

PARTNERSHIP FOR URBAN SOUTH HAMPSHIRE (PUSH) PROGRAMME OF DEVELOPMENT 2007

EXECUTIVE SUMMARY

PUSH comprises 11 partner local authorities across South Hampshire. Our joint aim is to improve the economic performance of the sub-region and provide 80,000 additional homes, supported by investment in the necessary infrastructure. Ours is a balanced approach, designed to deliver sustainable growth, a vibrant economy and a better quality of life.

Economic growth

The economic performance of South Hampshire has lagged behind the rest of the South East, as revealed by a series of economic indicators including productivity, skills, gross value added and the rate of company formation. To address this, PUSH is working with SEEDA and the Learning and Skills Councils to develop a comprehensive programme of interventions to improve skills, promote innovation and expand the supply of employment land and premises.

Our key economic initiative is the creation of a South Hampshire Strategic Employment Zone (SHSEZ) on about 100 hectares of redundant and underused land at Eastleigh, close to Southampton Airport. There is potential to create up to 6,000 new jobs. Redevelopment of the site is a priority but will require significant investment in removing existing structures, tackling contamination and improving access by constructing a new link road (Chickenhall Lane Link Road) to provide access to the strategic road network. An innovative form of financing is being explored to provide the road: this might offer a precedent for infrastructure funding elsewhere. Appendix 6B shows the delivery programme for SHSEZ, together with bids for project funding required to make progress with the initiative.

Housing delivery

PUSH proposes that 80,000 new homes will be built in the sub-region by 2026. Of these, 35% will be affordable (either social rented or intermediate), which is estimated to require Housing Corporation funding allocations of £63m a year, an increase on current funding levels (£117.3m for 2006-08).

The Programme of Development sets out:

- a **housing trajectory** (see Section 3);
- the **housing distribution** between local authorities in the Partnership (paragraph 2.6);

- at Appendix 6, comprehensive **delivery programmes** for every strategic housing project being planned or underway in the PUSH area;
- at Appendix 7, **summary programmes** for other significant housing or economic development projects underway in the sub-region.

Together, these two Appendices and the trajectory demonstrate the strong delivery orientation of PUSH. They also demonstrate our strategy to bring forward sites – usually smaller sites – to maintain the continuity of delivery in the early phases of the programme, while undertaking the statutory planning, design and development processes required to deliver larger developments in the medium and longer terms. The phasing of development is discussed in more detail in Section 2.

The PUSH programme of strategic developments is divided into three components:

- two **new settlements**, the Strategic Development Areas North / North East of Hedge End and North of Fareham, which together will deliver 16,000 new homes on greenfield sites;
- significant **urban extensions** that will together deliver up to 10,000 additional homes;
- **urban regeneration and estate renewal** programmes that will deliver up to 18,000 additional homes mostly in Southampton and Portsmouth. These support the ‘cities first’ dimension of the PUSH strategy. Promoting these projects to the strategic level is designed to improve not only the housing stock and the urban realm in the areas concerned but will also diversify the supply of additional homes away from greenfield provision in the later phases of PUSH’s delivery programme.

Infrastructure

PUSH’s plans for economic and housing growth cannot be implemented without significant investment in new and improved infrastructure. This includes:

- new provision of schools, healthcare and community facilities, and retail services to support new and expanded communities;
- transport infrastructure, especially investment in the strategic road network focusing on the M27;
- investment in additional capacity in non-transport infrastructure to renew historic infrastructure that is inadequate, failing or no longer fit for purpose;
- investment in quality of life – new green infrastructure, the sub-region’s cultural infrastructure and the urban realm.

The full extent of infrastructure required to implement PUSH’s plans is still being identified: a number of studies are now reaching completion - for example, in relation to strategic flood risk, green infrastructure and three linked studies on transport requirements.

Failure to provide key infrastructure could form a brake on development, including:

- **capacity on the M27/A27.** A number of improvements to junctions or new junctions are proposed by PUSH partners to access strategic development sites but there is finite capacity on the strategic road network and it is already heavily congested. A detailed modelling capacity is urgently required (for which there is a bid in Appendix 8) which will need to address the cost and feasibility of increasing capacity, effective traffic management and modal shift to public transport;
- **commuter rail/rapid bus transit.** Bus transits may achieve a modal shift in travel-to-work patterns in some areas and dedicated busways need to be integrated into the PUSH development programme. PUSH wishes also to consider rail solutions given the relatively good rail system that exists in the sub-region. We also wish to improve the movement of port-related traffic:
- a **strategic flood risk assessment** is in draft and is revealing that some proposed development locations may be subject to unacceptable flood risk. We know that in parts of the sub-region, investment in flood defence is required;
- **water supply** should not be an issue for PUSH so long as there is timely investment in the proposed Havant Thicket Reservoir. Given the lead time for this development, progress needs to be made now;
- **water and sewerage treatment and discharge** is a major issue in the PUSH area as various treatment works are nearing capacity, both physical and technological. In Portsmouth, the historic sewerage system is no longer fit for purpose and there is a need to separate out foul drainage from surface water. A bid for resources to fund a project to find solutions is included in Appendix 8.

Meeting the costs of investment

PUSH expects to receive funding from CLG to reflect its growth point status together with CIF funding for transport-related projects. Bids for resources are set out at Appendix 8 and have been prioritised in accordance with the criteria set out in the Introduction. These include the degree of fit with PUSH and with CLG objectives, and deliverability. We have provided a fuller list of additional projects at Appendix 9: these give us flexibility to redeploy resources in the event that individual projects advance or slip. We are also discussing investment proposals with SEEDA and English Partnerships.

New homes and additional families will require support from revenue programmes as well as from new capital investment. It is important to ensure that revenue funding for healthcare, education, social services and emergency services keep pace with the development of new settlements and urban extensions and does not lag behind demographic changes. PUSH is already working with the relevant service providers locally to assess these needs but we will need positive engagement by central Government.

For the most part, PUSH expects the capital cost of core infrastructure for new and expanded developments to be met by developer contributions. PUSH does not favour the proposed Planning Gain Supplement because we view s106 provision as essential to

providing services for the new communities. In the past, major residential developments in South Hampshire have been little more than large housing estates and we are determined that this experience will not be repeated. PUSH is planning to deliver well-designed, sustainable, balanced and well-serviced communities. The Programme does not currently include a proposal for an additional eco-town but our new settlements (the two SDAs) will meet the criteria in the Government's Eco-Towns Prospectus. Our project bids at Appendix 8 include development of a sustainable district heating scheme and a number of provisional green infrastructure projects.

PUSH is considering a tariff model to operate across the sub-region and has already undertaken work on innovative funding of infrastructure. We are proposing a project in Appendix 8 to establish a Strategic Project Development Fund which is intended as a rolling fund, pump-primed by CLG/CIF and to be replenished by top-sliced developer contributions. This would be used to finance the very large number of studies that have been identified as necessary to deliver development in the PUSH area.

PUSH governance and delivery capacity

The governing body of PUSH is currently a Leaders' and Chief Executives' Panel comprising the eleven participating authorities with representatives from SEEDA, SEERA and GOSE. PUSH is unusual in the number of participating authorities and its organisation needs to be tailored to that. We are moving to a Joint Committee structure which, subject to ratification by partners, will be in place later this year.

It is proposed that substantial elements and possibly the whole PUSH business plan should be covered by a multi-area agreement (MAA). This would determine outcomes at a sub-regional level and bring together Government and other agency funding streams to support delivery. Work on this is proposed in tandem with drawing up a business plan in coming months.

