valley. There are 7 private airfields³⁰, and one Army Aviation Centre³¹.

Utilities

The Local Plan will support the provision and improvement of utilities infrastructure to ensure capacity meets demand while also not significantly impacting on the character or appearance of buildings.

Electricity, gas and water supply are regulated industries, and each provider has a duty to connect future developments to their network as they are built, subject to cost and timing within the scope of its asset management plan, where applicable, and regulations laid down by Ofgem.

The Government announced in September 2023 that the first 'spatial plan for energy infrastructure would be produced and the Government announced on 8th July 2024 that this would be expanded to other infrastructure sectors. In October 2024 a report relating to Strategic Spatial Energy Plans (SSEP) was published which highlighted the UL, Scottish and Welsh Governments have jointly commissioned the National Energy System Operator to create a SSEP for the energy system, land and sea across Great Britain. The Council will have regard to any plans once produced.

Each provider also has a five-year investment programme of maintenance and expansion, and so it is often difficult to engage with utility providers around the Local Plan process given the much longer timescale and the uncertainty over specific sites coming forward.

Currently in Test Valley most homes are heated by either mains gas or oil³².

Electricity

National Grid operates the national electricity transmission system across Great Britain and owns and maintains the network in England and Wales, providing electricity supplies from generating stations to local distribution companies. National Grid does not distribute electricity to individual premises directly. It is the role of local distribution companies to distribute electricity to homes and businesses.

The local distribution network operator for Test Valley is Southern Power Distribution (SEPD) (also referred to as Scottish and Southern Electricity Networks). SEPD is responsible for operating the local electricity distribution network which supplies

³⁰ This includes the Middle Wallop Airfield, Thruxton Aerodrome, Chilbolton Flying Club, Marsh Court Manor Private Airstrip, Bossington Airstrip, Farley Farm Airstrip and Pouncefoot Farm Airstrip.

³¹ 29 Middle Wallop (Army Aviation Centre)

³² Based on Regen and Scottish and Southern Electricity Networks Distribution Future Energy Scenarios 2021 Results and methodology report, available here [Distribution Future Energy Scenarios 2021 \(ssen.co.uk\)](https://www.ssen.co.uk)

electricity from the national electricity transmission system direct to households and businesses.

The electricity supplies for new developments are the responsibility of the development and will be paid for by the developer. If reinforcement is required, the costs are apportioned between the developer and the Distribution Network Operator (DNO). Speculative developments will be funded fully by the developer, including reinforcement.

Specific development proposals within the Test Valley area are unlikely to have a significant direct effect upon National Grid's electricity transmission infrastructure. Generally, network developments to provide supplies to the local distribution network are because of overall regional demand growth rather than site specific developments.

If new infrastructure is required in response to an increase in demand across the local electricity distribution network the operator (SEPD) may request improvements to an existing National Grid substation or a new grid supply point.

The funding of strategic infrastructure is planned for in the electricity company's Network Asset Management Plan (NAMP) and pricing proposals which are agreed with OFGEM (The Office of Gas and Electricity Markets).

National Grid has produced Future Energy Scenarios (FES) 2024: ESO Pathways to Net Zero (July 2024)³¹ which highlights ways to decarbonise our energy system as part of the drive to net zero.

Energy Supply companies are required to produce a Long Term Development Statement (LTDS) for assessment by the government regulator (OFGEM). SEPD's current LTDS was produced in November 2022 and covers the period 2022/23 to 2027/28³³.

Nursling Grid Supply Point (GSP) covers households in the south of the Borough while Melksham GSPs covers households towards the north of the borough³³. GSPs are owned by National Grid rather than SEPD and all investments proposed by SEPD are to the distribution network only. Electricity travels through GSPs towards Bulk Supply Points (BSPs) before reaching homes and there are several BSPs within the borough.

The Council is aware that work is currently being undertaken by SEPD looking at future energy scenarios in terms of the distribution of energy, accounting for the anticipated increase in reliance on electricity for heating and powering vehicles.

It is not envisaged that the provision additional energy-related infrastructure will act as a constraint to the levels of growth envisaged in the emerging Test Valley Local Plan

³³ Further information is available here: [Long term development statements \(LTDS\) - SSEN](#)

though there will be electricity infrastructure costs associated with specific development sites (e.g. under-grounding of cables) which will be borne by the developers of those sites.

Gas

In the UK, gas leaves the transmission system and enters the distribution networks at high pressure. It is then transported through a number of reducing pressure tiers until it is finally delivered to consumers. National Grid owns and operates the high pressure gas transmission system in England, Scotland and Wales.

New gas transmission infrastructure developments (for example pipelines and associated installations) are periodically required to meet increases in regional demand and changes in patterns of supply. Developments to the network occur as a result of specific connection requests, for example power stations, and requests for additional capacity on the network from gas shippers. Generally, network developments to provide supplies to the local gas distribution network are as a result of overall regional demand growth rather than site specific developments.

The annually updated Gas Ten Year Statement (GTYS)³⁴ provides an update on current and future changes that impact the gas national transmission system and their latest Business Plan³⁵ covers the five-year period up to 2026.

There are seven reception points into the United Kingdom and distributed through a National Transmission System (NTS). National Grid is responsible for the NTS which covers the whole of Great Britain. A series of off-take points in the NTS supplies gas to eight regional distribution networks. The gas distributor for Test Valley is Southern Gas Network.

Gas supplies to consumers are funded by developers and Southern Gas Network. When a request for a supply is received, developers are quoted a Connection Charge. If the connection requires reinforcement of the network then a Reinforcement Charge may also be applied. The apportioning of reinforcement costs are split between the developer and Southern Gas Network, depending on the results of a costing exercise internally. Connection to the network will be provided as sites come forward.

Gas supply in Test Valley is well served by existing infrastructure and it is not envisaged that the provision additional energy-related infrastructure will act as a constraint to the levels of growth envisaged in the emerging Test Valley Local Plan. The Council will review the infrastructure needs as the Local Plan progresses.

³⁴ [Gas Ten Year Statement \(GTYS\) | National Gas](#)

³⁵ [NGED Your Power Future - Further information on our plan](#)

Low and zero carbon energy infrastructure

On the 4th of September 2019, Test Valley Borough Council declared a climate emergency and made a commitment to investigate clear and effective options to become a carbon neutral organisation. Alongside this, it was resolved that the Council would work with communities and partners to identify opportunities for making the Borough carbon neutral.

The Government publishes data on the progress of renewable electricity projects for schemes over 150kW through the planning system in the Renewable Energy Planning Database³⁶. As of April 2025, there were 16 operational schemes recorded in Test Valley with an installed capacity of 166 MW electricity. There were two schemes under construction, with 7 awaiting construction, and one proposals under consideration (note: solar schemes that incorporate battery storage are logged as two separate entries).

In 2020 LUC and the Centre for Sustainable Energy (CSE) produced a Test Valley Renewable and Low Carbon Energy Study and a Test Valley Landscape Sensitivity Assessment of Wind and Solar Developments³⁷. The findings show that there is significant technical potential for renewable and low carbon energy within the Borough. The Study concludes that the Borough has the resources to generate an amount of low or zero carbon energy, with greatest potential in the opportunity to use the power of the sun in the form of ground mounted solar PV, rooftop solar PV and solar hot water heating. This has informed the Climate Change policies in the Local Plan (Chapter 5, page 126-145 – 156).

Water Resources and Supply

The water environment of the borough of Test Valley is highly valued by the local community, particularly the chalk streams and rivers, several of which are designated to be of local and national ecological importance as well as being of importance to the identity of the area.

Southern Water are the statutory water provider in the Borough. Local public water suppliers include Southern Water, Bournemouth Water and Wessex Water. There is also the private water company, Cholderton and District Water, which provides water to an area of Cholderton and Shipton Bellinger. The Water Company Area for Southern Water is designated by the Environment Agency as an area of 'serious water stress'. This means that demand for water can outstrip supply, especially during a drought.

The companies plan in five-year cycles, considering projected population growth and proposed new development. Their Asset Management Plans (AMPs) set out the

³⁶Available at: [Renewable Energy Planning Database: quarterly extract - GOV.UK](#)

³⁷ [Test Valley Renewable and Low Carbon Energy Study \(2\).pdf](#)

services and improvements they intend to provide and how much they will cost. AMPs are submitted to Ofwat, the industry regulator.

The companies are also required to publish Water Resources Management Plans (WRMP) every five years and review annually. These plans inform the AMPs by identifying any supply deficits and suggesting how they may be overcome. Southern Water's current WRMP was published in 2019 and covers the period 2020 to 2070. Southern Water are currently drafting an updated WRMP, having undertaken public consultation in 2024³⁸. The revised WRMP 2024 is set to be published in the first quarter of 2025.

There are several dwellings, particularly in the rural areas of the borough, which are not connected to the mains for water supplies and instead access water through private boreholes.

Environmental bodies such as the Environment Agency and Natural England set and safeguard water quality objectives. The Environment Agency is the water industry's environmental regulator and define the environmental permits that water companies are required to meet. These permits are designed to protect the environment and ensure that water quality objectives are met.

The Council previously commissioned jointly through the Partnership for South Hampshire (PfSH)³⁹ Integrated Water Management Study (IWMS) 2018⁴⁰ and IWMS partial Update 2020⁴¹. These studies covered the southern part of the Test Valley within South Hampshire, and were similar to a Water Cycle Study. The southern part of Test Valley⁴⁴ lies within the South Hampshire sub-region, covered by the PfSH.

To support the draft Local Plan, a Water Cycle Study (WCS) has been produced. This study assessed the potential issues relating to future development across Test Valley and the impacts on water supply, wastewater collection and treatment, and water quality. The Water Cycle Study assesses the constraints and requirements that will arise from potential growth on the water and waste water infrastructure. The Study will be reviewed for Regulation 19 stage to cover all proposed sites. This along with the ongoing engagement with Southern Water will inform updates to the IDP for Regulation 19. The IDP is a live document and the appropriate mitigation approach for each of the sites will be identified and set out in more detail in subsequent updates of the IDP.

³⁸ [Water Resources Management Plan - Southern Water](#)

³⁹ [Home - Partnership for South Hampshire](#)

⁴⁰ [Integrated-Water-Management-Study-2018.pdf](#)

⁴¹ [Wood-Technical-Note-July-2020.pdf](#)

There are two Abstraction Licensing Strategies which cover the borough. These are:

The Test and Itchen Abstraction Licensing Strategy (published March 2019)⁴².

The Hampshire Avon Abstraction Licensing Strategy (published February 2020)⁴³

There are 8 River Basin Districts in England and two of these River Basin which cover Test Valley⁴⁴. The River Basin Management Plans (RBMPs) set out how the Environment Agency will make sure the requirements of the Water Framework Directive (WFD) are complied with. They provide the framework for managing water bodies and are produced for each of the 8 river basin districts in England. In Test Valley there are

The South East River Basin District River Basin Management Plan

The South West River Basin District River Basin Management Plan

In Hampshire there are significant water pressures on the River Test and Itchen. These rivers are protected by environmental laws that limit how much water can be removed to supply to the public. Due to recent changes to their licence, Southern Water have identified a shortfall of water in south Hampshire when the weather is dry. Southern Water's current Water Resources Management Plan plans to make up this shortfall. To achieve this, Southern Water have launched Water for Life – Hampshire.

As part of the Water for Life programme, Southern Water created a 'Hampshire water grid' to connects areas of water availability with areas that it is needed. A new pipeline is proposed to connect Otterbourne supply works to River Way supply works (Andover) and Testwood supply works. It is anticipated that the pipeline would be constructed between Autumn 2024- Spring 2025.

Additional work done as part of emerging Water Resources Management Plan including several initiatives. For example, the Thames to Southern Transfer scheme would further increase resilience by transferring water from Thames Water to Southern Water⁴⁵.

Southern Water has launched Target 204245, a new approach to managing demand and protecting the environment. This involves a target of securing a maximum of 100 litres per person per day by 2050

⁴² [Test and Itchen Abstraction Licensing Strategy](#)

⁴³ [Hampshire Avon abstraction licensing strategy.pdf](#)

⁴⁴ [River basin management plans: 2015 - GOV.UK](#)

⁴⁵ Additional information can be found here: [Save a little water](#)

Foul water infrastructure and Waste Water treatment

The Council engages with Southern Water on this matter as the infrastructure provider, as well as other organisations such as the Environment Agency. As part of this, existing capacity constraints would be taken into account, as well as consideration of whether mitigation can be secured for the impacts of any additional development (phasing of infrastructure provision relative to the impact would also be taken into account).

The Water Industry Act 1991 includes the provision that an infrastructure charge may now be levied on each new or existing property connected to the public sewerage or water system for the first time. If the existing infrastructure is not adjacent to a development site, the developer may have to requisition a new off-site sewer under Section 98 of the Act or water main under Section 41 of the Act. Any costs associated with the requisition would be additional to the infrastructure charge and would be borne by the developer.

Southern Water have produced a Drainage and Wastewater Management Plan for the River Test and Itchen Basin Catchment⁵¹. This document identifies the investment needs within the catchment, including those to reduce the number of spills from storm overflows and to improve the resilience of the network.

Waste Management

The County Council (HCC) has a statutory responsibility as a Waste Disposal Authority (WDA) to provide facilities for local residents to safely dispose of their waste (household waste recycling centres (HWRCs)). The County Council are also a waste planning authority and as such is responsible for the sustainable management of waste and determining most waste development applications. Hampshire Council are also responsible for disposing of the household waste which Test Valley Borough Council (the waste collection authority in the borough) has collected.

The County Council currently operates two household waste recycling centres (HWRCs) in the Borough. These provide a key role in diverting household waste from disposal. The Casbrook HWRC has been identified as needing investment by Hampshire County Council.

The Casbrook Bunny Lane HWRC just north of Romsey is the primary HWRC for residents of Romsey and the southern part of the Borough. The existing site is a relatively small, single-level facility which was subject of layout improvements in 2011 to address specific health and safety concerns. The physical limitations of the site prevent its future development. In particular, modern HWRCs are typically now 'split level' where waste containers are set lower in the ground to minimise the use of steps and enable servicing vehicles to be kept separate from the public. These are considered safer to use and are shown to achieve higher recycling rates than single level sites.

HCC are working to identify the future needs of the HWRCs across the County and the Council will continue to work with them to plan for future infrastructure needs to meet the needs of the local population.

Telecommunications Infrastructure

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, particularly in rural areas. 95.9% of Test Valley residents have access to superfast broadband⁴⁶.

The government intends to deliver nationwide gigabit-capable broadband as soon as possible and aims for the majority of the population to have 5G coverage by 2030.⁴⁷

There are a number of broadband providers in the borough, with Open Reach and Virgin providing connections to a large proportion of residential dwellings. Other companies include Gigaclear and other smaller providers.

Due to the increasing awareness of the importance of high quality broadband provision across the country, the government has a number of initiatives to improve connections to dwellings. Project Gigabit is the government programme to deliver gigabit capable broadband across the UK by 2030⁴⁸. Hampshire County Council provides support to homeowners through the UK Gigabit Voucher Scheme (UKGV). UKGV is designed to provide funding towards the cost of installing fast, reliable broadband for residents in rural Hampshire. The County Council allocated £1m of additional funding for the financial year 2021/22, as a result eligible residents were able to apply for vouchers worth up to £3,000 per property – at the time of the roll out, this was double the value of the government's standard Gigabit Broadband Voucher. The Government now offer £4,500 to cover the costs of a Gigabit-capable connection. ⁴⁹

The General Permitted Development Order (1995 and subsequent amendments) enables a significant amount of telecommunications development to take place with only limited local authority control over siting and design.

There are several requirements for new dwellings to be connected to the fastest broadband available. The Building etc. (Amendment) (England) (No. 2) Regulations 2022 came into force on 26 December 2022. These regulations introduce gigabit broadband infrastructure and connectivity requirements for the construction of new homes in England. They amend The Building Regulations 2010 and The Building

⁴⁶ [Broadband Coverage and Speed Test Statistics for Test Valley](#)

⁴⁷ [Digital Connectivity Portal - GOV.UK](#)

⁴⁸ Further information available here: [Project Gigabit - GOV.UK](#)

⁴⁹ [Alternative solutions | Business and economy | Hampshire County Council](#)

(Approved Inspectors etc.) Regulations 2010. There is also statutory guidance available for developers⁵⁰. This means that new development identified in the Local Plan will be required to have a broadband connection. This is not anticipated to be a barrier to development on any of the site allocations.

Flood Risk Management

Hampshire County Council was established as the Lead Local Flood Authority (LLFA) under the provisions of the 2010 Flood and Water Management Act. The Act requires LLFAs to develop, maintain, apply and monitor a strategy for local flood risk management in its areas in relation to groundwater, surface water and ordinary watercourse flooding.

The Environment Agency retains responsibility for managing flood risk associated with coastal, main river and reservoir flooding. Hampshire County Council has a statutory duty to consider the surface water flood risk implications of new development and in particular to provide advice on Sustainable Drainage Systems (SuDS). The County Council also has a responsibility for consenting works to Ordinary Watercourses (OWs).

Hampshire County Council have produced a Local Flood Risk Management Strategy in 2013 (updated in 2020), Surface Water Management Plans, a Groundwater Management Plan and a Preliminary Flood Risk Assessment providing advice and information on flood risk from various sources of flooding across the country. The Surface Water Management Plans have been replaced by a suite of Flood and Water Catchment Management Plans⁵¹. There is a Catchment Management Plan (CMP) for the Upper Test, Middle Test, Lower Test and Monks Brook in Test Valley.

This CMP seeks to identify and prioritise areas within the river basin catchment that are at an increased risk of flooding due to geographical, geological, or developmental features, this may include areas which have experienced flooding in past events. The plan also uses other factors to determine a catchment's vulnerability to flooding and associated water management issues. These factors include density of housing, presence of critical infrastructure and vulnerability of residents.

The CMP seeks to understand how and why the river catchment floods, to support the introduction of a stepped approach to interventions and preventative measures that will reduce flood risk and improve overall water management, including drought, both now and in the future.

The CMP highlight that flood risk will increase over time and that the current approach to flood management will need to be kept under review in order to adequately manage

⁵⁰ [New build connectivity: information for developers - GOV.UK](#)

⁵¹ [Catchment Approach to Flood Risk Management | Environment | Hampshire County Council](#)

flood risk going forward. This will be a priority as the Local Plan progresses and in advance of Regulation 19. A Strategic Flood Risk Assessment has been undertaken which has fed into the Local Plan to ensure development is focused on areas at lowest risk.

10 Social and Community Infrastructure

Education

In light of the NPPF immediate revision which significantly increases the amount of houses allocated, the Draft Local Plan 2040 includes additional sites located at our larger settlements as well as site allocations located within rural settlements. This presents further challenges to education settings as there will be additional demand in various catchment areas resulting in additional pressures and funding required as a result of the proposed development.

Hampshire County Council is the education authority for the borough and has a statutory duty to ensure a sufficient supply of school places for Hampshire, including early years provision, school provision for children up to 16, post-16 provision and meeting the needs of children with special educational needs and disability (SEND). This includes planning the provision of primary and secondary school places and securing an appropriate balance between supply and demand, ensuring they function as high quality, viable and financially efficient services and to ensure fair access to educational opportunity and promote diversity and parental choice. Furthermore, the Government have recently introduced new provisions for Early Years. From April 2024, working parents of 2-year-olds children are entitled to 15 hours funded childcare per week. From September 2024 all working parents of children from the age of 9 months are entitled to 15 hours per week of funded childcare and from September 2025 working parents of children from 9 months are entitled to 30 hours funded childcare. This presents a challenge to HCC in respect of ensuring there is a supply of places, staff recruitment and inclusion.

Currently, the early years population 0-4 years is forecast to fall below current levels over the next few years.

The County Council responds to change through the School Places Plan, which is based in part upon projected dwelling numbers and looks five years ahead⁵². School place planning is co-ordinated with the Council's key partners and the governing bodies/trusts of schools and academies. In planning the provision of school places, the

⁵² [School Organization and Strategic Development | Education and learning | Hampshire County Council](#)

County Council will also consider cross border movement of pupils between local authorities.

There are 46 Primary Schools, 6 Secondary Schools, 6 Special Schools and 4 Independent Schools in the Borough. The schools are covered by 5 primary school planning areas (Andover Town, Andover Rural, Romsey North & North Baddesley, Rural Romsey and Stockbridge) and 3 secondary school planning areas (Andover, Test Valley, Romsey/ Stockbridge). ⁵³

HCC's current School Places Plan 2025-2029 sets out the identified need for extra mainstream school places for the primary sector (4 to 11 year olds) and secondary sector (11 to 16 year olds). It identifies potential school expansions at Winton School (increase of 1 form) in 2023 and a new primary school linked to the Whitenap mixed-use allocation in the Revised Local Plan 2016 (2 form entry) in 2028 or later. A deficit of secondary school places is identified in 2022 in Andover Planning Area and Romsey/ Stockbridge Planning Area along with a surplus in Test Valley Planning Area and forecast this is forecast to remain in 2027. However, this is based on the current forecasted growth in the Borough and there are likely to be additional expansions to primary and secondary schools required over the new plan period.

From discussions with HCC, the Council understands that with regard to secondary provision in the Andover planning area, there is growth planned for Winton School but the precise scale and timing of delivery of sites that may affect John Hansen and Harrow Way will determine the level of contributions required for these schools. The Council will work with HCC to develop more certainty over the trajectory for delivery and precise capacities between this stage and Regulation 19. However, there may be scope within the strategic sites to potentially produce a new secondary school site. There is sufficient capacity in secondary schools in Romsey planning area to meet the needs arising from the planned development set out in the Local Plan.

Through engagement with HCC, existing demand for primary school places and the impact of cumulative development have been identified as a potential challenge in regard to the new proposed development. Therefore, there may be scope within the strategic allocations to develop a new 2fe primary school on site. The number of occupations for the opening of a new school is approximately 400 occupations, although this trigger will be more precisely defined at the planning application stage, taking account of site specific circumstances.

HCC have undertaken a national benchmarking exercise with the Department for Education (DfE) that identifies the true cost of building new school places. The

⁵³ Details of the Schools within each planning area can be found here: [School Places Plan 2023 to 2027 | Hampshire County Council \(hants.gov.uk\)](https://www.hants.gov.uk/school-places-plan-2023-to-2027)

benchmarking report (updated annually and led by Hampshire County Council) shows that the full delivery cost of new primary phase school places exceeds the DfE Basic Need funding allocation⁵⁴. The County Council expects financial contributions from developers to meet the cost of children's services facilities required as a direct result of any housing.

Costs for specific sites set out in Section 12 are derived from Hampshire County Council's Development Contributions towards Children's Services document which contains costs for delivery of new schools and expansion of existing schools. This document was published in 2022 and the costs should be considered in light of inflation. The council will continue to work with HCC to refine costs for education contributions for the Regulation 19 stage of the local plan preparation.

The Education Act 2011 made several significant changes to the education system. Whilst Local Education Authorities (LEAs), in their role as commissioners of education, must continue to plan for and secure sufficient schools for their area, the 2011 Act introduced a new academy/ free school "presumption" under which LEAs are required to seek proposals to establish an academy/ free school in the first instance where there is an identified need for a new school. Academies are not accountable to Hampshire County Council and receive their budget directly from Government.

There is a single national measure to assess the net capacity of schools specified by the Department for Education (DfE), which should ensure a robust and consistent method of assessing the capacity of schools. The measure is used to identify a surplus or shortage of school places within schools.

The Council has worked with HCC to calculate the requirement for future school places to accommodate planned future growth. This has identified a requirement for additional school places across Test Valley.

The SEND provision in Hampshire is continually reviewed to assess the county wide need for SEND places against current specialist places available at special schools and resourced provisions and to plan new provision where needed. On sites of 500 dwellings or more an assessment will be made of the need to secure additional accommodation for pupils with SEND from the development at an appropriate local school and will be subject to an assessment of the individual situation⁵⁵.

Special School provision is at capacity in the county and where contributions are required, the cost associated with this will be four times the build cost of mainstream

⁵⁴ [School Organisation and Strategic Development | Education and learning | Hampshire County Council](#)

⁵⁵ This is set out in the HCC document Development Contributions Towards Children's Services Facilities. Further information can be found here: [School Organisation and Strategic Development | Education and learning | Hampshire County Council](#)

education (this is because a special school pupil requires four times the area of a pupil in mainstream education⁵⁶. Where contributions are required, the Council will work with HCC to calculate the contributions required towards SEND places.

New residential development will need to provide contributions towards education facilities. The current situation shows most schools are at capacity or will be in the future which will require additional funding to assist in relieving current pressures. These are not considered to be a barrier to development or to delay the delivery of sites. On larger sites, where there is no capacity to expand nearby schools to meet the needs of the new development, new schools will be required. The Council will continue to the work with the Local Education Authority to assess the education

Healthcare Facilities

The Local Plan is committed to ensuring that Test Valley has the appropriate affordable and sustainable health infrastructure to meet the demand of the borough. As the population is projected to increase, more and better equipped facilities will be brought forward over the plan period.

Health and social care in England are provided by a range of organisations under the umbrella of the Department of Health and Social Care (DHSC) which has the responsibility for policy that direct both the health and social care system. NHS England purchase specialised services (for example, cancer services) and some primary care such as dentistry, ophthalmology, offender healthcare and some services for the armed forces. Hampshire and Isle of Wight Integrated Care System (ICS) is a partnership of NHS and local government organisations working together to join up health and care services to improve the health and wellbeing of people in the communities we serve.

NHS England also has several roles including funding Integrated Care Boards (ICBs) to commission services for their communities and ensures that they do this effectively. The Hampshire and Isle of Wight Integrated Care Board (ICB) is the statutory organisation responsible for setting the strategic plan for the NHS to deliver its part of the health and care strategy.

NHS Hampshire, Southampton and Isle of Wight ICB are responsible for ensuring the right healthcare systems are provided for the benefits of the Borough's residents. The ICB do this by planning and buying healthcare services from local hospitals, GPs and

⁵⁶ This is set out in the HCC document Development Contributions Towards Children's Services Facilities. Further information can be found here: [School Organisation and Strategic Development | Education and learning | Hampshire County Council](#)

other providers. These providers are also supported by the ICB to continually improve service to meet the healthcare needs of the demographic within each area.

In Wiltshire the local ICB are the Bath and North East Somerset, Swindon and Wiltshire ICB. Ludgershall is served by The Castle Practice which has facilities in Ludgershall and Tidworth.

The ICBs works with the local Primary Care Networks (PCN), which are a group of GP practices within a local area. There are two PCNs which cover the Borough: Andover PCN⁵⁷ and Romsey PCN⁵⁸

The Hampshire, Southampton and Isle of Wight ICB continues to work with partners to co-ordinate action across Hampshire and Isle of Wight via a number of transformation programmes to implement the NHS Long Term Plan and achieve their vision of enabling people in our communities to live healthier, longer lives.

The ICB has produced a new Integrated Care Strategy for Hampshire and Isle of Wight (December 2022)⁵⁹, along with The Green Plan: A dynamic plan for the Hampshire and Isle of Wight Integrated Care System⁶⁰ and Hampshire Children and Young People's Mental Health and Emotional Wellbeing Local Transformation Plan (LTP) 2022/23⁶¹. The ICB also have a Joint Capital Resource Use Plan (2024/25) which sets out how the ICB and partner NHS trusts and foundation trust planned to use their capital funding in 2022/23⁶². This document is updated yearly.

The need for additional health and social care facilities over the Local Plan period will depend on the amount and type of housing being developed, and whether there will be significant elderly or young populations. This will determine the required make-up of the clinical workforce and may, for example, highlight the need for practice nurse, dental, ophthalmic and pharmacy support.

Any potential developments will impact on future health provision requirements and put additional pressures on existing resources, both within the hospital and primary care settings. The Council will continue to work with both ICBs to establish the latest position on suitable expansion of primary care facilities and these have been identified in the tables in Section 12. The preferred approach is for expansion to primary care facilities in the main population growth areas, rather than new isolated branch practices.

⁵⁷ Andover PCN includes Andover Health Centre, Charlton Hill Surgery, Adelaide Medical Centre, Shepherds Spring Medical Centre and St Mary's Surgery

⁵⁸ Romsey PCN includes Abbeywell Surgery, Alma Road Surgery and North Baddesley Surgery

⁵⁹ [PowerPoint Presentation](#)

⁶⁰ [HIOW ICS Green Plan FINAL DRAFT 30.03.2022.pdf](#)

⁶¹ [Hampshire CYP Mental Health Local Transformation Plan - 2022-23.pdf](#)

⁶² [22-23 HIOW Joint capital plan FINAL.pdf](#)

The ICBs seek financial contributions towards consolidating the existing primary care provision, which may include extending and/ or reconfiguring existing premises. There is often no requirement to provide a new GP/ dental practice for each new development. Instead, managing the impact of developments is likely to involve extending existing GP/ dental practices or increasing capacity within a practice to provide additional primary and community care space

The Council has worked closely with the ICBs to identify the nearest primary care facilities likely to be impacted by new development identified in the Local Plan. The ICBs work in collaboration with the network of private doctor surgery practices within the Primary Care Networks to identify the impact of additional proposed growth and their specific requirements of each surgery location to accommodate additional patients.

These practices may be identified in the future as being suited to expansion to meet the needs of a new population as a result of new development. All primary healthcare facilities in Test Valley or that are within the catchment of proposed sites within Test Valley are either at or over capacity in terms of the patient to doctor ratio. The Hampshire and Isle of Wight ICB currently seek financial contributions of £680 per dwelling from all new developments over 10 dwellings to support local primary health care facilities. These costs have been reflected in the sites tables in Section 12 and have been updated from the draft IDP published alongside the regulation 18 Stage 2 local plan consultation. These are secured through developer contributions through the planning application process to address the impact of development healthcare provision. The Council will continue to work with the ICBs on identifying their infrastructure needs and calculating contributions required from new development.

The Council will also work in partnership with Wiltshire Council, BSW ICB and Hampshire IOW ICB in regard to specific applications which have the potential to impact both ICBs and PCNs who are responsible for users in both Test Valley and Wiltshire.

[Affordable housing](#)

Affordable housing will be secured in accordance with Policy HOU1. The provision of affordable housing to meet the needs of the local population is a key objective of the Local Plan. The Council has an Affordable Housing Supplementary Planning Document (2020) which sets out its approach to securing affordable housing in the borough.

The Local Plan includes a policy which facilitates the delivery of community-led affordable housing in the countryside (Policy HOU2), a policy that supports the delivery of affordable housing on rural sites (Policy HOU3) and a policy that supports the delivery of affordable housing as First Homes on sites that are outside the settlement boundary (Policy HOU4).

The viability of providing affordable housing has been assessed in the Council's Viability Study. Affordable housing will be required on all eligible development which will contribute towards meeting the Borough's needs. This is not anticipated to place additional burden on developers to the extent that it would present a barrier to development coming forward.

Community Facilities

The NPPF requires planning policies and decisions to provide the social, recreational and cultural facilities the community needs. This includes the provision of shared spaces, community facilities and other local services to enhance the sustainability of communities and residential environments. In this case, 'community facilities' refers to local shops, meeting places, sports venues, cultural buildings, public houses and places of workshop. This definition includes commercial community facilities (local shops and public houses), places of worship and non-commercial community facilities (meeting places, sports venues and cultural buildings). New developments will be required to provide community facilities to meet the needs of the population.

The Council will work with its key partner organisations and developers to ensure that high quality social and community facilities and services are provided and/or modernised in order to meet the changing needs of the whole community and reflect the approaches that the Council or its partners take to the delivery of services. Facilities should be flexible and adaptable and support the dual use of social, educational and community facilities, including by maximising the use of schools outside of core teaching hours, for a mix of sporting, social, cultural, and recreational uses.

New development will be required to contribute to and/ or provide community centres which are multifunctional facilities to meet the needs of the community. All new community facilities should be accessible, welcoming, inclusive and open and available to all members of the local community with sufficient capacity and flexibility to meet a range of local needs. The Council will calculate contributions related to community facilities using a formula which takes into account of build costs and the number of proposed dwellings. When determining whether to secure additional facilities or to expand existing facilities, the Council will consider the condition of existing facilities and its level of use.

The delivery of community facilities must be provided in a timely manner as it contributes towards the establishment of strong communities within new development. They provide a multifunctional role with spaces for different community groups, organisations and clubs to have a space to meet.

Where new commercial facilities are to be provided, if it is demonstrated that there are viability constraints which make the facility unviable, alternative facilities must be

provided. The Council has previously experienced challenges in the deliver of certain types of community facilities and will ensure that there are mechanisms in place to secure community facilities to meet the needs of new communities. This includes in rural communities. Due to the smaller scale development in these locations, a new facility is unlikely to be considered appropriate. However, funds may be able to be secured against existing community centres to mitigate against the potential rise in the use.

The Council will consider further the site-specific requirements for new community facilities or expansion of existing community facilities in preparation for Regulation 19.

Libraries and Archive Services

Hampshire County Council have a statutory duty to provide both a libraries and archives service. The library service in Hampshire has recently been through a transformation programme and there are not anticipated to be any need for new library facilities in the county.

In Test Valley there are two libraries: one in Andover and the other in Romsey. Andover is a 'Tier One' library which means it is one of the largest and busiest libraries in Hampshire, with the widest range of services and opening hours. Romsey is a 'Tier Two' library which has slightly shorter opening hours. There are also nearby libraries in Hampshire, such as at Totton and Whitchurch which may be used by Test Valley residents.