PUSH is acutely conscious that we are proposing to undertake major development without yet having in place the full range of staff and skills needed to deliver. Each of the strategic developments listed in Appendix 6 – two new settlements, a new employment zone, major urban extensions and comprehensive urban regeneration schemes – requires sophisticated planning and management as well as specialist consultancy input. PUSH needs reinforcement of its small central team as well as enhanced delivery capacity on the ground.

PUSH will benefit from creation of Transport for South Hampshire, the successor to Solent Transport, that will now work as the transport arm of PUSH to deliver the shared vision. An economic development team is being resourced in PUSH with SEEDA support and by secondment of staff from local authorities and agencies. The model of using secondees and tapping into the expertise of partner organisations is one that PUSH will continue to develop but we require resources to finance a core strategic team and at least two delivery teams to work across boundaries to deliver major developments on the ground. Appendix 8 includes a priority bid for these resources.

Priorities

Priority bids for resources to CLG and CIF are set out at Appendix 8 and have been highlighted throughout the executive summary. Our priority proposals total around £78.7m for the period 2008-11. To summarise, PUSH needs:

- an enhanced delivery capacity to manage the programme, coordinate strategic infrastructure and create development teams to deliver on the ground;
- resource to finance the numerous studies – as diverse as the investigation of contamination, feasibility studies and design coding – required to support statutory processes and development of sites;
- investment in transport modelling and capital investment in transport access, to unlock particular sites. We are bidding for a comprehensive study which is critical to establishing access to the two SDAs and major development sites;
- help with land acquisition costs and with restoring contaminated land. This includes the economic development site, SHSEZ;
- investment in green infrastructure and the urban realm to ensure that the existing population receives a dividend and enhanced assets from accepting growth;
- investment in pilot projects in relation, for example, to drainage, flood risk and sustainable energy, that may act as precedents for wider investment.

Partnership with Government

We have an ambitious programme and a strong commitment to deliver. To do so we will need to work closely with Government. To this end, we would welcome dialogue and support with DCLG on key issues including:

- forward-funding and potential ring-master roles;
- promoting our Strategic Development Areas as eco-town exemplars;
- future evolution of our governance and delivery arrangements; and
- harnessing the funding streams and activities to deliver the PUSH Business Plan in a Multi-Area Agreement.

Index

Section		Page
	<i>Introduction</i>	1
1	<i>PUSH Vision, objectives and strategy</i>	5
2	<i>PUSH approach to housing growth</i>	9
3	<i>Delivering Housing Growth and the Housing Trajectory</i>	17
4	<i>Employment Land and other Strategic Development Sites</i>	23
5	<i>Economic Development & economic-led growth</i>	27
6	<i>Sustainability</i>	33
7	<i>Infrastructure and the PUSH growth strategy</i>	41
	- <i>Transport and transport infrastructure</i>	41
	- <i>Non-transport infrastructure</i>	46
8	<i>Paying for infrastructure</i>	51
9	<i>Monitoring and evaluation</i>	53
10	<i>Partnership, governance and delivery arrangements</i>	55
<i>Appendices</i>		
1	<i>Strategic Development Areas</i>	63
2	<i>Map of PUSH – general location of development</i>	65
3	<i>Housing Trajectory Spreadsheet</i>	(separate)
4	<i>PUSH/DTZ Economic Development Performance Indicators</i>	67
5	<i>Critical Other Infrastructure – Summary Table</i>	73
6	<i>Strategic Development Schemes, including SHSEZ (6B)</i>	77
7	<i>Major Development Schemes</i>	105
8	<i>Priority Projects</i>	119
9	<i>Full Project Listing</i>	129
10	<i>Current PUSH Organisational Structure</i>	143
11	<i>Schedule of functions to be delegated to PUSH Joint Committee</i>	145
12	<i>Possible future PUSH delivery structure</i>	149
13	<i>PUSH Future Resource Capacity: Suggested Main Functions</i>	151

INTRODUCTION

The Programme of Development and the PUSH Business Plan

This Programme of Development (POD) has been prepared for Communities and Local Government as a condition of our 'Partnership for Growth with Government' under the New Growth Points programme. Relevant material from this POD will ultimately be integrated into the PUSH Business Plan which is concurrently in preparation. The Business Plan will set out how we propose to deliver PUSH's strategy for economic-led growth in South Hampshire. The POD focuses primarily on the delivery of new housing to support economic growth. Other elements, which are being developed in more detail in the Business Plan, are therefore given in less detail here.

In developing its Business Plan, and the Programme of Development, PUSH is looking ahead over the 20 years of its sub-regional strategy (corresponding with the 20 year horizon of the draft South East Plan), but focusing in detail on 2008-11, which corresponds with the funding horizon of CSR07 and the end of which coincides with the first review of the South East Plan. But even for 2008-11 there are areas where activity cannot be planned in detail, chiefly because we need to know the outcomes and recommendations of essential studies currently underway. Some of these will be completed within the timetable for preparation of the Business Plan and will be reflected in later iterations; others are on longer timescales and the Plan will therefore reflect how these, and further work to which they may give rise, fit into the work programme. However, none of these will be completed within DCLG's deadline for submission of Programmes of Development. Parts of this programme are therefore necessarily provisional.

These studies include:

- Strategic Flood Risk Assessment – Completing October 2007
- Green Infrastructure Strategy – Completing November 2007
- Integrated Water Management Study – Completing December 2007
- Advanced Feasibility Studies on the Strategic Development Areas – Completing December 2007/early 2008
- 3 Transport Studies – initial reports to inform refreshing of Regional Funding Allocations, November 2007

Inevitably much in this Programme of Development is also subject to review in the light of external factors. These include:

- The outcome of HM Treasury's Comprehensive Spending Review 07 and the recently published Review of sub-national economic development and regeneration. These will affect the quantum and priorities for resources allocated to Government Departments for programmes that may impact on delivery of PUSH's growth strategy, notably Communities and Local Government, Department for Transport, Defra and Department for Innovation, Universities and Skills;
- The recommendations of the Panel of Inspectors on the draft South East Plan, the Government's proposed modifications and the timetable for adoption of the final Plan
- Government policy proposals for further uplift of new house-building by 2020, and the recently published Housing Green Paper;

- The structure and nature of support through national and regional agencies, including English Partnerships and the Housing Corporation, the proposed new Homes and Communities Agency, SEEDA and SEERA, particularly in the light of proposals in the Sub-national Review.
- SEEDA's RES Implementation Plan and proposed joint implementation plan with SEERA.

PUSH will take account, so far as possible, of the implications of these external factors in later iterations of the Business Plan.

The presentation of the Programme of Development

This Programme of Development (Section 2) sets out PUSH's approach to housing growth, and the proposed trajectory for delivering new homes (Section 3). Section 4 presents PUSH's approach to securing sufficient employment land, and the strategic importance of the South Hampshire Strategic Employment Zone (SHSEZ). Sections 5 to 7 set out PUSH's ambitions and proposals in relation to the economy, sustainability and both transport and non-transport infrastructure. Section 8 looks at issues and options regarding paying for infrastructure, and section 9 summarises PUSH's approach to monitoring and evaluation. The last section (10) sets out our proposals for governance and delivery arrangements for this Programme of Development, and for PUSH's business more generally.

Delivery Programmes

Specific Delivery Programmes are presented for each **strategically important scheme (prefixed 'S')**: these appear in Appendix 6. To show the relationship between the Programme for delivering the SHSEZ and the cluster of related projects and infrastructure requirements, these appear separately in Appendix 6B. For other **major schemes (prefixed 'M')**, outline scheme descriptions appear in Appendix 7.

Project Proposals

Projects that support delivery of these schemes, or contribute towards delivery of PUSH sub-regional strategy objectives, are listed in Appendix 9. 17 individual or clustered projects have been prioritised for funding, and these appear in Appendix 8. **These projects have been costed at around £78.7m over the period 2008-2011: £67.5m capital and £11.2m revenue.**

The projects prioritised in Appendix 8 are priorities for delivery in the period 2008-11 and offer a balanced package of key infrastructure initiatives, strategically important studies and essential delivery and support capacity. Selection has been based on the following criteria:

CRITERIA:

- **strategic fit** with PUSH objectives and sub-regional strategy. Projects that do not demonstrably contribute to delivery of the PUSH strategy or objectives will not be priorities.
- **strategic fit** with DCLG objectives for New Growth Points. Projects should deliver tangible outputs, especially in relation to facilitating new housing. Transport schemes may be potential candidates for CIF.
- **deliverability** Projects should be feasible, costed, ready to commence in a timely manner if money were available.
- **capital or revenue** The assumption is that revenue will be limited, but focused on essential growth-related studies and capacity-building.
- **evidence of partnership funding or collaboration** There should be evidence that other appropriate sources of funding have been explored.
- **tangible benefit** Projects should produce or facilitate the creation of assets or benefits that contribute towards sustainable communities.
- **right scale** DCLG funding is for smaller to medium-sized projects. Projects may not be right for inclusion in this context if they are too large or expensive, but may be more suited to another funding stream.

1 PUSH VISION, OBJECTIVES AND STRATEGY

- 1.1 Our vision is for sustained economic growth to create a more prosperous, attractive and sustainable South Hampshire, offering a better quality of life to all who live, work and spend their leisure time here.
- 1.2 Our vision translates into nine key objectives:

PUSH OBJECTIVES

- **Providing a buoyant and diverse economy** by making South Hampshire a place where conditions are right for business creation, innovation, enterprise, location and growth, bringing increased success in globally competitive markets and raising the economic performance of South Hampshire to match the rest of the South East.
- **Reducing inequalities and developing skills** by investing in learning and skills to help people improve their own life chances and boost prosperity. We will ensure that measures to tackle deprivation and inequality unlock opportunities for people currently excluded from them.
- **Securing sustainable communities** through regeneration of our existing towns and cities and through the creation of new settlements and urban extensions where sustainability and genuine community are the guiding principles.
- **Safeguarding a quality environment** by protecting and enhancing treasured landscapes, heritage designated sites and habitats, through the creation of new accessible green spaces, and securing the highest design and environmental standards in new development.
- **Providing quality housing for all** by increasing the supply and choice of new homes, including affordable housing to help create a more balanced housing market, and through improvements to the condition and management of existing housing stock.
- **Improving accessibility** by a combination of measures to reduce the need to travel and congestion, improvements in public transport, better management of transport networks and upgrading transport infrastructure to meet existing and growth pressures effectively
- **Providing quality cultural, recreational and leisure facilities** to strengthen and enhance South Hampshire's already rich cultural offer at all levels, including the creation of significant new cultural and sporting assets.
- **Improving health** by ensuring that new development encourages a healthy lifestyle, including access to green spaces, and healthcare provision is well integrated with housing and other key services and keeping pace with the needs of a growing population and with changing models of service delivery.
- **Maintaining the separation of settlements** by consistent and robust planning policies and urban design principles, to enhance identity and individual sense of place.

Our Strategy

- 1.3 A spatial strategy for the South Hampshire sub-region was submitted as advice to SEERA and incorporated into Chapter E1 of the draft South East Plan. This strategy draws upon an extensive evidence base (which can be accessed via the PUSH

website¹), in particular research by DTZ Pidea Consulting, commissioned by PUSH, reporting on Economic Drivers and Growth in South Hampshire. Other relevant contributory research included:

- South Hampshire Town Centres – Sub-regional Study (DTZ, March 2006)
- Sub-regional Strategy Background Documents on
 - Employment Land (1) – December 2005;
 - Housing (2) - December 2005;
 - Critical Other Infrastructure (4) – December 2005, revised November 2006; and
 - The Rational for Housing Distribution – November 2006.
- The South Hampshire Housing Market Assessment (DTZ, Part 1 April 2005, Part 2 October 2006)

1.4 PUSH's strategy is fundamentally about delivering sustained economic growth. Despite growth in line with the national average and generally high levels of affluence in the sub-region, for the past two decades South Hampshire has lagged behind the rest of the South East in its economic performance. For example:

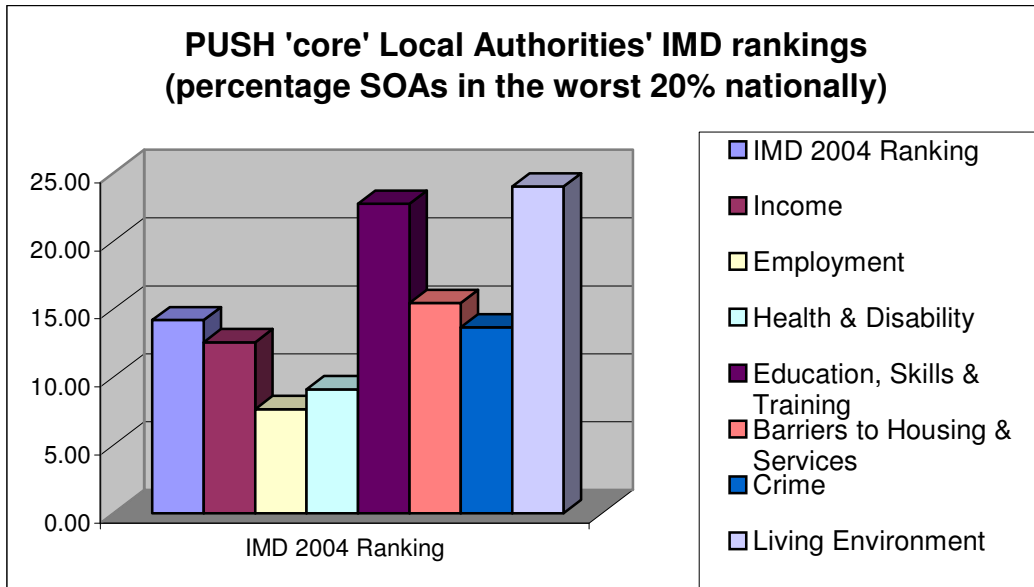
- Productivity in South Hampshire, at just over £32k annual Gross Value Added (GVA) per capita is over 9% below the South East average of over £35k;
- Average weekly earnings in South Hampshire are 8.5% below the South East average;
- The proportion of South Hampshire residents with degree level qualifications is 5% below the South East average;
- New VAT registrations per 1000 population are a third higher across the South East than in South Hampshire;
- Annual GVA at about 2.7% is below the South East average of 3.1% and significantly lower than the Region's best performers.

1.5 There are also significant pockets of multiple deprivation in South Hampshire, notably in the two cities and the towns of Gosport and Havant. Over a fifth of the 'super output areas' in the PUSH area rank in the worst 20% nationally in relation to education, skills and training; the proportion is even higher for the quality of the living environment, but the sub-regional figure masks the particular severity of the problem in Portsmouth where nearly 58% of SOAs are in the worst 20% nationally.