Hampshire County Council have indicated in their Guidance on Planning Obligations⁶³ that there is significant scaling back of funding or closure of services such as libraries. Therefore, a clear rationale is needed about why obligations for new types of infrastructure is required. for funds and how these obligations would meet the relevant legal tests for securing developer contributions.

Emergency Services

Police

Hampshire and Isle of Wight Constabulary is the police service in Hampshire providing policing services to Test Valley Borough. The Borough is covered by seven teams⁶⁴, with three police stations: Andover Police Station, Stockbridge Fire Station and Romsey Police Station.

⁶³ Additional information can be found here: [Consultation on new Draft Guidance on Planning Obligations | About the Council | Hampshire County Council](#)

⁶⁴ [Find a police station | Hampshire and Isle of Wight Constabulary](#)

Andover Police Station has a front counter service and is open to the public. The Andover District Policing Team (emergency response officers), Andover Neighbourhood Team and High Harm Team are based in Andover. Stockbridge Police Station is a neighbourhood police office which is a shared facility with the Fire and Rescue Service and some of the Rural team area based there. Romsey Station is fully operational but does not offer front counter services⁷². The Romsey Neighbourhood Team and some of the Rural team are based at the Romsey. There is also a police station at Hedge End which has links to the police provision in Romsey, with the District Policing Team based at this station.

There are planned changes towards an Area based policing model which is likely to result in an additional District Policing Team present within the Borough. These changes may result in a different distribution of teams such as Investigators which would be based at an Area level and may require additional/ different infrastructure needs. The Council will continue to work with Hampshire and Isle of Wight Constabulary to understand the implications or any changes to the local policing model.

Fire and Rescue

Test Valley falls within the Winchester & Test Valley Group and Stockbridge & New Forest Group within Hampshire Fire and Rescue. Area teams cover may be wider than the borough or county depending on the level of need and locations of call outs.

There is one station in Test Valley (Andover Fire Station) which the Fire and Rescue Service categorise as a 'whole time station', meaning that there is constantly a crew available at the pump. There are two other stations in Test Valley, In Stockbridge and Romsey, which have 'retained pumps' which have a crew which will respond to a call, and travel to the fire station, as required. Andover and Winchester Fire Stations are also admin hubs within Hampshire.

The Hampshire Fire and Rescue Safety Plan covers the period 2020-2025⁶⁵ and they are currently updating their community Risk Management Plan which will cover the period 2025-2030.

The Fire Service operates a dynamic service which responds to and adapts to the needs and calls as required. This relates to calls within Hampshire and in neighbouring counties depending on the pressures at the time. Each station does not have a designated call out zone but will respond to a call out if they are the nearest available pump.

⁶⁵ [HIWFERS-Safety-Plan-2022.pdf](#)

There is no identified need for additional infrastructure to support proposed future development at this time, with the Service seeking to maximise the efficiency of its existing assets/facilities. This will be reviewed prior to Regulation 19.

Resource intensive incidents include fires at thatched buildings which can require high numbers of pumps which need to be bought in from neighbouring facilities.

Ambulance

Ambulance services are provided by the South Central Ambulance Service (SCAS) NHS Trust in the Borough. The SCAS forms part of the Hampshire and Isle of Wight Integrated Care System.

The SCAS NHS Trust published a 5 Year Strategy 'Our Future Vision and Strategy (2022-2027)' setting out a broad strategy for future investment in the ambulance service. Whilst a number of key strategic projects have been identified, none are located within the Borough.

11 Green Infrastructure

Maintaining the borough's green infrastructure will contribute to the Borough's resilience, protect water resources and water quality, ensure biodiversity can adapt, improve air quality, support health and wellbeing, reduce the impact of climate change and manage flood risk.

The Council aims to protect and conserve Borough's existing infrastructure and provide facilities, access and opportunities for people to enjoy.

North Wessex Downs National Landscape

The North Wessex Downs National Landscape covers part of the Borough, to the north of Andover. The area is designated as an Area of Outstanding Natural Beauty (AONB) 'to conserve and enhance the natural beauty of the area' and is now referred to as a National Landscape. The North Wessex Downs AONB Management Plan⁶⁶ (2019-2024), prepared jointly by partner organisations (including the Council), sets out objectives, policies and priorities to take into account and apply to help conserve and enhance this nationally important landscape.

No strategic green infrastructure requirements have been identified and there are no proposed allocations within the National Landscape in the draft Local Plan.

⁶⁶ northwessexdowns.org.uk/wp-content/uploads/2021/11/NWDAONB_Management_Plan_2019-24_low_res_32Mb.pdf

New Forest National Park

The New Forest Partnership Plan (2022-2027) was produced jointly by the main organisations with interests and responsibilities in the National Park, including TVBC. The plan is for the National Park as a place and not specifically for the National Park Authority or any other organisation. There is also the New Forest National Park Recreation Management Strategy 2010-2030⁶⁷ which seeks to guide and influence recreation and spatial planning policy and implementation across the whole of the National Park and adjoining areas.

Public Rights of Way

The Public Rights of Way (PRoW) network is a strategic tool in facilitating high-quality, sustainable development, enhancing the integration of new development into its surrounding landscape and travel network. The PRoW provides informal recreation opportunities in and around developments and is largely connected with nature and the countryside.

The access network comprises 'Definitive' public rights of way; cycle tracks; routes permitted for use by landowners; informal routes used by the public; and land open for public access. Some remote rural roads are also similar in character to these other forms of linear access. This Plan sets out the Borough Council's aims to improve the access network for the enjoyment of all its users. The Plans objectives will be used to justify the need arising from the specific development and how these are to be met.

The approach to development and the PRoW network seeks to enhance parts of the network that are likely to experience an increase in usage. Opportunities will be explored to upgrade routes where usage to meet the needs of a variety of users such as leisure cyclists and horse riders. The Access to the Countryside policy in the draft local plan seeks to enhance the PRoW network to open up access to the wider countryside or create circular links from new development by linking up parts of the RoW network. Some parts of the PRoW network are also used for accessing other neighbourhoods or local facilities and the council will continue to work with HCC to identify where routes can be adapted to accommodate commuting.

Hampshire County Council Countryside Service have produced a Countryside Access Plan 2015-2025⁶⁸ and Countryside Access Plan for the Test and Itchen 2008-2013⁶⁹.

⁶⁷ Further information available here: [Recreation management strategy - New Forest National Park Authority](#)

⁶⁸ [Hampshire County Council Draft Countryside Access Plan 2025-35 | Environment | Hampshire County Council](#)

⁶⁹ [Microsoft Word - Test & Itchen - final CAP_pportrait_A](#)

A new public consultation is underway on a new Countryside Access Plan which is set to conclude 6th August 2025.

Open space and Recreation Facilities

The Council's Playing Pitch Strategy (PPS 2020-2036) and Sports Facilities Strategy (SFS 2020) (along with subsequent update papers) have identified the need for a range of community facilities across the Borough in line with the planned growth associated with development identified in the Local Plan 2016. As well as some standalone community facilities, such as leisure centres and sports pitches, community facilities should be fundamental to the planning and build-out of new development. The Council has commissioned an update to the PPS and SFS, the outcome of which will be available later in 2025. The IDP will be updated to take account of the review of the PPS and SFS for the Regulation 19 stage.

However, as of 2022, there are 26 cricket pitches, 114 football pitches, 6 hockey pitches, 11 rugby pitches, 6 full sized artificial turf pitches and 4 full sized artificial turf pitches in the borough. Since this update paper was produced, the Council has opened the Gagner Farm Sports Complex which includes provision for 1 adult football pitch, 2 adult rugby pitch, 3 junior football pitches, 1 hockey artificial pitch and 1 rugby artificial pitch along with other associated facilities. There are two public swimming centres in Test Valley: Romsey Rapids Sports Complex and Andover Leisure Centre which are both run by Places for People on behalf of Test Valley Borough Council.

There is only one sports hall with full community availability in Test Valley which is the Andover Leisure Centre. However, there are several sports halls within schools across the Borough.

The Council has produced a Green Space Strategy (2021-2031) which sets out the approach to maintaining the Green Spaces within the borough⁷⁰.

The Council undertakes audits the open space provision within the borough, with the latest Public Open Space Audit undertaken in 2018 (an update paper was produced in 2019 to update the parish boundaries).

In preparation for Regulation 19 the Council will review the funding priorities for projects identified in relevant strategies. This will include identifying funding sources towards key areas of open space, such as new leisure centres, and updating its evidence base.

Ecology and biodiversity

The Conservation of Habitats and Species Regulations 2017 (as amended) includes the requirement for the Council to consider the potential impact of development on certain

⁷⁰ Additional information available here: [Green space strategy 2021 – 2031 | Test Valley Borough Council](#)

nature conservation designations. This includes Special Protection Areas (SPA) and Special Areas of Conservation (SAC), which are designated for bird species and habitats and other species respectively. National guidance advises that Ramsar sites should be treated in the same way; these are designated for wetlands of international importance.

There are several internationally designated sites within or close to the borough⁷¹. Some development sites within the borough may fall within the Zone of Influence of designated sites which are outside the borough.

Mitigation may be required from certain developments within the Zone of Influence of the SPAs and SACs.

New residential development in parts of the Borough has been identified to have a likely significant effect on the New Forest designations when considered in combination in relation to recreational impacts. The Council has an adopted mitigation approach set out in the New Forest Recreational Mitigation SPD⁷². The SPD contains options for mitigation the recreational impact on the New Forest Special Protection Area (SPA) and Ramsar site.

The SPD identifies a zone of influence from which people will travel to the New Forest and seeks to mitigate the impact on the New Forest SPA through the provision of mitigating land called Suitable Alternative Natural Greenspace (SANG). Mitigation can be delivered in a variety of ways such as on site mitigation, provision of land nearby or through a contribution to a strategic mitigation package. It is stated that the financial contributions will be index-linked to inflation (paragraph 5.18).

The tables in Section 12 below identify which sites fall within the recreational impact zone and would need to provide mitigation in accordance with the measures set out in the New Forest Recreation Mitigation SPD. Financial contribution costs for mitigation are not provided as the approach in the SPD sets out a preference for mitigation on site first and where contributions are considered, these are based on the number of bedrooms. Any mitigation package is likely to require agreement from Natural England.

There are four designated Local Nature Reserves (LNRs) in Test Valley⁷³. The Council also owns several other countryside sites and a nature reserve which are open to the public. This includes Ladies Walk in Andover and Fishlake Meadows in Romsey⁷⁴. In

⁷¹ This includes Solent Maritime SAC, Solent and Southampton Water SPA, New Forest SPA, SAC and Ramsar Site, Emer Bog SAC, Mottisfont Bats SAC, River Avon SAC and River Itchen SAC

⁷² [New Forest Recreational Mitigation SPD | Test Valley Borough Council](#)

⁷³ Anton Lakes LNR, Ladies Walk LNR, Danebury Hillfort LNR, Tadburn Meadows LNR and Valley Park Woodlands LNR

⁷⁴ Additional details on Nature Reserves can be found here: [Nature Reserves | Test Valley Borough Council](#)

2023 the Council opened Bury Hill Meadows nature reserve which was funded by developer contributions. The site comprises of a series of meadows which are open to the public, encouraging greater access to the countryside and is used as an area for walking and casual recreation as well as a rich ecological habitat.

There are 65 Sites of Special Scientific Interest in Test Valley which have an important ecological role in protecting sites of importance for wildlife along with recreational value.

Nutrient Mitigation

Since spring 2019, following advice from Natural England, the Council has been affected by the issue of needing to ensure that new development for residential and overnight accommodation is nutrient neutral to satisfy the Habitats Regulations. To achieve nutrient neutrality a development's nutrient budget must be calculated and any residual nutrient load through offsite mitigation provision to be in place at the point of first occupation. Off-site mitigation solutions are now available on a catchment wide basis which developments in Test Valley can access⁷⁵.

The Solent area SPAs, SACs and Ramsar was one of the first areas in the country to be affected by this issue at a significant scale for excessive nitrates. This applies to the area of Test Valley which falls within the catchments of the River Test and River Itchen and their tributaries, which then flow into the Solent. A small area around Shipton Bellinger and Cholderton fall within the catchment of the River (Hampshire) Avon, which is rather affected by excessive phosphates in the River Avon SAC.

The area of the Borough which drains to Chickenhall wastewater treatment works (including Valley Park, and the Hocombe area of Ampfield) is also affected by excessive phosphates in the River Itchen (in addition to excessive nitrates in the Solent), for wastewater only.

In responding to the nutrient neutral issue the Levelling Up and Regeneration Act 2023 includes a new duty on water companies to upgrade wastewater treatment works within affected catchments to the best technically achievable limits for both phosphate and nitrates by 1 April 2030. This would reduce significantly the amount of nitrates in wastewater from developments which are served by wastewater treatment works currently without an nitrogen permit limit, plus some existing nitrates and phosphate limits are likely to be strengthened. However, the duty applies to wastewater treatment works serving a 2,000 population or more, although the Secretary of State will have the ability under a discretionary duty to lower this to 250 population for a specific wastewater treatment works. This will alter the nitrate mitigation required on new development, resulting in a reduced burden on developers and site viability.

⁷⁵ [Approach to certain International Nature Conservation Designations | Test Valley Borough Council](#)

Biodiversity Net Gain

Biodiversity Net Gain was introduced by the Environment Act (2021) including a requirement for 10% mandatory biodiversity net gain in conjunction with certain development. It is anticipated that further information will be released regarding this and the Council will take into account any updated requirements as part of the preparation for Regulation 19.

The Local Biodiversity Action Plan (LBAP) provides a framework for the maintenance and enhancement of the biodiversity of the Borough. The document includes actions for a number of organisations operating within Test Valley. It has been published by Test Valley Borough Council and was written in conjunction with the Hampshire & Isle of Wight Wildlife Trust.

Hampshire County Council have a responsibility to produce a Local Recovery Strategy for the county. This is currently still in draft and aim to have it a completed strategy by the end of 2025.⁷⁶ The strategy will be used to map areas of opportunity for the use of 'nature-based solutions' to wider environmental problems like flooding, climate change mitigation and adaptation or poor water quality. The Strategy is also a key mechanism for planning and delivering the National Nature Recovery Network. The Local Recovery Strategy will be an evidence-based document which will guide future investment and protection of certain areas. This will inform the Local Plan going forward, with implications such as providing a guide to BNG investments. It may also impact what infrastructure is required in relation to Green Infrastructure.

New sites coming forward may be subject to provide Suitable Alternative Natural Green Space (SANG) which is designed to attract residents to new open spaces which in turn protects designated sites which are protected. This helps those protected areas valuable ecology and encourages use of additional space for recreational activities.

Forest Park

The South West Hampshire Forest Park is a sub-regional initiative. The proposal is to improve public access to the woodland, improve its nature conservation value improve informal recreation opportunities for local residents. The aim is to create a more attractive and accessible facility and so act as an alternative to people using more environmentally sensitive locations for their recreation.

There is an aspiration for an expansion to the Forest Park to come forward and it is anticipated that this will come forward during the Plan period.

⁷⁶ [Local Nature Recovery Strategy for Hampshire | Environment | Hampshire County Council](#)

Minerals and Waste

Hampshire County Council are the planning authority for minerals and waste and have a responsibility to protect Hampshire by making sure the right minerals or waste developments are in the right place, at the right time. Hampshire County Council (along with Portsmouth City Council, Southampton City Council, New Forest National Park Authority and the South Downs National Park Authority) are responsible for ensuring sufficient extraction and supply of minerals up to 2030.

The Hampshire Minerals and Waste Plan is currently being updated, with the anticipated adoption date in Winter/Spring 2026⁷⁷.

Some sites are within mineral consultation areas and regard will need to be had to the relevant policies in the Hampshire Minerals and Waste Plan. This does not prevent development coming forward, however the Council will keep any updates to the Hampshire Minerals and Waste Plan under review in case there are implications for the Local Plan.

12 Summary of infrastructure requirements for proposed sites

This section sets out the site-specific requirements in relation to the site allocations. These are specific to each proposed strategic site and cover a range of types of infrastructure. The tables set out what is required for each type of infrastructure, this includes access, potential active travel links for physical infrastructure to potential implications on education and indicative costs.

The costs are provided at a point in time and will evolve as the plan and sites progress. Relating to this, there are a small number of sites which currently do not have a calculation for Nitrate Neutrality. Those sites with calculations for Nitrates are indicative and based on the previous Test Valley Credit Scheme of £3000 per kg/Tn.

Site specific requirements for all sites located in rural parts of the borough have been identified. However, given the smaller scale of development proposed in these rural settlements, infrastructure such as Community Facilities, Green Space, and Healthcare are grouped for all sites which is set out in Appendix 1.