1.6 These data highlight the importance of actions in the PUSH strategy to address skills deficits and to ensure that new development in existing urban areas yields a regeneration dividend, and better outcomes for existing residents in terms of the quality of the urban environment.

Figure 1 (overleaf)

¹ www.push.gov.uk



- 1.7 For all these indicators of under-performance, many of which can be traced to the decline in traditional manufacturing industries and the defence sector, the research on Economic Drivers and Growth underlines the potential in the sub-region. Areas of strength, such as business services, advanced manufacturing and high value added spin-outs from university research departments and joint ventures, are already pointing the way for growth. The thrust of PUSH's strategy is therefore to raise the sub-region's economic performance at least to match the South East average, particularly by growing knowledge-based and high value-added areas of the economy and equipping the workforce with the skills needed to succeed in those areas.
- 1.8 The research on Economic Drivers and Growth identified high level outcomes to deliver sustainable economic growth over the 20 years of the South East Regional Spatial Strategy. These outcomes are reflected in the following headline targets:

HEADLINE TARGETS

Economy

- To raise economic performance, measured by annual Gross Value Added (GVA) from around 2.7% in 2006 to 3.5% in the period 2021-2026, and to raise the annual increase in productivity(GVA per employee) to 2.7% by 2026
- To create 59,000 net new jobs, notably in higher value-added sectors of business services, advanced manufacturing, and specialist sectors such as marine and logistics
- To create nearly two million square metres additional employment space by 2026

Skills & Labour Market

- To increase the number of people achieving NVQ level 2 or higher from 62.9% of working population in 2006 to 68.9% by 2011 and to 91.4% by 2026, and the number of people achieving NVQ level 4 or higher from 24.4% of the working population in 2006 to 30.4% by 2011 and to 45.4% by 2026.
- To increase economic activity in the working age population from 80.1% in 2006 to 82.8% by 2026

Housing

- To build an average of 4,000 new homes per year from 2006 to 2026, at least 30% of which should be affordable housing

- To secure decent standards of accommodation across all tenures, with all social housing in PUSH achieving the decent homes standard by 2010

Sustainability

- To achieve the highest standards of environmental sustainability in new homes and commercial buildings, with all new dwellings meeting the Sustainable Buildings Code level 6 by 2016 and commercial buildings the BREEAM Excellent rating by 2012
- To ensure the highest standards of building and urban design, including carrying out design audits of masterplanning on all major development schemes
- To reduce dependence on fossil fuels as a primary source of energy and reduce the carbon footprint of South Hampshire, including providing 10% of energy needs in new developments from renewable sources and generating 100MW from renewable sources by 2026.
- To ensure that new development is located and designed so as to prevent the risk of flooding and to reduce overall flood risk
- To manage efficiently the use of natural resources, minimising waste and ensuring the maximum reuse of materials in new development
- To ensure an adequate supply of water for the needs of the Sub Region and secure an overall reduction in the rate of usage, securing an average rate of consumption of 105 litres per person per day by 2016 in new development

2 PUSH APPROACH TO HOUSING GROWTH

- 2.1 PUSH's approach to housing growth is set squarely in the context of sustainable economic growth. Both the research by DTZ and the technical work commissioned in relation to the advice to SEERA explored different growth scenarios which included different levels of new housing. The preferred, and most ambitious, option includes new housing totalling 80,000 dwellings over the 20 years of the strategy, which represents a 22% uplift on housing levels set out in planning documents in October 2003². The background to the 80,000 total is explained in more detail below.
- 2.2 The guiding principle for PUSH's strategy is **conditional managed growth**. Housing growth at the levels proposed in the draft South East Plan will only be sustainable if targets for economic growth are achieved, and provided all new development is supported by the timely provision of necessary infrastructure. If economic growth does not keep pace with our targets, or if infrastructure is not forthcoming, the rate of release of greenfield land for house building might have to be adjusted accordingly.
- 2.3 This conditionality is a particularly important element of the political consensus in South Hampshire authorities around the PUSH strategy. In a number of areas, notably transport and waste water drainage and treatment, the existing infrastructure is at or beyond the limits of its capacity. These problems and deficits need to be addressed even if no additional growth were to occur, and it cannot be expected that the private sector investing in new development will pay for historical deficits in infrastructure provision. **But embracing growth makes it doubly important that the infrastructure needs are addressed, and this will only be possible with substantial investment from Government.**
- 2.4 It is on this basis that PUSH has proposed a Plan, Monitor and Manage (PMM) approach to land release for housing and employment related development, as reflected in policy SH5 in the draft South East Plan. In its report to the Secretary of State for Communities and Local Government, the Examination in Public (EiP) Panel has, overall, endorsed the strategy developed by PUSH. Many of the proposed amendments are minor in nature and some policies have been strengthened. But the policy SH5 on PMM is one of two recommended for deletion. The Panel was not convinced that the PMM policy was workable and instead propose that its supporting text be amended and relocated elsewhere in the Plan. PUSH is considering the technical and policy implications of this, should the Secretary of State accept the Panel's recommendation.

² The baseline is derived as follows. Both RPG9 and the Hampshire Structure Plan apply to whole of Hampshire, and the PUSH Boundary does not correspond with all the district boundaries – there are four split districts. An equivalent RPG figure therefore had to be computed. Data on housing completions 1996-2003 were analysed to separate those within PUSH from those outside the boundary. For split districts, calculations assumed that the same proportion of completions within/outside PUSH would continue for the remainder of the Structure Plan period (1996-2011). Adding these to the figures for authorities wholly within PUSH gives an RPG equivalent total of 49,105 for the period 1996-2011, or 3,273 average completions per annum. The proposed 4,000 average completions per annum represents a 22% uplift on this figure.

The rationale for levels and distribution of new housing³

Housing Distribution – Key Points

- Just over 50,000 dwellings are expected to come from brownfield sites, some 28% of which are already commitments (having planning permission or are allocated in local plans).
- Over 60% of brownfield supply (31,000 dwellings) is planned to be built in the cities of Southampton and Portsmouth.
- However, there is considerable uncertainty over the amount of development that could be expected to come forward in the urban areas post 2016, particularly within Southampton and Portsmouth. In the event that urban potential is not realised any shortfall will be managed within their respective sub-area.
- Just under 30,000 dwellings are expected to be built on greenfield sites, some 13% of which are already commitments (have planning permission or are allocated in local plans).
- About 36,500 dwellings are expected to come forward on sites of 10 or more units, with a further 13,700 on sites of 9 or fewer units.
- The proposed Strategic Development Areas north of Fareham and North/North-east of Hedge End will provide a further 16,000 dwellings between them, supporting an estimated combined population on completion of around 38,300 people.
- In addition, 9,800 dwellings will come forward in the form of new urban extensions

Background

2.5 In 2004 the South East England Regional Assembly (SEERA) commissioned principal authorities (county and unitary councils) to provide advice on the development of a sub-regional policy framework to help meet the needs of the region to 2026, as part of the South East Plan. In July 2005, SEERA set the total housebuilding provision for each sub-region: the figure for South Hampshire was 80,000 new homes in the period 2006-2026. It then commissioned the principal authorities (in South Hampshire's case formulated through PUSH) to prepare and consult on housing distributions for each district which summed to the 80,000 total.