⁷⁷Local Development Scheme 2023 [pp1 LDS 2023 - FINAL.pdf](#)

Proposed strategic housing allocations

Northern Area Policy 4 (NA4): Land South of London Road, Picket Twenty				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
Physical Infrastructure				
Highways	Potential site access from Eddery Road and/ or Pollard Road.	Highways improvements will be required	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with Hampshire County Council
	Other site-specific improvements to the local highway network may be required such as accessibility and connectivity improvements to neighboring areas or any improvements identified in a Local Cycling and Walking Plan	This will be required to be provided by appropriate time within the delivery of the new development These improvements may be on-site and/ or off-site.	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with Hampshire County Council
	Enhancements to the active travel route between Andover Station and the site will be required.	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council Highways Authority, Network Rail and South Western Railway	Calculated following further feasibility work and engagement with Hampshire County Council
	The protection and enhancement of the local Public Right of Way network will be required.	These improvements will be off-site and will be required to be provided by appropriate time within	Hampshire County Council Countryside Service	Calculated following further feasibility work and engagement with

Northern Area Policy 4 (NA4): Land South of London Road, Picket Twenty				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
		the delivery of the new development		Hampshire County Council
Social and Community Infrastructure				
Education (early years)	Potential for financial contributions towards early years provision in the vicinity of the site	Timing and phasing to be agreed	Hampshire County Council Children's Services (Education Authority)	To be determined
Education (primary)	Financial contributions required towards existing local schools including increasing primary school capacity. This is likely to include contributions towards Pilgrim Cross CE (A) Primary School.	None, developer contributions would be required towards school provision	Hampshire County Council Children's Services (Education Authority)	£559,683
Education (secondary)	Financial contributions required towards existing local schools (such as Winton Secondary School) or a new secondary school to increase capacity	None, developer contributions would be required towards school provision	Hampshire County Council Children's Services (Education Authority)	£617,878.80
Healthcare	Adelaide Medical Centre, Charlton Hill, Charlton Hill Enham branch, and Shepherds Spring surgeries would be impacted by the proposed development and area currently oversubscribed.	Developer Contributions will be secured towards enhancements to primary care provision in the local area.	Hampshire and Isle of Wight Integrated Care Board and Andover Primary Care Network	£61,200

Northern Area Policy 4 (NA4): Land South of London Road, Picket Twenty				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
	Additional capacity will be required to support the development			
Community Facilities	Contributions to an existing community facility will be required.	None, developer contributions would be required towards community infrastructure	Test Valley Borough Council and the local town or parish council	Calculated to address the additional need for community facilities in the local area, taking into account the proximity to existing facilities and their location.
Green Infrastructure				
Green Infrastructure	The site will be required to provide an extension to Harewood Common along the eastern boundary of the site.	None	Test Valley Borough Council	TBC
Solent Maritime Special Area of Conservation, Solent and Southampton Water Special Protection Area and Ramsar	Development will be required to achieve nitrates mitigation.	Challenges in the mitigation required and associated costs	Test Valley Borough Council and Natural England	Indicative cost would be £747,660

Northern Area Policy 5 (NA5): Land at Manor Farm, North Andover				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
Physical Infrastructure				
Highways	Potential site access from Saxon Way roundabout.	Highways improvements required tbc	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with Hampshire County Council
	Other site-specific improvements to the local highway network may be required such as accessibility and connectivity improvements to neighbouring areas or any improvements identified in a Local Cycling and Walking Plan	<p>This will be required to be provided by appropriate time within the delivery of the new development</p> <p>These improvements may be on-site and/ or off-site.</p>	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with Hampshire County Council
	Enhancements to the active travel route between Andover Station and the site will be required.	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council Highways Authority, Network Rail and South Western Railway	Calculated following further feasibility work and engagement with Hampshire County Council
	The protection and enhancement of the local	This will be required to be provided by appropriate	Hampshire County Council Countryside Service	Calculated following further feasibility work and engagement with

Northern Area Policy 5 (NA5): Land at Manor Farm, North Andover				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
	Public Right of Way network will be required. This is likely to include improvements to Restricted By-ways Enham Alamein 755, 757, 758, and 759 and Footpaths Enham Alamein 726, 723, 722 and Footpath Andover 7714.	time within the delivery of the new development. These improvements may be on-site and/ or off-site.		Hampshire County Council
Social and Community Infrastructure				
Education (primary)	Financial contributions required towards existing local schools including increasing primary school capacity. This is likely to include contributions towards Knights Enham Nursey and Infant School and Knights Enham Junior School.	None, developer contributions would be required towards school provision	Hampshire County Council Children's Services (Education Authority)	£5,596,830
Education (secondary)	Financial contributions required towards existing local schools (potentially Harrow Way Secondary School) or a new secondary school to increase capacity	None, developer contributions would be required towards school provision	Hampshire County Council Children's Services (Education Authority)	£ 6,178,788
Special Educational Needs &	One additional classroom for special educational needs and disability provision (SEND) at	None, developer contributions would be	Hampshire County Council Children's	To be determined

Northern Area Policy 5 (NA5): Land at Manor Farm, North Andover				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
Disabilities (SEND)	primary and secondary phase is required at an appropriate nearby maintained or special school.	required towards school provision	Services (Education Authority)	
Healthcare	Andover Health Centre Medical Practice, Charlton Hill, Charlton Hill Enham Branch and Shepherds Spring surgeries would be impacted by the proposed development and area currently oversubscribed. Additional capacity will be required to support the development	Developer Contributions will be secured towards enhancements to primary care provision in the local area.	Hampshire and Isle of Wight Integrated Care Board and Andover Primary Care Network	£612,000
Community Facilities	Either a new community facility will be required or contributions to improve facilities in the area.	New community facility to be secured on site or contributions towards existing facility. Timing and phasing to be agreed	Test Valley Borough Council and the local town or parish council	Calculated to address the additional need for community facilities in the local area, taking into account the proximity to existing facilities and their location.
Green Infrastructure				
Green Space	The site will be required to provide a significant area of Green Space along the northern area of the development	None, Green Space should be provided early in the phasing of the development	Test Valley Borough Council	TBC

Northern Area Policy 5 (NA5): Land at Manor Farm, North Andover				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
Solent Maritime Special Area of Conservation, Solent and Southampton Water Special Protection Area and Ramsar	Development will be required to achieve nitrates mitigation.	Challenges in the mitigation required and associated costs	Test Valley Borough Council and Natural England	TBC

Northern Area Policy (NA6): Land at Bere Hill, South Andover				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
Physical Infrastructure				
Highways	Potential for two site accesses along the A3093.	Highways improvements will be required	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with Hampshire County Council
	Other site-specific improvements to the local highway network may be	This will be required to be provided by appropriate time within the delivery of the new development.	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with

Northern Area Policy (NA6): Land at Bere Hill, South Andover				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
	required such as accessibility and connectivity improvements to neighbouring areas or any improvements identified in the Northern Test Valley Local Cycling and Walking Plan which identifies Micheldever Road as a primary cycle route	These improvements may be on-site and/ or off-site.		Hampshire County Council
	Enhancements to the active travel route between Andover Town Centre and the site will be required.	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council Highways Authority and Countryside Service	Calculated following further feasibility work and engagement with Hampshire County Council
	Enhancements to the active travel route between Andover Station and the site will be required.	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council Highways Authority, Network Rail and South Western Railway	Calculated following further feasibility work and engagement with Hampshire County Council
	The protection and enhancement of the local Public Right of Way network will be required. This is likely to include improvements to Footpath Andover 4, Andover 2 and 3, Footpath 2, Footpath Upper	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council Countryside Service	Calculated following further feasibility work and engagement with Hampshire County Council

Northern Area Policy (NA6): Land at Bere Hill, South Andover				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
	Clatford 705 and Restricted Byway Upper Clatford 752.			
Social and Community Infrastructure				
Education (early years)	110 place Day nursery and 40 place preschool, potentially linked to the location of the new primary school on site	Timing and phasing to be agreed	Hampshire County Council Children's Services (Education Authority)	To be determined
Education (primary)	A new 2 form entry (FE) primary school will be required on site.	New primary school would need to be provided at an appropriate time within the phasing of the development.	Hampshire County Council Children's Services (Education Authority)	£8,606,394
Education (secondary)	Financial contributions required towards existing local schools or a new secondary school to increase capacity	None, developer contributions would be required towards school provision	Hampshire County Council Children's Services (Education Authority)	£9,611,448
Special Educational Needs & Disabilities (SEND)	One or two additional classrooms for special educational needs and disability provision (SEND) at primary and secondary phase is required at an appropriate nearby maintained or special school.	None, developer contributions would be required towards school provision	Hampshire County Council Children's Services (Education Authority)	To be determined

Northern Area Policy (NA6): Land at Bere Hill, South Andover				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
Healthcare	Adelaide Medical Centre, Charlton Hill, Charlton Hill Enham branch, Shepherds Spring and St Marys surgeries would be impacted by the proposed development and area currently oversubscribed. Additional capacity will be required to support the development	Developer Contributions will be secured towards enhancements to primary care provision in the local area.	Hampshire and Isle of Wight Integrated Care Board	£952,000
Community Facilities	A new community facility and/or contributions to an existing facility will be required.	None, developer contributions would be required towards community infrastructure	Test Valley Borough Council and the local town or parish council	Calculated to address the additional need for community facilities in the local area, taking into account the proximity to existing facilities and their location.
Green Infrastructure				
Green Space	The site will be required to provide a significant area of Green Space along the northern portion of the development adjacent to Ladies Walk.	None, Green Space should be provided early in the phasing of the development	Test Valley Borough Council	TBC
Solent Maritime Special Area	Development will be required to achieve nitrates mitigation.	Challenges in the mitigation required and associated costs	Test Valley Borough Council and Natural England	

Northern Area Policy (NA6): Land at Bere Hill, South Andover				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
of Conservation, Solent and Southampton Water Special Protection Area and Ramsar				Indicative cost £12,655,380

Northern Area Policy 7 (NA7): Land to the East of Ludgershall				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
Physical Infrastructure				
Highways	Potential site access from A342. Site specific transport improvements may be required.	Highways improvements required	Hampshire County Council (Highways Authority in Hampshire) and Wiltshire Council (Highways Authority in Wiltshire)	Calculated following further feasibility work and engagement with Hampshire County Council
	The site will need to provide connections and/ or enhancements to the local public transport network	This will be required to be provided by appropriate time within the delivery of the new development.	Hampshire County Council (Highways Authority in Hampshire) and Wiltshire Council	Calculated following further feasibility work and engagement with Hampshire County Council

Northern Area Policy 7 (NA7): Land to the East of Ludgershall				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
	(including the Active8 Bus Route).	These improvements may be on-site and/ or off-site.	(Highways Authority in Wiltshire)	
	Other site-specific improvements to the local highway network may be required such as accessibility and connectivity improvements to neighbouring areas (especially along the A342) or any improvements identified in a the Northern Test Valley Local Cycling and Walking Plan	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with Hampshire County Council
	The protection and enhancement of the local Public Right of Way network.	Off-site improvements will be required to be provided by appropriate time within the delivery of the new development	Hampshire County Council Countryside Service and Wiltshire Council	Calculated following further feasibility work and engagement with Hampshire County Council and Wiltshire Council
	Enhancements to the active travel routes along the corridor between Andover Town Centre and Ludgershall will be required.	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with Hampshire County Council
Social and Community Infrastructure				

Northern Area Policy 7 (NA7): Land to the East of Ludgershall				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
Education (primary)	Financial contributions required towards new or existing local schools including increasing primary school capacity	None, developer contributions would be required towards school provision	Hampshire County Council Childrens Services (Education Authority in Hampshire) and Wiltshire Council (Education Authority in Wiltshire)	£2,176,545
Education (secondary)	Financial contributions required towards existing local schools or a new secondary school to increase capacity	None, developer contributions would be required towards school provision	Hampshire County Council Childrens Services (Education Authority)	£2,402,862
Healthcare	The Castle Surgery in Ludgershall is the nearest Primary Healthcare facility. Additional capacity will be required to support the development and this will be informed by engagement between Hampshire and Isle of Wight Integrated Care Board and the Bath, Somerset and Wiltshire Integrated Care Board	Developer Contributions will be secured towards enhancements to primary care provision in the local area.	Hampshire and Isle of Wight Integrated Care Board, Wiltshire Integrated Care Board, Bath and Somerset and Wiltshire Integrated Care Board	To be determined.
Community Facilities	A new community facility and/or contributions to an existing facility will be required.	None, developer contributions would be	Test Valley Borough Council, Wiltshire	Calculated to address the additional need for community facilities in the

Northern Area Policy 7 (NA7): Land to the East of Ludgershall				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
		required towards community infrastructure	Council and the local town or parish council	local area, taking into account the proximity to existing facilities and their location.
Green Infrastructure				
Salisbury Plain Special Protection Area and Special Area of Conservation	The site will be required to provide appropriate mitigation for the Salisbury Plain Special Protection Area	To be confirmed	Test Valley Borough Council	This is to be confirmed but may be in the form of financial contributions or provision of land as mitigation
Solent Maritime Special Area of Conservation, Solent and Southampton Water Special Protection Area and Ramsar	Development will be required to achieve nitrates mitigation.	Challenges in the mitigation required and associated costs	Test Valley Borough Council and Natural England	Indicative cost be £2,666,370

Northern Area Policy 8 (NA8): Land to the South East of Ludgershall				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
Physical Infrastructure				
Highways	<p>Potential site access from A342.</p> <p>A new bridge will be required across the railway line between the A342 and the application site. This bridge will provide vehicular and pedestrian/ cycle access to the site.</p>	<p>Highways improvements required, likely.</p> <p>There will be cost implications of the required bridge and associated highways improvements for this scheme. This is likely to be of significant cost. The Council will work with the relevant Highways Authorities and Network Rail to establish the cost implications of delivering a new bridge over the railway line.</p>	Hampshire County Council (Highways Authority in Hampshire) and Wiltshire Council (Highways Authority in Wiltshire)	<p>Calculated following further feasibility work and engagement with Hampshire County Council and Wiltshire Council.</p> <p>Future costs will need to consider the requirement for a vehicular bridge over the railway line and potential associated costs such as Network Rail's Share Value Policy.</p>
	The site will need to provide connections and/ or enhancements to the local public transport network.	Highways improvements required. These improvements may be on-site and/ or off-site.	Hampshire County Council (Highways Authority in Hampshire) and Wiltshire Council (Highways Authority in Wiltshire)	Calculated following further feasibility work and engagement with Hampshire County Council
	Other site-specific improvements to the local	This will be required to be provided by appropriate	Hampshire County Council (Highways	Calculated following further feasibility work

Northern Area Policy 8 (NA8): Land to the South East of Ludgershall				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
	highway network may be required such as accessibility and connectivity improvements to neighboring areas (especially along the A342) or any improvements identified in a Local Cycling and Walking Plan	time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Authority in Hampshire)	and engagement with Hampshire County Council
	Enhancements to the active travel corridor route between Andover Town Centre and Ludgershall will be required	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council (Highways Authority in Hampshire)	Calculated following further feasibility work and engagement with Hampshire County Council
	The protection and enhancement of the local Public Right of Way network will be required. This is likely to include improvements to Footpath Kimpton 7 and Kimpton 501 and 6.	Off-site improvements will be required to be provided by appropriate time within the delivery of the new development	Hampshire County Council Countryside Service and Wiltshire Council	Calculated following further feasibility work and engagement with Hampshire County Council and Wiltshire Council
Social and Community Infrastructure				
Education (primary)	A new 2 Form Entry (FE) primary school will be required on site.	None, developer contributions would be required towards school provision	Hampshire County Council Children's Services (Education Authority in Hampshire) and	£8,606,394

Northern Area Policy 8 (NA8): Land to the South East of Ludgershall				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
	Further discussions are required between Wiltshire Council and Hampshire County Council, as education authorities.		Wiltshire Council (Education Authority in Wiltshire)	
Education (secondary)	Financial contributions required towards existing local schools or a new secondary school to increase capacity	None, developer contributions would be required towards school provision	Hampshire County Council Children's Services (Education Authority)	£9,357,431.10
Special Educational Needs & Disabilities (SEND)	An assessment will be made of the need to secure additional accommodation for pupils with SEND from the development at an appropriate local school and will be subject to an assessment of the individual situation	None, developer contributions would be required towards school provision	Hampshire County Council Children's Services (Education Authority in Hampshire) and Wiltshire Council (Education Authority in Wiltshire)	To be determined.
Healthcare	The Castle Surgery in Ludgershall is the nearest Primary Healthcare facility. Additional capacity will be required to support the development and this will be informed by engagement between Hampshire and Isle of Wight Integrated Care Board and the Bath, Somerset and	Developer Contributions will be secured towards enhancements to primary care provision in the local area.	Hampshire and Isle of Wight Integrated Care Board, Wiltshire Integrated Care Board, Hampshire and Isle of Wight Integrated Care Board and the Bath, Somerset and Wiltshire Integrated Care Board	To be determined