PUSH housing distribution at local authority level

2.6 PUSH's preferred approach to accommodating new housing development is set out in detail in its advice to SEERA⁴, and reflected in policy SH12 in the draft South East Plan. The distribution proposed in the draft South East Plan is set out in Table 1 below. The EiP Panel support the proposed housing requirement (80,000 homes) over the plan period (eight reasons for this view are set out in paragraph 7.69 of the report). It would, in the Panel's view *"upset this balanced strategy if housing levels were to be increased, with the prospect that out-commuting levels would increase" and would also "introduce unacceptable risk particularly in meeting Habitats Directive requirements and avoiding flood risk"* (paragraph 7.70).

³ A more detailed explanation is set out in "South Hampshire Sub-Regional Strategy Background Document: the Rationale for Housing Distribution" (November 2006).

⁴ *South Hampshire Sub-regional Strategy – Final Advice to SEERA December 2005*

Table 1⁵

	2006-11	2011-16	2016 – 21*	2021 – 2026*	Total
New Forest (part)	600	500	219	219	1,538
Test Valley (part)	650	1,375	1,375	510	3,910
Southampton	5,100	4,000	3,600	3,600	16,300
Eastleigh	3,000	2,300	891	892	7,083
North-East/ North of Hedge End SDA	0	0	2,600	3,400	6,000
Winchester (part)	1,750	2,600	1,800	589	6,739
Fareham	1,700	1,100	469	460	3,729
North of Fareham SDA	0	0	5,000	5,000	10,000
Gosport	1,200	500	400	400	2,500
Portsmouth	4,650	2,950	3,550	3,550	14,700
East Hampshire (part)	350	500	175	175	1,200
Havant	1,800	2,950	776	775	6,301
Total	20,800	18,775	20,855	19,570	80,000

2.7 The approach, which is reflected in the overall strategy contained in policy SH1 of the draft South East Plan, may be summarised as:

- A regeneration-led approach, focusing new development in the two cities and existing urban areas first;
- Ensuring at least 60% of new housing development is on brownfield sites (previously-developed land);
- Ensuring at least 30% of all housing development, and up to 40% of housing on new development sites, is affordable housing;
- Delivering new housing in **four main strategic phases**:
 - **2006-2011** – through existing permissions and allocations in plans, together with PDL and other “urban capacity” sites.
 - **2011-2016** – to continue development on brownfield and urban capacity sites, supplemented by a limited number of greenfield urban extensions at West of Waterlooville, probably North of Whiteley, and in the South of Test Valley.
 - **2016-2021** – to continue development on brownfield and urban capacity sites, building out the urban extensions and commencing development of two Strategic Development Areas (SDAs) at North-North-East of Hedge End and North of Fareham.

⁵ This table, which is included in Policy SH12 in the draft South East Plan, has the following footnote:

* Italics denote target figures, reflecting uncertainty over realisation of urban potential, especially within Southampton and Portsmouth. The delivery of new housing will be monitored and managed separately within the south-west and south-east sub-areas of the sub-region, as indicated in the supporting text to Policy SH5. If that monitoring identifies a potential shortfall in the capacity of previously developed land to achieve the current forecast of dwellings, the respective sub-area will bring forward measures to secure the delivery of the housing target within the plan period.

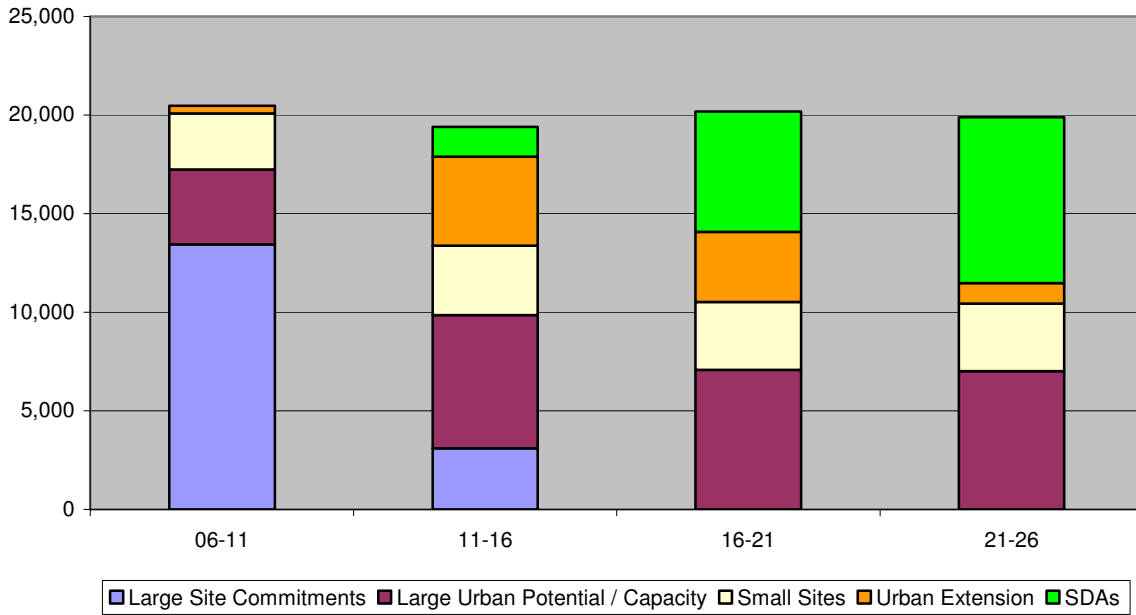
This table also incorporates agreed changes to the phasing of delivery in Winchester.

- **2021-2026** – to continue development on brownfield and urban capacity sites, completing the urban extensions and continuing/completing delivery of the SDAs.

2.8 This can be shown graphically as follows:

Figure 2

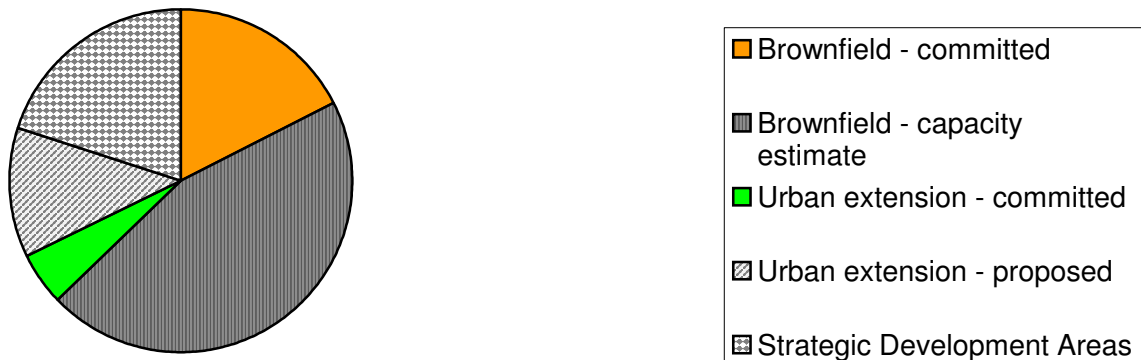
New Housing Sites in South Hampshire - by category, 5 year phases



Cities first approach and brownfield redevelopment

2.9 The proposed housing distribution for South Hampshire seeks to maximise housebuilding within the sub-region’s existing urban areas – a “cities first”, regeneration-led approach. The estimates of this ‘urban capacity’ have been kept under review and have been updated during strategy preparation. Just over 60% of all new homes are expected to be built on brownfield sites (previously developed land) – see figure 3.