Northern Area Policy 8 (NA8): Land to the South East of Ludgershall				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
	Wiltshire Integrated Care Board			
Community Facilities	A new community facility and/or contributions to an existing facility will be required.	None, developer contributions would be required towards community infrastructure	Test Valley Borough Council, Wiltshire Council and the local town or parish council	Calculated to address the additional need for community facilities in the local area, taking into account the proximity to existing facilities and their location.
Green Infrastructure				
Salisbury Plain Special Protection Area and Special Area of Conservation	The site will be required to provide appropriate mitigation for the Salisbury Plain Special Protection Area	To be confirmed	Test Valley Borough Council	This is to be confirmed but may be in the form of financial contributions or provision of land as mitigation
Solent Maritime Special Area of Conservation, Solent and Southampton Water Special Protection	Development will be required to achieve nitrates mitigation.	Challenges in the mitigation required and associated costs	Test Valley Borough Council and Natural England	Indicative cost would be £2,666,370

Northern Area Policy 8 (NA8): Land to the South East of Ludgershall				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
Area and Ramsar				

Northern Area Policy NA11: Land at Finkley Down Farm, Andover				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
Physical Infrastructure				
Highways	Potential site access from Finkley Road.	On and/ or off site highways improvements required	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with Hampshire County Council
	Other site-specific improvements to the local highway network will be required such as accessibility and connectivity improvements to neighboring areas (especially along the A342) or any improvements identified in the Northern Test Valley Local Cycling and Walking Plan	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with Hampshire County Council

Northern Area Policy NA11: Land at Finkley Down Farm, Andover				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
	Enhancements to the active travel route between Andover Station and the site will be required.	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council Highways Authority, Network Rail and South Western Railway	Calculated following further feasibility work and engagement with Hampshire County Council
	The protection and enhancement of the local Public Right of Way network will be required. This is likely to include improvements to RB Andover 7753 and footpaths Andover 7713, 507 and 508.	These improvements will be off-site and will be required to be provided by appropriate time within the delivery of the new development	Hampshire County Council Countryside Service	Calculated following further feasibility work and engagement with Hampshire County Council
Social and Community Infrastructure				
Education (early years)	Provision of early year facility (day nursery or pre-school) well related to the primary school	This will be required to be provided by appropriate time within the delivery of the new development	Hampshire County Council and private provider	To be determined
Education (primary)	A new 2 Form Entry primary school is required in Andover.	None, developer contributions would be required towards school provision	Hampshire County Council Children's Services (Education Authority)	£8,606,394
Education (secondary)	Additional capacity is likely to be required as a result of the development and therefore a new 6FE secondary school is required.	None, developer contributions would be required towards school provision	Hampshire County Council Children's Services (Education Authority)	To be determined. Cost of secondary school to be informed by cumulative impact of need

Northern Area Policy NA11: Land at Finkley Down Farm, Andover				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
Healthcare	St. Mary's Surgery, Shepherds Spring Medical Centre and Adelaide Medical Centre would be impacted by the proposed developed and area currently oversubscribed. Additional capacity will be required to support the development.	Developer Contributions will be secured towards enhancements to primary care provision in the local area.	Hampshire and Isle of Wight Integrated Care Board	£782,000
Community Facilities	A new community facility will be required.	None, developer contributions would be required towards an on-site, existing community infrastructure	Test Valley Borough Council and the local town or parish council	Calculated to address the additional need for community facilities in the local area, taking into account the proximity to existing facilities and their location.
Green Infrastructure				
Solent Maritime Special Area of Conservation, Solent and Southampton Water Special	Development will be required to achieve nitrates mitigation.	Challenges in the mitigation required and associated costs	Test Valley Borough Council and Natural England	Indicative cost would be £6,421,290

Northern Area Policy NA11: Land at Finkley Down Farm, Andover				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
Protection Area and Ramsar				

Northern Area Policy NA12: Land East of Smannell Road, Andover				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
Physical Infrastructure				
Highways	Potential site access from Access off Smannell Road	On and/ or off site highways improvements required	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with Hampshire County Council
	Other site-specific improvements to the local highway network will be required such as accessibility and connectivity improvements to neighboring areas or any improvements identified in the Northern Test Valley Local Cycling and Walking Plan	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with Hampshire County Council

Northern Area Policy NA12: Land East of Smannell Road, Andover				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
	Enhancements to the active travel route between Andover Station and the site will be required.	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council Highways Authority, Network Rail and South Western Railway	Calculated following further feasibility work and engagement with Hampshire County Council
	The protection and enhancement of the local Public Right of Way network will be required. This is likely to include improvements to Footpaths Smannell 713 and Andover 7712.	These improvements will be off-site and will be required to be provided by appropriate time within the delivery of the new development	Hampshire County Council Countryside Service	Calculated following further feasibility work and engagement with Hampshire County Council
Social and Community Infrastructure				
Education (primary)	Financial contributions towards existing schools would be required.	None, developer contributions would be required towards school provision	Hampshire County Council Children's Services (Education Authority)	£1,243,740
Education (secondary)	Financial contributions required towards existing local schools or a new secondary school to increase capacity	None, developer contributions would be required towards school provision	Hampshire County Council Children's Services (Education Authority)	£1,373,064
Healthcare	St. Mary's Surgery, Shepherds Spring Medical Centre and Adelaide Medical Centre would be impacted by the proposed	Developer Contributions will be secured towards enhancements to primary	Hampshire and Isle of Wight Integrated Care Board	£136,000

Northern Area Policy NA12: Land East of Smannell Road, Andover				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
	developed and area currently oversubscribed. Additional capacity will be required to support the development.	care provision in the local area.		
Community Facilities	Contributions to an existing community facility will be required.	None, developer contributions would be required towards an on-site, existing community infrastructure	Test Valley Borough Council and the local town or parish council	Calculated to address the additional need for community facilities in the local area, taking into account the proximity to existing facilities and their location.
Green Infrastructure				
Solent Maritime Special Area of Conservation, Solent and Southampton Water Special Protection Area and Ramsar	Development will be required to achieve nitrates mitigation.	Challenges in the mitigation required and associated costs	Test Valley Borough Council and Natural England	Indicative cost would be £1,432,860

Northern Area Policy (NA13): Land West of Andover, Andover				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
Physical Infrastructure				
Highways	Potential site access from the service road accessed from A342	Highways improvements will be required to enable safe access	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with Hampshire County Council
	Other site-specific improvements to the local highway network may be required such as accessibility and connectivity improvements to Andover town centre as identified in the Northern Test Valley Local Cycling and Walking Plan	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with Hampshire County Council
	Enhancements to the active travel routes along the corridor between Andover Town Centre and Ludgershall will be required.	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with Hampshire County Council
	Enhancements to the active travel route between Andover Station and the site as identified in the Northern Test Valley Local Cycling and Walking Plan will be required.	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council Highways Authority, Network Rail and South Western Railway	Calculated following further feasibility work and engagement with Hampshire County Council

Northern Area Policy (NA13): Land West of Andover, Andover				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
	The protection, enhancement and connectivity to the local Public Right of Way network will be required. This is likely to include improvements to the historic Harroway (Penton Mewsey 10) and Restricted Byways 63a, 40 and 64	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council Countryside Service	Calculated following further feasibility work and engagement with Hampshire County Council
Social and Community Infrastructure				
Education (primary)	Contributions towards enhancing or expanding provision at primary schools within the catchment of the site	The timing and phasing of financial contributions will be considered alongside capacity of places within the catchment area.	Hampshire County Council Children's Services (Education Authority)	£6,207,312
Education (secondary)	Financial contributions required towards existing local schools or a new secondary school to increase capacity	The timing and phasing of financial contributions will be considered alongside capacity of places within the catchment area.	Hampshire County Council Children's Services (Education Authority)	£7,098,740.88
Special Educational	Additional classrooms for special educational needs and	None, developer contributions would be	Hampshire County Council Children's	To be determined

Northern Area Policy (NA13): Land West of Andover, Andover				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
Needs & Disabilities (SEND)	disability provision (SEND) within the primary and secondary school catchment area may be required.	required towards school provision	Services (Education Authority)	
Healthcare	Andover Health Centre Medical Practice and Charlton Hill Surgery would be impacted by the proposed development and area currently oversubscribed. Additional capacity will be required to support the development	Developer Contributions will be secured towards enhancements to primary care provision in the local area.	Hampshire and Isle of Wight Integrated Care Board and Andover Primary Care Network	£703,120
Community Facilities	Contributions to an existing facility may be required.	Phasing of new facilities or financial contributions developer contributions to be agreed	Test Valley Borough Council	Calculated to address the additional need for community facilities in the local area, taking into account the proximity to existing facilities and their location.
Solent Maritime Special Area of Conservation, Solent and Southampton Water	Development will be required to achieve nitrates mitigation.	Challenges in the mitigation required and associated costs	Test Valley Borough Council and Natural England	To be determined

Northern Area Policy (NA13): Land West of Andover, Andover				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
Special Protection Area and Ramsar				

Northern Area Policy NA14: Land East of Hatherden Road, Charlton				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
Physical Infrastructure				
Highways	Potential site access from Hatherden Road	On and/ or off site highways improvements required	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with Hampshire County Council
	Other Site specific improvements to the local highway network may be required such as accessibility and connectivity improvements to neighboring areas or any improvements identified in the Northern Test Valley Local Cycling and Walking Plan.	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with Hampshire County Council

Northern Area Policy NA14: Land East of Hatherden Road, Charlton				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
	The protection and enhancement of the local Public Right of Way network will be required. This is likely to include improvements to Footpaths Charlton 726, 727 and 728 and Restricted Byway 759.	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council Countryside Service	Calculated following further feasibility work and engagement with Hampshire County Council
Social and Community Infrastructure				
Education (primary)	Financial contributions towards existing schools would be required as currently at capacity.	None, developer contributions would be required towards school provision	Hampshire County Council Children's Services (Education Authority)	£839,524.50
Education (secondary)	Financial contributions required towards existing local schools or a new secondary school to increase capacity	None, developer contributions would be required towards school provision	Hampshire County Council Children's Services (Education Authority)	£826,818.20
Healthcare	Andover Health Centre Medical Practice, Charlton Hill Surgery and Shepherds Spring Medical Centre would be impacted by the proposed development and area currently oversubscribed. Additional capacity will be	Developer Contributions will be secured towards enhancements to primary care provision in the local area.	Hampshire and Isle of Wight Integrated Care Board	£91,800

Northern Area Policy NA14: Land East of Hatherden Road, Charlton				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
	required to support the development			
Community Facilities	Contributions to an existing community facility will be required.	None, developer contributions would be required towards an on-site, existing community infrastructure	Test Valley Borough Council and the local town or parish council	Calculated to address the additional need for community facilities in the local area, taking into account the proximity to existing facilities and their location.
Green Infrastructure				
Salisbury Plain Special Protection Area and Special Area of Conservation	The site will be required to provide appropriate mitigation for the Salisbury Plain Special Protection Area	Developer contributions would secure mitigation.	Test Valley Borough Council	This is to be confirmed but may be in the form of financial contributions or provision of land as mitigation
Solent Maritime Special Area of Conservation, Solent and Southampton	Development will be required to achieve nitrates mitigation.	Challenges in the mitigation required and associated costs	Test Valley Borough Council and Natural England	TBC

Northern Area Policy NA14: Land East of Hatherden Road, Charlton				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
Water Special Protection Area and Ramsar				

Northern Area Policy NA15: Land at Danebury School, Stockbridge				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
Physical Infrastructure				
Highways	Potential site access From existing access off A30 to the north of the site	On and/ or off site highways improvements required	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with Hampshire County Council
	Other site-specific improvements to the local highway network may be required such as accessibility	This will be required to be provided by appropriate time within the delivery of the new development.	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with

Northern Area Policy NA15: Land at Danebury School, Stockbridge				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
	and connectivity improvements to Stockbridge town centre and the primary cycle route between Andover and Romsey as identified in the Northern Test Valley Local Cycling and Walking Plan	These improvements may be on-site and/ or off-site.		Hampshire County Council
	Enhancements to the active travel routes to Stockbridge Town Centre will be required.	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with Hampshire County Council
	The protection and enhancement of the local Public Right of Way network will be required. This is likely to include improvements to RB Longstock 12	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council Countryside Service	Calculated following further feasibility work and engagement with Hampshire County Council
Social and Community Infrastructure				
Education (primary)	Financial contributions required towards existing local schools including increasing primary	None, developer contributions would be	Hampshire County Council Children's	£621,870

Northern Area Policy NA15: Land at Danebury School, Stockbridge				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
	school capacity. This is likely to include contributions to facilitate extension and/or improvements to Stockbridge Primary School which is capacity	required towards school provision	Services (Education Authority)	
Education (secondary)	Reprovision of sports pitches at Danebury School	Further consideration is required to determine delivery mechanism for reprovision of pitches. It is anticipated the delivery and cost would be developer led.	Hampshire County Council Children's Services (Education Authority)	To be determined
Healthcare	Stockbridge Surgery, Stockbridge Surgery, School Lane Surgery would be impacted by the proposed developed and area currently over subscribed. Additional capacity will be required to support the development.	Developer Contributions will be secured towards enhancements to primary care provision in the local area.	Hampshire and Isle of Wight Integrated Care Board and Romsey Primary Care Network	£68,000
Community Facilities		None, developer contributions would be required towards an on-	Test Valley Borough Council and the local town or parish council	Calculated to address the additional need for

Northern Area Policy NA15: Land at Danebury School, Stockbridge				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
	Contributions to an existing community facility will be required.	site, existing community infrastructure		community facilities in the local area, taking into account the proximity to existing facilities and their location.
Green Infrastructure				
Solent Maritime Special Area of Conservation, Solent and Southampton Water Special Protection Area and Ramsar	Development will be required to achieve nitrates mitigation.	Challenges in the mitigation required and associated costs	Test Valley Borough Council and Natural England	TBC
Mottisfont Bats Special Area of Conservation	The site will be required to provide appropriate mitigation for the Mottisfont Bats Special Area of Conservation	Developer contributions would secure on-site mitigation.	Test Valley Borough Council	This is to be confirmed but may be in the form of financial contributions or provision of land as mitigation
New Forest Special Protection	The site will be required to provide mitigation which is likely to include Suitable	Developer contributions would secure mitigation.	Test Valley Borough Council	In accordance with New Forest Recreation Mitigation SPD. Solution

Northern Area Policy NA15: Land at Danebury School, Stockbridge				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
Area, Special Area of Conservation and Ramsar Site	Alternative Natural Greenspace (SANG)	This may be on and/ or off-site.		is informed by scale and type of development. To be determined

Northern Area Policy (NA16): Expansion of Weyhill				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
Physical Infrastructure				
Highways	This proposed allocation comprises multiple sites. As such there are multiple access point to be assessed further for the Regulation 19 stage	Cumulative impact of development at Ludgershall and West of Andover along the A342 corridor between these locations. Timing and phasing of development to be considered further.	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with Hampshire County Council
	Other site-specific improvements to the local highway network may be required such as accessibility and connectivity improvements to neighbouring areas	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with Hampshire County Council

Northern Area Policy (NA16): Expansion of Weyhill				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
	(especially along the A342) or any improvements identified in the Norther Test Valley Local Cycling and Walking Plan			
	Enhancements to the active travel routes between Andover Town Centre and the each of the sites in the allocation will be required.	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council Highways Authority and Countryside Service	Calculated following further feasibility work and engagement with Hampshire County Council
	Enhancements to the active travel routes along the corridor between Andover Town Centre and Ludgershall will be required	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with Hampshire County Council
	Enhancements to the active travel route between Andover Station and the site will be required.	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council Highways Authority, Network Rail and South Western Railway	Calculated following further feasibility work and engagement with Hampshire County Council
	The protection and enhancement of the local Public Right of Way network will be required. This is likely to include improvements to BOAT	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council Countryside Service	Calculated following further feasibility work and engagement with Hampshire County Council

Northern Area Policy (NA16): Expansion of Weyhill				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
	Amport 711, Footpaths Monxton 10a and Thruxton 5			
Social and Community Infrastructure				
Education (early years)	Provision of early years facility, either day nursery and/or pre-school, potentially linked to a new primary school	Timing, location and phasing to be agreed	Hampshire County Council Children's Services (Education Authority)	To be determined
Education (primary)	A new 1.5 form entry (FE) primary school will be required on site, specifically on the parcel known as Land South of Andover Road.	New primary school would need to be provided at an appropriate time within the phasing of the development	Hampshire County Council Children's Services (Education Authority)	£6,879,980
Education (secondary)	Financial contributions required towards existing local schools or a new secondary school to increase capacity	None, developer contributions would be required towards school provision	Hampshire County Council Children's Services (Education Authority)	£7,098,740
Special Educational Needs & Disabilities (SEND)	One or two additional classrooms for special educational needs and disability provision (SEND) at primary and secondary phase is required at an appropriate nearby maintained or special school.	None, developer contributions would be required towards school provision	Hampshire County Council Children's Services (Education Authority)	To be determined

Northern Area Policy (NA16): Expansion of Weyhill				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
Healthcare	Andover Health Centre Medical Practice and Charlton Hill Surgery would be impacted by the proposed development and area currently oversubscribed. Additional capacity will be required to support the development	Developer Contributions will be secured towards enhancements to primary care provision in the local area.	Hampshire and Isle of Wight Integrated Care Board and Andover Primary Care Network	£703,120
Community Facilities	A new community facility and/or contributions to an existing facility will be required.	None, developer contributions would be required towards community infrastructure	Test Valley Borough Council and the local town or parish council	Calculated to address the additional need for community facilities in the local area, taking into account the proximity to existing facilities and their location.
Solent Maritime Special Area of Conservation, Solent and Southampton Water Special Protection Area and Ramsar	Development will be required to achieve nitrates mitigation.	Challenges in the mitigation required and associated costs	Test Valley Borough Council and Natural England	TBC

Southern Area Policy 4 (SA4): Land South of Ganger Farm, Romsey				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
Physical Infrastructure				
Highways	Potential site access from Ganger Farm (Kings Chase) to the north.	On and/ or off site highways improvements required	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with Hampshire County Council
	Other site-specific improvements to the local highway network may be required such as accessibility and connectivity improvements to neighboring areas, including a link to the south of the site, or any improvements identified in a Local Cycling and Walking Plan	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with Hampshire County Council
	Enhancements to the active travel route between Romsey Station and the site will be required.	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council Highways Authority, Network Rail and South Western Railway	Calculated following further feasibility work and engagement with Hampshire County Council
	The protection and enhancement of the local	These improvements will be off-site and will be required to be provided	Hampshire County Council Countryside Service	Calculated following further feasibility work and engagement with

Southern Area Policy 4 (SA4): Land South of Ganger Farm, Romsey				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
	Public Right of Way network will be required.	by appropriate time within the delivery of the new development		Hampshire County Council
Social and Community Infrastructure				
Education (primary)	Financial contributions required towards existing local schools including increasing primary school capacity. This is likely to include Cupernham Infant School and Cupernham Junior School.	None, developer contributions would be required towards school provision	Hampshire County Council Children's Services (Education Authority)	£932,620
Education (secondary)	If additional capacity is required, then financial contributions would be required towards increasing local secondary school capacity. Sufficient capacity has been identified within Romsey secondary schools. If this changes, then contributions would be required.	None, developer contributions would be required towards school provision	Hampshire County Council Children's Services (Education Authority)	None (based on current information for provision in Romsey)
Healthcare	Abbeywell Surgery, Abbeywell Nightingale, Alma Road, North Baddesley and North Baddesley Knightwood	Developer Contributions will be secured towards enhancements to primary	Hampshire and Isle of Wight Integrated Care Board	£211,140

Southern Area Policy 4 (SA4): Land South of Ganger Farm, Romsey				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
	surgeries would be impacted by the proposed development and area currently oversubscribed. Additional capacity will be required to support the development	care provision in the local area.		
Community Facilities	Contributions to an existing community facility will be required.	None, developer contributions would be required towards an off-site, existing community infrastructure	Test Valley Borough Council and the local town or parish council	Calculated to address the additional need for community facilities in the local area, taking into account the proximity to existing facilities and their location.
Green Infrastructure				
Mottisfont Bats Special Area of Conservation	This site will be required to assess the need for mitigation for this designation for impacts on functionally linked land.	Layout and design of site as well as green infrastructure provision.	Test Valley Borough Council	Would depend on outcome of site-specific surveys.
New Forest Special Protection Area, Special Area of Conservation	The site will be required to provide mitigation which is likely to include Suitable Alternative Natural Greenspace (SANG)	Developer contributions would secure mitigation. This may be on and/ or off-site.	Test Valley Borough Council	In accordance with New Forest Recreation Mitigation SPD. Solution is informed by scale and type of development. To be determined

Southern Area Policy 4 (SA4): Land South of Ganger Farm, Romsey				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
and Ramsar Site				
Solent Maritime Special Area of Conservation, Solent and Southampton Water Special Protection Area and Ramsar	Development will be required to achieve nitrates mitigation.	Challenges in the mitigation required and associated costs	Test Valley Borough Council and Natural England	To be determined

Southern Area Policy 5 (SA5): Land South of the Bypass, Romsey				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
Physical Infrastructure				
Highways	Potential site access from the Bypass Road (A27/A3090).	Highways improvements will be required to create an access into the site	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with Hampshire County Council

Southern Area Policy 5 (SA5): Land South of the Bypass, Romsey				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
	Other site-specific improvements to the local highway network may be required such as accessibility and connectivity improvements to crossing the Bypass Road (A27/A3090) or any improvements identified in a Local Cycling and Walking Plan.	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with Hampshire County Council
	Enhancements to the active travel route between Romsey Town Centre, Romsey railway station and the site will be required.	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council Highways Authority, Network Rail, Southwestern Rail and Countryside Service	Calculated following further feasibility work and engagement with Hampshire County Council
	The protection and enhancement of the local Public Right of Way network will be required.	These improvements will be off-site and will be required to be provided by appropriate time within the delivery of the new development	Hampshire County Council Countryside Service	Calculated following further feasibility work and engagement with Hampshire County Council
Social and Community Infrastructure				
Education (primary)	Financial contributions required towards existing local schools including increasing primary school	None, developer contributions would be required towards school provision	Hampshire County Council Children's Services (Education Authority)	£683,980

Southern Area Policy 5 (SA5): Land South of the Bypass, Romsey				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
	capacity. This is likely to include contributions towards Romsey Primary School and Nursery.			
Education (secondary)	<p>If additional capacity is required, then financial contributions required would be required increasing secondary school capacity of local schools.</p> <p>Sufficient capacity has been identified within Romsey secondary schools. If this changes, then contributions would be required.</p>	None, developer contributions would be required towards school provision	Hampshire County Council Children's Services (Education Authority)	None (based on current information for provision in Romsey)
Healthcare	Abbeywell Surgery, Abbeywell Nightingale, Alma Road surgeries would be impacted by the proposed development and area currently oversubscribed. Additional capacity will be required to support the development.	Developer Contributions will be secured towards enhancements to primary care provision in the local area.	Hampshire and Isle of Wight Integrated Care Board	£68,310

Southern Area Policy 5 (SA5): Land South of the Bypass, Romsey				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
Community Facilities	Financial contributions towards an existing facility will be required.	None, developer contributions would be required towards community infrastructure	Test Valley Borough Council and the local town or parish council	Calculated to address the additional need for community facilities in the local area, taking into account the proximity to existing facilities and their location.
Green Infrastructure				
Solent Special Protection Areas	The site will be required to provide appropriate mitigation for recreational impacts on the Solent Special Protection Areas	Developer contributions would secure on and/ or off-site mitigation.	Test Valley Borough Council	In accordance with Bird Aware developer contributions schedule. Contributions vary by dwelling size
Mottisfont Bats Special Area of Conservation	The site will be required to provide appropriate mitigation for the Mottisfont Bats Special Area of Conservation	Developer contributions would secure on-site mitigation.	Test Valley Borough Council	This is to be confirmed but may be in the form of financial contributions or provision of land as mitigation
New Forest Special Protection Area, Special Area of Conservation and Ramsar Site	The site will be required to provide mitigation which is likely to include Suitable Alternative Natural Greenspace (SANG)	Developer contributions would secure mitigation. This may be on and/ or off-site.	Test Valley Borough Council	In accordance with New Forest Recreation Mitigation SPD. Solution is informed by scale and type of development.
Solent Maritime Special Area of Conservation, Solent and Southampton Water	Development will be required to achieve nitrates mitigation.	Challenges in the mitigation required and associated costs	Test Valley Borough Council and Natural England	Indicative cost would be £1,205,850

Southern Area Policy 5 (SA5): Land South of the Bypass, Romsey				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
Special Protection Area and Ramsar				

Southern Area Policy 6 (SA6): Land at Velmore Farm				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
Physical Infrastructure				
Highways	Potential site access from Templars Way and Castle Lane.	On and/ or off-site highways improvements will be required to create an access into the site	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with Hampshire County Council
	Other site-specific improvements to the local highway network may be required such as accessibility and connectivity improvements to neighbouring areas, in particular Bournemouth Road to access a range of public transport options, or any improvements identified in the Southern Test Valley	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with Hampshire County Council

Southern Area Policy 6 (SA6): Land at Velmore Farm				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
	Local Cycling and Walking Plan			
	The protection and enhancement of the local Public Right of Way network will be required. This is likely to include improvements to Footpath Chilworth 7 and Bridleway 6.	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council Countryside Service	Calculated following further feasibility work and engagement with Hampshire County Council
Social and Community Infrastructure				
Education (primary)	A 1.5 form entry (FE) primary school will be required on site.	None, developer contributions would be required towards school provision	Hampshire County Council Children's Services (Education Authority)	£6,879,980
Education (secondary)	Financial contributions required towards existing local schools including increasing local secondary school capacity, such as Crestwood Community School and Mountbatten School	None, developer contributions would be required towards school provision	Hampshire County Council Children's Services (Education Authority)	£7,345,892.40
Special Educational Needs & Disabilities (SEND)	One additional classroom for special educational needs and disability	None, developer contributions would be	Hampshire County Council Children's	To be determined

Southern Area Policy 6 (SA6): Land at Velmore Farm				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
	provision (SEND) at primary and secondary phase is required at an appropriate nearby maintained or special school.	required towards school provision	Services (Education Authority)	
Healthcare	Abbeywell Surgery, Abbeywell Nightingale, Alma Road, Lordshill Health Centre, North Baddesley and North Baddesley Knightwood surgeries would be impacted by the proposed development and area currently oversubscribed. Additional capacity will be required to support the development	Developer Contributions will be secured towards enhancements to primary care provision in the local area.	Hampshire and Isle of Wight Integrated Care Board	£664,470
Community Facilities	A new community facility and/ or contributions to an existing facility will be required.	None, developer contributions would be required towards community infrastructure	Test Valley Borough Council and the local town or parish council	Calculated to address the additional need for community facilities in the local area, taking into account the proximity to existing facilities and their location.
Green Infrastructure				
Green Space	The site will be required to provide a significant area of	None, Green Space should be provided	Test Valley Borough Council	To be determined

Southern Area Policy 6 (SA6): Land at Velmore Farm				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
	Green Space in the south and west of the development	early in the phasing of the development		
River Itchen Special Area of Conservation	The site will be required to provide appropriate mitigation for the River Itchen Special Area of Conservation	Developer contributions would secure on and/ or off-site mitigation.	Test Valley Borough Council	This is to be confirmed but may be in the form of financial contributions or provision of land as mitigation
New Forest Special Protection Area, Special Area of Conservation and Ramsar Site	The site will be required to provide mitigation which is likely to include Suitable Alternative Natural Greenspace (SANG)	Developer contributions would secure mitigation. This may be on and/ or off-site.	Test Valley Borough Council	In accordance with New Forest Recreation Mitigation SPD. Solution is informed by scale and type of development.
Solent Maritime Special Area of Conservation, Solent and Southampton Water Special Protection Area and Ramsar	Development will be required to achieve nitrates mitigation.	Challenges in the mitigation required and associated costs	Test Valley Borough Council and Natural England	Indicative would be £9,241,050
Solent Special Protection Areas	The site will be required to provide appropriate mitigation for recreational impacts on the Solent Special Protection Areas	Developer contributions would secure on and/ or off-site mitigation.	Test Valley Borough Council	In accordance with Bird Aware developer contributions schedule. Contributions vary by dwelling size

Southern Area Policy 7 (SA7): Land at Ampfield Meadows , Ampfield				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
Physical Infrastructure				
Highways	Potential site access from Baddesley Road.	Highways improvements will be required to create an access into the site	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with Hampshire County Council
	Other site-specific improvements to the local highway network may be required such as accessibility and connectivity improvements to neighbouring areas or any improvements identified in a Local Cycling and Walking Plan	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with Hampshire County Council
	The protection and enhancement of the local Public Right of Way network may be required.	These improvements will be off-site and will be required to be provided by appropriate time within the delivery of the new development	Hampshire County Council Countryside Service	Calculated following further feasibility work and engagement with Hampshire County Council
Social and Community Infrastructure				
Healthcare	Abbeywell Surgery, Abbeywell Nightingale, Alma Road, Lordshill Health	Developer Contributions will be secured towards	Hampshire and Isle of Wight Integrated Care Board	£27,324

Southern Area Policy 7 (SA7): Land at Ampfield Meadows , Ampfield				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
	Centre, The Fryan, North Baddesley and North Baddesley Knightwood surgeries would be impacted by the proposed development and area currently oversubscribed. Additional capacity will be required to support the development	enhancements to primary care provision in the local area.		
Community Facilities	A new community facility and/ or contributions to an existing facility will be required.	None, developer contributions would be required towards community infrastructure	Test Valley Borough Council and the local town or parish council	Calculated to address the additional need for community facilities in the local area, taking into account the proximity to existing facilities and their location.
Solent Maritime Special Area of Conservation, Solent and Southampton Water Special Protection Area and Ramsar	Development will be required to achieve nitrates mitigation.	Challenges in the mitigation required and associated costs	Test Valley Borough Council and Natural England	Indicative cost would be £504,120

Southern Area Policy 7 (SA7): Land at Ampfield Meadows , Ampfield				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
River Itchen Special Area of Conservation	The site will be required to provide appropriate mitigation for the River Itchen Special Area of Conservation	Developer contributions would secure on and/ or off-site mitigation.	Test Valley Borough Council	This is to be confirmed but may be in the form of financial contributions or provision of land as mitigation
New Forest Special Protection Area, Special Area of Conservation and Ramsar Site	The site will be required to provide mitigation which is likely to include Suitable Alternative Natural Greenspace (SANG)	Developer contributions would secure mitigation. This may be on and/ or off-site.	Test Valley Borough Council	In accordance with New Forest Recreation Mitigation SPD. Solution is informed by scale and type of development.