Figure 3: South Hampshire Housing Supply 2006-2026



Greenfield Development

- 2.10 Brownfield sites cannot accommodate all the new housing proposed; some development on greenfield land will be necessary. The issue for PUSH was therefore the rationale and choice of locations for greenfield development.
- 2.11 After lengthy consideration, PUSH decided that the greenfield requirement should be met through a combination of very large developments ('Strategic Development Areas') and smaller urban extensions, the latter primarily required between 2011 and 2016 to fill a gap between current commitments and the time when SDAs could realistically be expected to provide new homes.

Strategic Development Areas

- 2.12 Seven locations were examined for their potential to deliver the SDA concept, four of which were considered to offer the best prospects: to the north west of Southampton, near Hedge End, to the north of Fareham and a further extension to the west of Waterlooville. However, only two SDAs were required to deliver the PUSH strategy, one related to Southampton and one to Portsmouth. PUSH decided that an SDA near Hedge End offered greater potential to accommodate an SDA than one in southern Test Valley related to Southampton; and that the Fareham SDA was its preferred location for an SDA related to Portsmouth.
- 2.13 Initial feasibility studies were on both SDAs were carried out to inform the advice to SEERA. Advanced feasibility studies are currently being conducted with support from DCLG's New Growth Point programme. A description of each SDA and the key issues, including points arising from the EiP Panel Report, is at Appendix 1. The Development Programme for each site is in Appendix 6, (Schemes S1 and S2, pages 77 to 79).
- 2.14 For both SDAs, the Panel consider that the guidance provided by Policy SH12 and the supporting text merit some amendment and strengthening, including emphasising the importance of a partnership approach for their delivery. They also support the view that the pace of housing development should be coordinated with the rate of

infrastructure provision and note that the proposed Implementation Agency may have a role in monitoring and implementing strategic land allocations. These observations are pertinent to PUSH's thinking about delivery and capacity issues (section 10 below).

Urban Extensions

- 2.15 Taking the SDAs into account left a shortfall to be met on urban extensions of between 2,800 and 6,300 dwellings in the Southampton sub-area and between 5,455 and 8,955 in the Portsmouth sub-area. The outcome of consultation and negotiations taking account of districts' preferences arrived at proposals for urban extensions to the west of Waterlooville (spanning the boundary between Havant and Winchester) and to the north of Whiteley (in Winchester).
- 2.16 The planning application and section 106 negotiations on the West of Waterlooville development are well advanced, and work is expected to commence in 2008/9. The Development Programmes are in Appendix 6 (see Schemes S3, S4 and S11, pages 81, 82 and 91).
- 2.17 Although North of Whiteley Village has been identified as a favoured location for an urban extension, this remains subject to the statutory planning process. Provided this emerges as a preferred option, masterplanning, design and associated work could commence in 2008/9, with a view to development commencing in 2012/13 (see Scheme S5, page 83).
- 2.18 Options are currently being explored for a third, smaller scale urban extension in southern Test Valley. Public consultation on preferred options is not likely before January 2008, and the adoption of a Development Plan Document setting out the preferred option is likely to take until the end of 2009. The broad parameters of the Development Programmes, without prejudice to the statutory planning process, are set out in Schemes S6 and S7 (pages 84 to 86). An urban extension in Eastleigh at Dowds Farm is already under construction.
- 2.19 The total housing on urban extensions is expected to be around 9,800 homes, the majority of which is expected to be developed between 2011 to 2021.
- 2.20 We will be looking to establish a PUSH level team to support masterplanning, urban design and associated disciplines on the urban extensions, the two SDAs and other major developments (see section 10 below).

Location of growth in South Hampshire

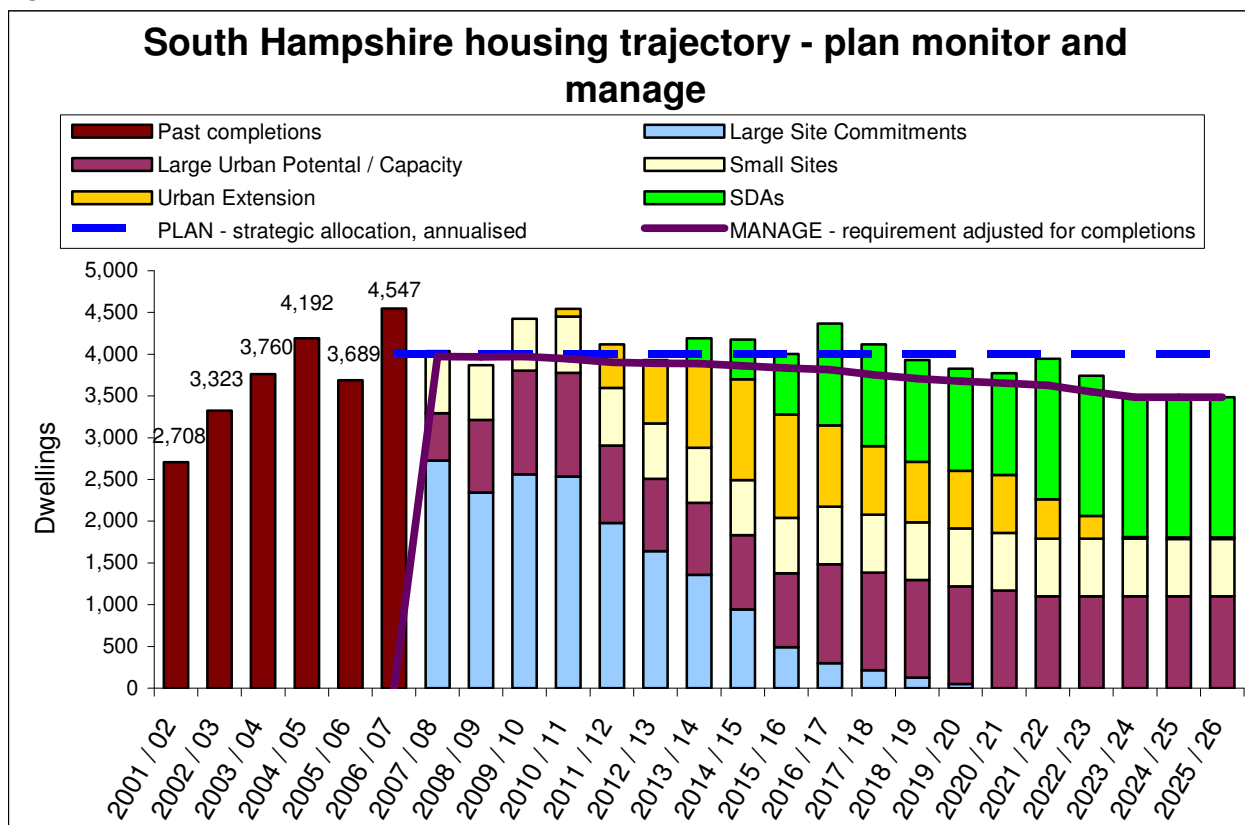
- 2.21 Table 2 below indicates the planning status of some of the major housing sites in South Hampshire. In some cases – southern Test Valley and Winchester (North of Whiteley) have already been mentioned in this regard – sites options have not yet progressed to the point that they are identified in LDFs. The *principle* of urban extensions is mentioned in Section E1 of the draft South East Plan but without reference to particular *locations*. The general locations of the two proposed SDAs are specifically mentioned but at this stage their boundaries are purely indicative.