Southern Area Policy 8 (SA8): Land at Upton Lane, Nursling & Rownhams				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
Physical Infrastructure				
Highways	Potential access from Upton Lane	Highways improvements will be required	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with Hampshire County Council
	Good shared cycle footway links compliant with LTN1.20 should be provided	Highways improvements will be required	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with

Southern Area Policy 8 (SA8): Land at Upton Lane, Nursling & Rownhams				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
	linking up to the Romsey Road and beyond to ensure that there are routes for active travel to school			Hampshire County Council
Social and Community Infrastructure				
Education (primary)	The catchment primary is Nursling CE Primary School. No additional school places are currently required to support this development.	None	Hampshire County Council Children's Services (Education Authority)	None (based on current information for provision in Romsey)
Education (secondary)	Financial contributions required towards existing local schools including increasing local secondary school capacity, such as Crestwood Community School and Mountbatten School	None, developer contributions would be required towards school provision	Hampshire County Council Children's Services (Education Authority)	£553,761.60
Education (SEND)	One additional classroom for special educational needs and disability provision (SEND) at primary and secondary phase is required at an appropriate	None, developer contributions would be required towards school provision	Hampshire County Council Children's Services (Education Authority)	To be determined

Southern Area Policy 8 (SA8): Land at Upton Lane, Nursling & Rownhams				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
	nearby maintained or special school.			
Healthcare	Abbeywell Surgery, Abbeywell Nightingale, Alma Road surgeries would be impacted by the proposed development and area currently oversubscribed. Additional capacity will be required to support the development	Developer Contributions will be secured towards enhancements to primary care provision in the local area.	Hampshire and Isle of Wight Integrated Care Board	£54,400
Solent Maritime Special Area of Conservation, Solent and Southampton Water Special Protection Area and Ramsar	Development will be required to achieve nitrates mitigation.	Challenges in the mitigation required and associated costs	Test Valley Borough Council and Natural England	Indicative cost would be £61,620

Southern Area Policy SA18: Land at Halterworth, Romsey				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
Physical Infrastructure				

Southern Area Policy SA18: Land at Halterworth, Romsey				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
Highways	Potential access from Botley Road (Luzborough Roundabout) to Highwood Lane/Halterworth Lane to form a spine road through the site	Highways improvements will be required to create an access into the site	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with Hampshire County Council
	Potential improvements to the railway level crossing at Halterworth	Further evidence to be prepared	Network Rail, Hampshire County Council Highways Authority	To be determined
	Other site specific improvements to the highway network may be required such as accessibility and connectivity improvement to neighbouring areas and between parcels or any improvements identified in the Southern Test Valley Local Cycling and Walking Plan. Masterplanning required to ensure holistic approach to walking and cycling routes between parcels	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with Hampshire County Council

Southern Area Policy SA18: Land at Halterworth, Romsey				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
	Enhancements to the active travel route between Romsey Town Centre and North Baddelsey and the site will be required. Opportunities for active travel along Highwood Lane and Halterworth Lane will be explored.	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council Highways Authority and Countryside Service	Calculated following further feasibility work and engagement with Hampshire County Council
	Enhancements to the active travel route between Romsey Station and the site will be required.	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council Highways Authority, Network Rail and South Western Railway	Calculated following further feasibility work and engagement with Hampshire County Council
	The protection and enhancement of the local Public Right of Way network will be required. This is likely to include improvements to Footpaths Romsey Extra 15, Romsey 503 and Romsey 3	These improvements will be off-site and will be required to be provided by appropriate time within the delivery of the new development	Hampshire County Council Countryside Service	Calculated following further feasibility work and engagement with Hampshire County Council
Social and Community Infrastructure				
Education (primary)	Financial contributions required towards increasing	None, developer contributions would be	Hampshire County Council Children's	£4,368,902

Southern Area Policy SA18: Land at Halterworth, Romsey				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
	primary school capacity at Halterworth Primary School. This is likely to include contributions to facilitate extension of 1 form of entry to enable expansion from a 2Fe to a 3FE school	required towards school provision	Services (Education Authority)	
Education (secondary)	<p>If additional capacity is required, then financial contributions required would be required increasing secondary school capacity of local schools.</p> <p>Sufficient capacity has been identified within Romsey secondary schools. If this changes, then contributions would be required</p>	None, developer contributions would be required towards school provision	Hampshire County Council Children's Services (Education Authority)	To be determined
Healthcare	Abbeywell, Abbeywell Nightingale and Alma Road surgeries would be impacted by the proposed developed	Developer Contributions will be secured towards enhancements to	Hampshire and Isle of Wight Integrated Care Board	£727,600

Southern Area Policy SA18: Land at Halterworth, Romsey				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
	and area currently over subscribed. Additional capacity will be required to support the development.	primary care provision in the local area.		
Community Facilities	A new community facility and/ or contributions to an existing facility will be required.	None, developer contributions would be required towards community infrastructure	Test Valley Borough Council and the local town or parish council	Calculated to address the additional need for community facilities in the local area, taking into account the proximity to existing facilities and their location.
Green Infrastructure				
Green Space	The site will be required to provide a significant area of Green Space (57.5 hectares) for public access on land to the east of Highwood Lane	None, Green Space should be provided early in the phasing of the development	Test Valley Borough Council	To be determined
Solent Special Protection Areas	The site will be required to provide appropriate mitigation for recreational impacts on the Solent Special Protection Areas	Developer contributions would secure on and/ or off-site mitigation.	Test Valley Borough Council	In accordance with Bird Aware developer contributions schedule. Contributions vary by dwelling size
Mottisfont Bats Special Area of Conservation	The site will be required to provide appropriate mitigation for the Mottisfont	Developer contributions would secure on-site mitigation.	Test Valley Borough Council	This is to be confirmed but may be in the form of financial contributions or

Southern Area Policy SA18: Land at Halterworth, Romsey				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
	Bats Special Area of Conservation			provision of land as mitigation
New Forest Special Protection Area, Special Area of Conservation and Ramsar Site and an area of public green space to the east of the proposed allocation	The site will be required to provide mitigation which is likely to include Suitable Alternative Natural Greenspace (SANG)	Developer contributions would secure mitigation. This may be on and/ or off-site. An area of public green space has been identified for provision south of the proposed allocation which could be considered to contribute towards SANG provision for the site	Test Valley Borough Council	In accordance with New Forest Recreation Mitigation SPD. Solution is informed by scale and type of development.
Solent Maritime Special Area of Conservation, Solent and Southampton Water Special Protection Area and Ramsar	Development will be required to achieve nitrates mitigation.	Challenges in the mitigation required and associated costs	Test Valley Borough Council and Natural England	Indicative cost would be £10,395,240

Southern Area Policy SA19: Land North of Highwood Lane, Romsey				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
Physical Infrastructure				
Highways	Access from Highwood Lane	Highways improvements will be required to create an access into the site	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with Hampshire County Council
	Potential improvements to the railway level crossing at Halterworth	Further evidence to be prepared	Network Rail, Hampshire County Council Highways Authority	To be determined
	Other Site specific improvements to the local highway network may be required such as accessibility and connectivity improvements to neighbouring areas or any improvements identified in the Southern Test Valley Local Cycling and Walking Plan	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with Hampshire County Council
	Enhancements to the active travel route between Romsey Town Centre and Romsey Station and the site will be required.	This will be required to be provided by appropriate time within the delivery of the new development. These	Hampshire County Council Highways Authority and Countryside Service	Calculated following further feasibility work and engagement with Hampshire County Council

Southern Area Policy SA19: Land North of Highwood Lane, Romsey				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
		improvements may be on-site and/ or off-site.		
	The protection and enhancement of the local Public Right of Way network will be required. This is likely to include improvements to Footpaths Romsey 503 and Romsey 3	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council Highways Authority, Network Rail and South Western Railway	Calculated following further feasibility work and engagement with Hampshire County Council
Social and Community Infrastructure				
Education (primary)	Financial contributions required towards increasing primary school capacity at Halterworth Primary School. This is likely to include contributions to facilitate extension of 1 form of entry to enable expansion from a 2Fe to a 3FE school	None, developer contributions would be required towards school provision	Hampshire County Council Children's Services (Education Authority)	£621,870
Education (secondary)	If additional capacity is required, then financial contributions required would be required increasing secondary school capacity of local schools.	None, developer contributions would be required towards school provision	Hampshire County Council Children's Services (Education Authority)	To be determined

Southern Area Policy SA19: Land North of Highwood Lane, Romsey				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
	Sufficient capacity has been identified within Romsey secondary schools. If this changes, then contributions would be required.			
Healthcare	Abbeywell, Abbeywell Nightingale and Alma Road surgeries would be impacted by the proposed developed and area currently over subscribed. Additional capacity will be required to support the development.	Developer Contributions will be secured towards enhancements to primary care provision in the local area.	Hampshire and Isle of Wight Integrated Care Board	£68,000
Community Facilities	Financial contributions towards an existing facility will be required.	None, developer contributions would be required towards community infrastructure	Test Valley Borough Council and the local town or parish council	Calculated to address the additional need for community facilities in the local area, taking into account the proximity to existing facilities and their location.
Green Infrastructure				

Southern Area Policy SA19: Land North of Highwood Lane, Romsey				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
Solent Special Protection Areas	The site will be required to provide appropriate mitigation for recreational impacts on the Solent Special Protection Areas	Developer contributions would secure on and/or off-site mitigation.	Test Valley Borough Council	In accordance with Bird Aware developer contributions schedule. Contributions vary by dwelling size
Mottisfont Bats Special Area of Conservation	The site will be required to provide appropriate mitigation for the Mottisfont Bats Special Area of Conservation	Developer contributions would secure on-site mitigation.	Test Valley Borough Council	This is to be confirmed but may be in the form of financial contributions or provision of land as mitigation
New Forest Special Protection Area, Special Area of Conservation and Ramsar Site	The site will be required to provide mitigation which is likely to include Suitable Alternative Natural Greenspace (SANG)	Developer contributions would secure mitigation. This may be on and/or off-site.	Test Valley Borough Council	In accordance with New Forest Recreation Mitigation SPD. Solution is informed by scale and type of development.
Solent Maritime Special Area of Conservation, Solent and Southampton Water Special Protection Area and Ramsar	Development will be required to achieve nitrates mitigation.	Challenges in the mitigation required and associated costs	Test Valley Borough Council and Natural England	Indicative cost would be £357,120

Southern Area Policy SA20: Brentry Nursery, Romsey				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
Physical Infrastructure				
Highways	Potential site access from Jermyns Lane.	Highways improvements will be required to create an access into the site	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with Hampshire County Council
	Other Site specific improvements to the local highway network may be required such as accessibility and connectivity improvements to neighbouring areas, in particular Ganger Farm to the west, or any improvements identified in the Southern Test Valley Local Cycling and Walking Plan	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with Hampshire County Council
	Enhancements to the active travel route between Romsey Town Centre and Romsey Station and the site will be required.	This will be required to be provided by appropriate time within the delivery of the new development. These	Hampshire County Council Highways Authority and Countryside Service	Calculated following further feasibility work and engagement with Hampshire County Council

Southern Area Policy SA20: Brentry Nursery, Romsey				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
		improvements may be on-site and/ or off-site.		
	The protection and enhancement of the local Public Right of Way network will be required. This is likely to include improvements to Footpaths Ampfield 14, Ampfield 503 and Ampfield 504	These improvements will be off-site and will be required to be provided by appropriate time within the delivery of the new development	Hampshire County Council Countryside Service	Calculated following further feasibility work and engagement with Hampshire County Council
Social and Community Infrastructure				
Education (primary)	Financial contributions required towards existing local schools including increasing primary school capacity. This is likely to include contributions to facilitate extension and/or improvements to all Cupernham Schools which are capacity	None, developer contributions would be required towards school provision	Hampshire County Council Children's Services (Education Authority)	£1,523,581.50
Education (secondary)	If additional capacity is required, then financial contributions required would be required increasing secondary school capacity of local schools.	None, developer contributions would be required towards school provision	Hampshire County Council Children's Services (Education Authority)	None (based on current information for provision in Romsey)

Southern Area Policy SA20: Brentry Nursery, Romsey				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
	Sufficient capacity has been identified within Romsey secondary schools. If this changes, then contributions would be required.			
Healthcare	Abbeywell Surgery, Abbeywell Nightingale, Alma Road surgeries would be impacted by the proposed development and area currently oversubscribed. Additional capacity will be required to support the development	Developer Contributions will be secured towards enhancements to primary care provision in the local area.	Hampshire and Isle of Wight Integrated Care Board	£166,600
Community Facilities	Financial contributions towards an existing facility will be required.	None, developer contributions would be required towards community infrastructure	Test Valley Borough Council and the local town or parish council	Calculated to address the additional need for community facilities in the local area, taking into account the proximity to existing facilities and their location.
Green Infrastructure				

Southern Area Policy SA20: Brentry Nursery, Romsey				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
Solent Special Protection Areas	The site will be required to provide appropriate mitigation for recreational impacts on the Solent Special Protection Areas	Developer contributions would secure on and/or off-site mitigation.	Test Valley Borough Council	In accordance with Bird Aware developer contributions schedule. Contributions vary by dwelling size
Mottisfont Bats Special Area of Conservation	The site will be required to provide appropriate mitigation for the Mottisfont Bats Special Area of Conservation	Developer contributions would secure on-site mitigation.	Test Valley Borough Council	This is to be confirmed but may be in the form of financial contributions or provision of land as mitigation
New Forest Special Protection Area, Special Area of Conservation and Ramsar Site	The site will be required to provide mitigation which is likely to include Suitable Alternative Natural Greenspace (SANG)	Developer contributions would secure mitigation. This may be on and/or off-site.	Test Valley Borough Council	In accordance with New Forest Recreation Mitigation SPD. Solution is informed by scale and type of development.
Solent Maritime Special Area of Conservation, Solent and Southampton Water Special Protection Area and Ramsar	Development will be required to achieve nitrates mitigation.	Challenges in the mitigation required and associated costs	Test Valley Borough Council and Natural England	Indicative cost would be £1,997,730

Packridge Farm and Hoe Lane, North Baddesley

Southern Area Policy SA21: Land at Packridge Farm, North Baddesley				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
Physical Infrastructure				
Highways	Access from Hoe Lane	Highways improvements will be required to create an access into the site	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with Hampshire County Council
	Other Site specific improvements to the local highway network may be required such as accessibility and connectivity improvements to neighbouring areas or any improvements identified in the Southern Test Valley Local Cycling and Walking Plan	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with Hampshire County Council
	Enhancements to the active travel route between Romsey Town Centre and Romsey Station and the site will be required.	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council Highways Authority Network Rail and South Western Railway and HCC Countryside Service	Calculated following further feasibility work and engagement with Hampshire County Council

Southern Area Policy SA21: Land at Packridge Farm, North Baddesley				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
	The protection and enhancement of the local Public Right of Way network will be required. This is likely to include improvements to Footpaths Nursling & Rownhams 4, 5 and 6	These improvements will be off-site and will be required to be provided by appropriate time within the delivery of the new development	Hampshire County Council Countryside Service	Calculated following further feasibility work and engagement with Hampshire County Council
Social and Community Infrastructure				
Education (primary)	Financial contributions required towards existing local schools including increasing primary school capacity. This is likely to include contributions to facilitate extension and/or improvements to Rownhams St Johns CoE Primary school which is at capacity	None, developer contributions would be required towards school provision	Hampshire County Council Children's Services (Education Authority)	£1,119,366
Education (secondary)	If additional capacity is required, then financial contributions required would be required increasing secondary school capacity of local schools.	None, developer contributions would be required towards school provision	Hampshire County Council Children's Services (Education Authority)	None (based on current information for provision in Romsey)

Southern Area Policy SA21: Land at Packridge Farm, North Baddesley				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
	Sufficient capacity has been identified within Romsey secondary schools. If this changes, then contributions would be required.			
Healthcare	Abbeywell, Alma Road, and North Baddesley Surgeries would be impacted by the proposed developed and area currently over subscribed. Additional capacity will be required to support the development.	Developer Contributions will be secured towards enhancements to primary care provision in the local area.	Hampshire and Isle of Wight Integrated Care Board	£122,400
Community Facilities	Financial contributions towards an existing facility will be required.	None, developer contributions would be required towards community infrastructure	Test Valley Borough Council and the local town or parish council	Calculated to address the additional need for community facilities in the local area, taking into account the proximity to existing facilities and their location.
Green Infrastructure				
Solent Special Protection Areas	The site will be required to provide appropriate mitigation for recreational	Developer contributions would secure on and/or off-site mitigation.	Test Valley Borough Council	In accordance with Bird Aware developer contributions schedule.

Southern Area Policy SA21: Land at Packridge Farm, North Baddesley				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
	impacts on the Solent Special Protection Areas			Contributions vary by dwelling size
Mottisfont Bats Special Area of Conservation	The site will be required to provide appropriate mitigation for the Mottisfont Bats Special Area of Conservation	Developer contributions would secure on-site mitigation.	Test Valley Borough Council	This is to be confirmed but may be in the form of financial contributions or provision of land as mitigation
New Forest Special Protection Area, Special Area of Conservation and Ramsar Site including an area of public green space to the south of the site	The site will be required to provide mitigation which is likely to include Suitable Alternative Natural Greenspace (SANG).	Developer contributions would secure mitigation. This may be on and/ or off-site. An area of public green space has been identified for provision south of the proposed allocation which could be considered to contribute towards SANG provision for the site	Test Valley Borough Council	In accordance with New Forest Recreation Mitigation SPD. Solution is informed by scale and type of development.
Solent Maritime Special Area of Conservation, Solent and Southampton Water Special Protection Area and Ramsar	Development will be required to achieve nitrates mitigation.	Challenges in the mitigation required and associated costs	Test Valley Borough Council and Natural England	Indicative cost £303,750

Southern Area Policy SA22: Fields Farm, Rownhams				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
Physical Infrastructure				
Highways	Access from Rownhams Lane	Highways improvements will be required to create an access into the site	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with Hampshire County Council
	Other Site specific improvements to the local highway network may be required such as accessibility and connectivity improvements to neighbouring areas or any improvements identified in the Southern Test Valley Local Cycling and Walking Plan.	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with Hampshire County Council
	The protection and enhancement of the local Public Right of Way network will be required.	This will be required to be provided by appropriate time within the delivery of the new development.	Hampshire County Council Countryside Service	Calculated following further feasibility work and engagement with Hampshire County Council

Southern Area Policy SA22: Fields Farm, Rownhams				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
	This is likely to include improvements to Footpath Nursling & Rownhams 3	These improvements may be on-site and/ or off-site.		
Social and Community Infrastructure				
Education (primary)	Financial contributions required towards existing local schools including increasing primary school capacity. This is likely to include contributions to facilitate extension and/or improvements to Rownhams St Johns CoE Primary school which is at capacity	None, developer contributions would be required towards school provision	Hampshire County Council Children's Services (Education Authority)	£621,870
Education (secondary)	<p>If additional capacity is required, then financial contributions required would be required increasing secondary school capacity of local schools.</p> <p>Sufficient capacity has been identified within Romsey secondary schools. If this</p>	None, developer contributions would be required towards school provision	Hampshire County Council Children's Services (Education Authority)	None (based on current information for provision in Romsey)

Southern Area Policy SA22: Fields Farm, Rownhams				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
	changes, then contributions would be required.			
Healthcare	North Baddesley Surgery (Knightwood Surgery) would be impacted by the proposed developed and area currently over subscribed. Additional capacity will be required to support the development.	Developer Contributions will be secured towards enhancements to primary care provision in the local area.	Hampshire and Isle of Wight Integrated Care Board	£68,000
Community Facilities	A new community facility and/ or contributions to an existing facility will be required.	None, developer contributions would be required towards community infrastructure	Test Valley Borough Council and the local town or parish council	Calculated to address the additional need for community facilities in the local area, taking into account the proximity to existing facilities and their location.
Green Infrastructure				
Solent Special Protection Areas	The site will be required to provide appropriate mitigation for recreational	Developer contributions would secure on and/ or off-site mitigation.	Test Valley Borough Council	In accordance with Bird Aware developer contributions schedule.