- 2.22 The EiP Panel has endorsed the proposals for the two SDAs, including their locations and considers it appropriate to include the general locations of the SDAs on the sub-regional illustrative diagram. The Panel also commended the separation of the SDA housing figures from those allocated to individual districts which makes it clear that districts in which the SDAs are located should not have to make compensatory provision for any shortfall in housing completions in the SDAs. The Panel did not, however, endorse the proposed constraints on their timing, which links to their views on policy SH5 (see paragraph 2.4).
- 2.23 A **map** of the PUSH area showing the proposed general location of major new housing and other key development, as well as other features relating to growth is at **Appendix 2**. This identifies the strategic housing sites together with key employment sites and transport system proposals, to the extent that these can be identified pending the outcome of key studies (see 7.18). Where possible, the phasing of these development proposals is indicated by coding in the map.

3 DELIVERING HOUSING GROWTH AND THE HOUSING TRAJECTORY

3.1 The delivery of new housing over the 20 years of the PUSH strategy is expected to follow the trajectory set out in the chart below. This also shows the contribution made towards overall new housing provision by the different categories of sites:

Figure 4



3.2 This PUSH trajectory is derived from the trajectories of the PUSH authorities (excluding the County Council), together with trajectories for the two Strategic Development Areas (which have been identified separately from other housing delivery in the three districts affected). The detail, including the contribution of major sites, is set out in Appendix 3.

3.3 In addition, PUSH authorities have identified some 15 major schemes, with potential to deliver around 18,100 new homes, mainly after 2011. Together with major schemes already under construction, the proposed urban extensions, and Strategic Development Areas, these schemes should deliver nearly 44,500 new homes. These major schemes are summarised in Table 2 below⁶. The outline Development Programmes are in Appendices 6 & 7 (references in left-hand column).

⁶ All the Schemes listed in Table 2 are identified as 'Strategic Sites' in the Spreadsheet that forms the basis for the PUSH Trajectory. But some of these are clusters rather than single sites. There are some anomalies in the composition of the trajectory, partly reflecting different sources of information. Further consultation and analysis is ongoing to reconcile discrepancies.

Table 2

Ref	Site	Status / type	Dwellings	Est Start Date	Est Completion Date	Planning Status
M6	Eastleigh: Dowds Farm Hedge End	Urban Extension	760	2006/07	2011/12	Under Construction
M23	Gosport: Royal Clarence Yard & St George Barracks North	Large Site Commitment	700	2002/03	2010/11	Under Construction
M25	Rowner (700 units, 500 replacements for demolitions)	Large Site Commitment	200	2008/09	2013/14	In LP/LDF
M22	Gosport: Daedalus	Large Site Commitment	500	2005/06	2014/15	Under Construction
S11	Havant: West of Waterlooville (I)	Urban Extension	600	2008/09	2012/13	In LP/LDF
S12	Havant: Leigh Park 1	Urban Capacity	1,000	2011/12	2021/22	Preferred option
S12	Havant: Leigh Park 2	Urban Extension	500	2011/12	2021/22	Preferred option
-	Portsmouth: Historic Ships Car Park (Queen Street)	Large Site Commitment	570	2006/07	2010/11	Under Construction
M4	Portsmouth: Pompey Village	Urban Capacity	530	2008/09	2013/14	In LP/LDF
S8	Portsmouth: Somerstown	Urban Capacity	1,200	2011/12	2025/26	In LP/LDF
M1	Portsmouth: Station Square	Urban Capacity	500	2008/09	2014/15	In LP/LDF
S9	Portsmouth: Tipner	Urban Capacity	1,500	2009/10	2015/16	In LP
S10	Portsmouth: Port Solent	Urban Capacity	2,000	2012/13	2019/20	In LDF
S13	Southampton: Vospay/Thornycroft (Woolston)	Large Site Commitment	1,510	2009/10	20018/19	In LP/LDF
S16	Southampton: City Centre South (12 sites)	Urban Capacity	1,803	2008/9	2013/14	In LP, sites allocated or permitted
S17	Southampton: Drivers Wharf / Meridian	Urban Capacity	1,000	2010/11	2016/17	In LP, sites allocated or permitted
S15	Southampton: City Centre North (6 sites)	Urban Capacity	1,118	2008/9	2013/14	In LP, sites allocated or permitted
S14	Southampton: Estates Regeneration, 5 key estates	Urban Capacity	4,000	2008/9	2025/26	tbc
S6	Test Valley 1 (2 or more sites)	Urban Extension	2,300	2012/13	2022/23	No planning status; consulting on preferred options early 2008
S7	Test Valley 2 (2 or more sites)	Urban Extension	1,000	2012/13	2022/23	No planning status; consulting on preferred options early 2008
S3	Winchester: West of Waterlooville (I)	Urban Extension	1,400	2008/09	2015/16	In LP/LDF
S4	Winchester: West of Waterlooville (II - Extension)	Urban Extension	1,000	2012/13	2017/18	In LP/LDF (as reserve site)
S5	Winchester: North of Whiteley	Urban Extension	2,800	2009/10	2014/15	No planning status; consulting on issues & options early 2008
S1	Strategic Development Area: North-North-East of Hedge End	Strategic Development Area	6,000	2015/16	2025/16	In draft RSS
S2	Strategic Development Area: North of Fareham	Strategic Development Area	10,000	2014/15	2025/26	In draft RSS
	Total		44,491			

- 3.4 It remains PUSH's ambition that construction of the two SDAs will commence no later than 2016 and be completed by 2026. But it is recognised that delivering major strategic housing (and employment) sites on this scale carries significant risks and the history of such developments around the UK has been characterised by delay, often awaiting provision of necessary infrastructure, and protracted timescales to see developments fully built out.
- 3.5 To minimise risk (see also paragraphs 3.9 to 3.11 below), we are proposing:
- Early commencement of masterplanning and area action planning for the SDAs, supported by a PUSH-led Major Developments Team.
 - Bringing forward commencement of the SDAs to maximise the prospects of achieving delivery by 2026. Subject to the statutory processes involved, this might enable commencement around 2014: this is reflected in the trajectory.
- 3.6 The total of locally identified large sites, proposed major sites and the two SDAs comprises about 56% of the total to be delivered over the strategy period. This highlights that up to 44% of new housing is expected to come from smaller sites and others not yet identified in plans (recognising also that of the new urban extensions only West of Waterlooville has planning status). The statistics for completions in recent years indicate that PUSH authorities are collectively performing well above the target average of 4,000 new dwellings per annum (4,547 in 2006). This gives us confidence in the realism of our growth ambitions and of PUSH authorities' ability to deliver. Nevertheless, there are acknowledged uncertainties about maintaining sufficient urban capacity sites in the second half of the PUSH strategy (after 2016) – see footnote 5 above.
- 3.7 To these uncertainties must be added the potential impact of policy and regulatory constraints that could impact upon the capacity to bring forward sufficient urban capacity sites. These include:
- The Habitat Regulations Review of Consents being conducted by the Environment Agency (with Natural England)
 - The outcome of the Strategic Flood Risk Assessment (see 6.20)
 - Interpretation of PPS 25 on planning and flood risk
 - PPS3 advice on the treatment of windfall sites.
- 3.8 The *draft* final report of the Strategic Flood Risk Assessment (SFRA) draws some important conclusions. In particular, statistical analysis undertaken during Stage 1 of the SFRA concluded that the draft South East Plan housing target of 80,000 new dwellings in the PUSH sub-region by 2026 is feasible, with regard to flood risk, when assessed at the sub-regional level. However, when assessed at the local planning authority area scale, some of the housing targets may not be feasible due to the extent of the Flood Zones 2 and 3 within some LPA areas. In particular, the report concludes that the administrative areas of Portsmouth, Southampton and Gosport are significantly constrained by the extent of Flood Zones 2 and 3. Consideration may need to be given to revising the distribution of dwellings across the LPA areas to ensure that the individual LPA housing targets are feasible in terms of flood risk constraints. PUSH authorities will need to give careful consideration to the

conclusions, including examining the extent to which urban design measures may mitigate flood risk.