Southern Area Policy SA22: Fields Farm, Rownhams				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
	impacts on the Solent Special Protection Areas			Contributions vary by dwelling size
Mottisfont Bats Special Area of Conservation	The site will be required to provide appropriate mitigation for the Mottisfont Bats Special Area of Conservation	Developer contributions would secure on-site mitigation.	Test Valley Borough Council	This is to be confirmed but may be in the form of financial contributions or provision of land as mitigation
New Forest Special Protection Area, Special Area of Conservation and Ramsar Site	The site will be required to provide mitigation which is likely to include Suitable Alternative Natural Greenspace (SANG)	Developer contributions would secure mitigation. This may be on and/ or off-site.	Test Valley Borough Council	In accordance with New Forest Recreation Mitigation SPD. Solution is informed by scale and type of development. To be determined
Solent Maritime Special Area of Conservation, Solent and Southampton Water Special Protection Area and Ramsar	Development will be required to achieve nitrates mitigation.	Challenges in the mitigation required and associated costs	Test Valley Borough Council and Natural England	Indicative cost would be £477,930

Southern Area Policy SA23: Land at Flexford Road, North Baddesley				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
Physical Infrastructure				
Highways	Possible access From Flexford Road	Highways improvements will be required to create an access into the site	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with Hampshire County Council
	Other Site specific improvements to the local highway network may be required such as accessibility and connectivity improvements to neighbouring areas or any improvements identified in the Southern Test Valley Local Cycling and Walking Plan	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council Highways Authority	Calculated following further feasibility work and engagement with Hampshire County Council
	Enhancements to the active travel route between facilities and services in Valley Park and Chandler's Ford railway station and the site will be required.	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council Highways Authority and Countryside Service	Calculated following further feasibility work and engagement with Hampshire County Council

Southern Area Policy SA23: Land at Flexford Road, North Baddesley				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
	The protection and enhancement of the local Public Right of Way network will be required. This is likely to include improvements to Footpaths North Baddesley 704a, 704b and Chandlers Ford 6	This will be required to be provided by appropriate time within the delivery of the new development. These improvements may be on-site and/ or off-site.	Hampshire County Council Countryside Service	Calculated following further feasibility work and engagement with Hampshire County Council
Social and Community Infrastructure				
Education (primary)	Financial contributions required towards existing local schools including increasing primary school capacity. This is likely to include contributions to facilitate extension and/or improvements to Rownhams St Johns CoE Primary school which is at capacity	None, developer contributions would be required towards school provision	Hampshire County Council Children's Services (Education Authority)	£1,243,740
Education (secondary)	If additional capacity is required, then financial contributions required would be required increasing secondary school capacity of local schools. Sufficient capacity has been identified within Romsey	None, developer contributions would be required towards school provision	Hampshire County Council Children's Services (Education Authority)	To be determined

Southern Area Policy SA23: Land at Flexford Road, North Baddesley				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
	secondary schools. If this changes, then contributions would be required.			
Healthcare	North Baddesley, North Baddesley Knightwood and Park & St Francis Surgeries would be impacted by the proposed developed and area currently over subscribed. Additional capacity will be required to support the development.	Developer Contributions will be secured towards enhancements to primary care provision in the local area.	Hampshire and Isle of Wight Integrated Care Board	£136,000
Community Facilities	A new community facility and/ or contributions to an existing facility will be required.	None, developer contributions would be required towards community infrastructure	Test Valley Borough Council and the local town or parish council	Calculated to address the additional need for community facilities in the local area, taking into account the proximity to existing facilities and their location.
Green Infrastructure				
Solent Special Protection Areas	The site will be required to provide appropriate mitigation for recreational impacts on the Solent Special Protection Areas	Developer contributions would secure on and/ or off-site mitigation.	Test Valley Borough Council	In accordance with Bird Aware developer contributions schedule. Contributions vary by dwelling size

Southern Area Policy SA23: Land at Flexford Road, North Baddesley				
Infrastructure	Infrastructure Requirements	Delivery Considerations (including sources of funding)	Relevant body	Indicative costs
Mottisfont Bats Special Area of Conservation	The site will be required to provide appropriate mitigation for the Mottisfont Bats Special Area of Conservation	Developer contributions would secure on-site mitigation.	Test Valley Borough Council	This is to be confirmed but may be in the form of financial contributions or provision of land as mitigation
New Forest Special Protection Area, Special Area of Conservation and Ramsar Site	The site will be required to provide mitigation which is likely to include Suitable Alternative Natural Greenspace (SANG)	Developer contributions would secure mitigation. This may be on and/ or off-site.	Test Valley Borough Council	In accordance with New Forest Recreation Mitigation SPD. Solution is informed by scale and type of development. To be determined
Solent Maritime Special Area of Conservation, Solent and Southampton Water Special Protection Area and Ramsar	Development will be required to achieve nitrates mitigation.	Challenges in the mitigation required and associated costs	Test Valley Borough Council and Natural England	TBC

Proposed housing sites in rural areas

The following infrastructure is set out below which is to be considered relevant for all sites highlighted as a rural site. As we move forward to Regulation 19, the tables will be reviewed as to whether more site specific information can be provided.

Infrastructure	Infrastructure requirements	Relevant body
Healthcare	It has been indicated that the majority of surgeries across the borough would be impacted by proposed development and the area is currently oversubscribed. Additional capacity will be required to support the development. Developer Contributions will be secured towards enhancement to primary care provision in the local area.	Hampshire and Isle of Wight Integrated Care Board
Open Space	The majority of the proposed allocated sites in rural area are proposing smaller number of dwellings. However, there are some which have some larger rural sites. Therefore, the provision of public open space is unlikely to be provided on site in the phasing of the development. Although there could be scope for contributions to go towards upgrading existing a space or increasing it, this is dependent on existing space.	Test Valley Borough Council

Infrastructure	Infrastructure requirements	Relevant body
New Forest SPA	There is the possibility of some sites having the potential to have a significant effect on the New Forest when considered in combination in relation to recreational pressured. Mitigation should be provided in accordance with New Forest Recreation Mitigation SPD. The appropriate solution will be informed by scale and type of development.	Test Valley Borough Council
Special Educational Needs & Disabilities (SEND)	If required, developer contributions could be made towards school provision.	Hampshire County Council Children's Services (Education Authority)
Community Facilities	The proposed development is unlikely to trigger a requirement for a new community facility due to the number of proposed dwellings. Some sites may require a small contribution to existing facilities, although this will be on a site-specific basis.	Test Valley Borough Council
Public Right of Ways (PRoW) & Active Travel	<p>Due to the location of new development connections or enhancements to Public Right of Ways are encouraged to increase the possibility of active travel links.</p> <p>Active travel opportunities will be assessed to identify the need to</p>	Test Valley Borough Council & Hampshire County Council

Infrastructure	Infrastructure requirements	Relevant body
	enhancements and to maximize opportunities to walk and cycle to local services and facilities. Where public transport services are supported, connections to railway stations and bus stops will be identified for enhancement.	

Rural Site Specific Tables

Please note that the proposed cost for Primary Education may be subject to change depending on scale and type of housing proposed. In addition, the nitrate calculation has been completed based off the previous Test Valley Borough Credit Scheme of £3,000 per per kg/Tn which is subject to change depending on where credits are purchased from and how many required based on capacity. Those sites which have been identified to be subject to provide Suitable Alternative Natural Greenspace (SANG) is based off an unknown number of bedrooms being provided per dwelling, this is subject to change.

The calculations for education are only for Primary education currently. It has been indicated that the yield for Secondary school education is much smaller and there could be capacity in existing education facilities to absorb the increase. However, further work will need to be completed prior to Regulation 19.

1. Site	Infrastructure requirements		Relevant body & Cost	
Northern Area 17 (NA17): Land north of Streetway Road 80 dwellings	Highways	New access will be required off Streetway Road	Hampshire Highways	Calculated following further feasibility work and engagement with Hampshire County Council

1. Site	Infrastructure requirements		Relevant body & Cost	
	Education (Primary)	Developer contribution will be required	Hampshire County Council Children's Services (Education Authority)	Additional 24 pupils as a result of the development - £497,496 indicative cost
	Nitrate Neutrality	Development will be required to achieve nitrates mitigation.	Test Valley Borough Council	TBC
	Salisbury Plain Special Protection Area (SPA)	The site will be required to provide appropriate mitigation for the Salisbury Plain Special Protection Area	Test Valley Borough Council	TBC
Northern Area 18 (NA18): Land west of Newbury Road 100 dwellings	Highways	New access will be required off Newbury Road	Hampshire Highways	Calculated following further feasibility work and engagement with Hampshire County Council
	Education (Primary)	Developer contribution will be required	Hampshire County Council Children's Services	Additional 30 pupils provided - £621,870 indicative cost

1. Site	Infrastructure requirements		Relevant body & Cost	
			(Education Authority)	
	Nitrate Neutrality	Development will be required to achieve nitrates mitigation.	Test Valley Borough Council	Indicative cost based would be £624,840
Northern Area 19 (NA19): Land South of Eastville 35 dwellings	Highways	New access will be required off Eastville	Hampshire Highways	Calculated following further feasibility work and engagement with Hampshire County Council
	Education (Primary)	Developer contribution will be required	Hampshire County Council Children's Services (Education Authority)	Additional 10.5 pupils as a result of the development - £217,654 indicative cost
	Nitrate Neutrality	Development will be required to achieve nitrates mitigation	Test Valley Borough Council	TBC
Northern Area 20 (NA20): Land at Bulberry Field, Duck Street 60 dwellings	Highways	Proposed new access will be required off Duck Street	Hampshire Highways	Calculated following further feasibility work and engagement with Hampshire County Council

1. Site	Infrastructure requirements		Relevant body & Cost	
	Education (Primary)	Developer contribution will be required	Hampshire County Council Children's Services (Education Authority)	Additional 18 pupils as a result of the development - £373,122 indicative cost
	Nitrate Neutrality	Development will be required to achieve nitrates mitigation	Test Valley Borough Council	Indicative cost would be £98,730
Northern Area 21 (NA21): North of Red Rice Road 20 dwellings	Highways	New access will be required off Red Rice Road	Hampshire Highways	Calculated following further feasibility work and engagement with Hampshire County Council
	Education (Primary)	Developer contribution will be required	Hampshire County Council Children's Services (Education Authority)	Additional 6 pupils as a result of the development - £124,374 indicative cost
	Nitrate Neutrality	Development will be required to achieve nitrates mitigation	Test Valley Borough Council	Indicative cost would be £37,410

1. Site	Infrastructure requirements		Relevant body & Cost	
Northern Area 22 (NA22): Land at Barrow Hill 40 dwellings	Highways	New access will be required off Barrow Hill	Hampshire Highways	Calculated following further feasibility work and engagement with Hampshire County Council
	Education	Developer contribution will be required	Hampshire County Council Children's Services (Education Authority)	Additional 12 pupils as a result of the development - £248,748 indicative cost
	Nitrate Neutrality	Development will be required to achieve nitrates mitigation	Test Valley Borough Council	TBC
Northern Area 23 (NA23): Land to the north east of Thruxton 80 dwellings	Highways	New access will be required off Stanbury Close or Lambourne Close	Hampshire Highways	Calculated following further feasibility work and engagement with Hampshire County Council
	Education (Primary)	Developer contribution will be required	Hampshire County Council Children's Services (Education Authority)	Additional 24 pupils as a result of the development - £497,496 indicative cost

1. Site	Infrastructure requirements		Relevant body & Cost	
	Nitrate Neutrality	Development will be required to achieve nitrates mitigation	Test Valley Borough Council	Indicative cost would be £138,030
	Public Right of Way (PRoW)	Development will be required to take into account of the PRoW which runs through the site from the south western corner to the north east.	Test Valley Borough Council & Hampshire County Council	N/A
Northern Area 24 (NA24): Tennis Court Field 20 dwellings	Highways	New access will be required on Bullington Lane	Hampshire Highways	Calculated following further feasibility work and engagement with Hampshire County Council

1. Site	Infrastructure requirements		Relevant body & Cost	
	Education (Primary)	Developer contribution will be required	Hampshire County Council Children's Services (Education Authority)	Additional 6 primary pupils as a result of the development - £124,374 indicative cost
	Nitrate Neutrality	Development will be required to achieve nitrates mitigation	Test Valley Borough Council	Indicative cost would be £76,380
	Utilities	Improvements to the local sewerage infrastructure are required. Reinforcement of the waste water network will be required prior to occupation to minimize the risk of flooding.	Southern Water	TBC
Northern Area 25 (NA25): Land to the North of Drove Road 65 dwellings	Highways	New access will be required of Drove Road	Hampshire Highways	Calculated following further feasibility work and engagement with Hampshire County Council

1. Site	Infrastructure requirements		Relevant body & Cost	
	Education (Primary)	Developer contribution will be required	Hampshire County Council Children's Services (Education Authority)	Additional 19.5 primary pupils as a result of the development - £404,215 indicative cost
	Nitrate Neutrality	Development will be required to achieve nitrates mitigation	Test Valley Borough Council	Indicative cost would be £539,490

Site	Infrastructure requirements		Relevant body & Cost	
Southern Area 24 (SA24): Land Adjacent to Hyde Farm 45 dwellings	Highways	New access will be required off Horsebridge Road	Hampshire Highways	Calculated following further feasibility work and engagement with Hampshire County Council
	Education (Primary)	Developer contribution will be required	Hampshire County Council Children's Services (Education Authority)	Additional 13.5 primary pupils as a result of the development - £279,841 indicative cost
	Nitrate(e Neutrality	Development will be required to achieve nitrates mitigation	Test Valley Borough Council	Indicative cost would be £521,910

	Public Right of Way (PRoW)	Development will be required to take into account of the PRoW which runs adjacent to the site on the southern boundary.	Test Valley Borough Council & Hampshire County Council	N/A
Southern Area 25 (SA25): Land West of Holbury Lane 50 dwellings	Highways	New access will be required off East Dean Road	Hampshire Highways	Calculated following further feasibility work and engagement with Hampshire County Council
	Education (Primary)	Developer contribution will be required	Hampshire County Council Children's Services (Education Authority)	Additional 15 primary pupils as a result of the development - £310,935 indicative cost
	Nitrate Neutrality	Development will be required to achieve nitrates mitigation	Test Valley Borough Council	Indicative cost would be £1,454,550
	Public Right of Way (PRoW)	Development will be required to take into account of the PRoW which runs	Test Valley Borough Council & Hampshire County Council	N/A

		adjacent to the site from the western boundary.		
Southern Area 26 (SA26): Land West and East of Braishfield Road 54 dwellings	Highways	New access will be required via Braishfield Road	Hampshire Highways	Calculated following further feasibility work and engagement with Hampshire County Council
	Education (Primary)	Developer contribution will be required	Hampshire County Council Children's Services (Education Authority)	Additional 16.2 primary pupils as a result of the development - £335,809 indicative cost
	Nitrate Neutrality	Development will be required to achieve nitrates mitigation	Test Valley Borough Council	Indicative cost would be £503,250
Southern Area 27 (SA27): Land South of Romsey Road 100 dwellings	Highways	Proposed new access will be required off Buttons Lane	Hampshire Highways	Calculated following further feasibility work and engagement with Hampshire County Council
	Education	Developer contribution will be required	Hampshire County Council Children's Services	Additional 30 pupils provided -

			(Education Authority)	£621,870 indicative cost
	Suitable Alternative Natural Greenspace (SANG)	Developer to provide on site provision	Test Valley Borough Council/Parish Council	The, site is identified to have a likely significant effect in combination. Unknown number of bedrooms = £5,829 per dwelling – Indicative cost £582,900 (Subject to change depending on bedroom numbers per dwelling)
	Nitrate Neutrality	Development will be required to achieve nitrates mitigation.	Test Valley Borough Council	Indicative cost would be £973,830