Managing Risks

3.9 These risks to delivery will require active management and regular review, starting with the first 5 year review of the South East Plan. Steps to ensure consistent delivery in the first two phases of the strategy will include:

- Proactive measures, including active public sector intervention (such as a special purpose development vehicle or City Development Company – see section 10), active marketing and promotion, investment in public realm and infrastructure and measures to improve urban quality.
- Supporting PUSH authorities to deliver on timetables for the preparation of Local Development Frameworks, particularly the identification and allocation of sites for housing, employment and mixed uses;
- Active risk management, particularly in relation to larger sites;
- Early identification of potential barriers to delivery, particularly in relation to infrastructure. Issues already identified on known sites or locations are addressed in the Development Programmes in Appendices 6 & 7.
- Proactive monitoring as part of the plan, monitor and manage approach (subject to review in the light of the EiP Panel Report).

3.10 Collaboration on spatial planning matters has been a cornerstone of PUSH activity to date and will continue to be so in future. In particular, PUSH will lead the sub-regional response to the Secretary of State's proposed modifications on the draft South East Plan, expected to be published for consultation early in 2008. PUSH will also coordinate any further technical work or analysis required, whether prompted by the Panel's recommendations or by the proposed modifications.

3.11 PUSH is leading a number of specific projects designed to support planning authorities in strategic planning, policy and development control activity. Some of these – for instance, work on the distribution of employment land – are described elsewhere in this Programme. Another key project is on **Coordination of Local Development Frameworks**. The project will deliver effective joint working and training to ensure the formulation of LDF policy and the implementation of development that is consistent with the Sub Regional Strategy for South Hampshire. The key objectives of the project are to provide learning and joint working opportunities that will assist in delivering the following requirements (overleaf):

- A consistent policy approach on affordable housing, which maximises the planning contribution from the private sector to delivery of affordable homes
- A consistent policy approach on sustainability, which delivers sustainable construction within new development schemes
- Joint working on Appropriate Assessment requirements to inform the LDF process, particularly where the issues cross administrative boundaries
- Policy co-ordination of masterplanning of new communities within SDAs and Urban Extensions across local authority boundaries
- Co-ordination and implementation of development for employment and city/town centre uses taking into account strategic considerations of sequential location across the sub region

4 EMPLOYMENT LAND AND OTHER STRATEGIC DEVELOPMENT SITES

Employment Land

- 4.1 As well as the delivery of 80,000 homes by 2026, PUSH's strategy for economic growth also depends upon making up to 2 million square metres of employment floor space available to support business growth. The headline figures are set out in the draft South East Plan (policy SH6), divided into the main B1 (offices), B2 (manufacturing) and B8 (warehousing) use classes, and split between the South-West and South-East areas of the sub-region. The level and type of provision is based on the findings of DTZ Prieda's research on Economic Drivers and Growth. The quantum set in the draft South East Plan allows for around 10% over-supply to accommodate market choice over location for business development.
- 4.2 The next step has been to agree a distribution of the employment land allocations among the PUSH districts for incorporation into local development documents. This has involved an extensive exercise led by a technical working group, and with input from all PUSH authorities (including both planning and economic development officer groups) to scope existing sites and plan allocations for employment use, develop and agree methodologies for forecasting need, and establish the relationship between supply and the levels needed to satisfy South East Plan requirements. In looking at supply, districts undertook a qualitative assessment to establish which sites were "available", with or without a degree of intervention, and which should be ranked as "possible", where greater intervention would be needed for sites to be brought to the marketplace. A shortfall, or "residual" in the level of provision required has then been converted into allocations for districts to make in their plans.
- 4.3 This exercise has also been informed by market intelligence, through the Investment Land and Property Sub-Group, who remain involved on an ongoing basis. (HEP have published a report – "Employment Land in Hampshire – Large Site Assessment Study 2006", which covers the whole of Hampshire but has fed into the PUSH employment land distribution exercise⁷.)
- 4.4 In the South West sub-area there is a residual of 250,000 sq. m. of B1 and 175,000 sq. m. of B8. There is more than sufficient B2 floor space and therefore no residual.⁸
- 4.5 In the South East sub-area there is a residual of 12,000 sq. m. of B1 and 74,000 sq. m. of B8. There is more than sufficient B2 floor space and therefore no residual.
- 4.6 In both of the SW and SE sub-areas there is more than sufficient B2 (Manufacturing) floor space. This 'surplus' helps to provide flexibility and choice in the supply of sites and also creates the potential for change to B1 or B8 use where sites are suitable. There may also be potential for change to other uses where sites are no longer

⁷ A summary of the findings, and links to obtain the report, can be found at <http://www.hep.uk.com/templates/news.asp?PageID=155>

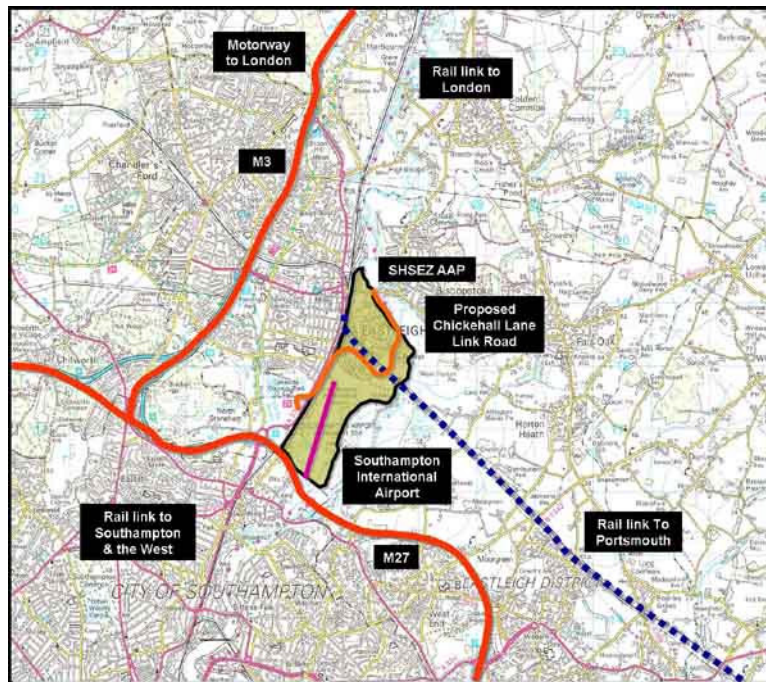
⁸ These figures exclude 'possible' sites (likewise in paragraph 4.5).

suitable for business use. These matters will be addressed in individual Districts' Employment Land Reviews.

- 4.7 The PUSH planning and economic development officers have completed an interim apportionment to districts. There remains a need to explore the possibilities for transferring some sites between employment types and time periods in order to improve further the continuity of supply of new floorspace. Some wholly new sites for employment development need to be identified later in the Plan period. Each authority has been asked to explore these matters and to report back to PUSH by 30 November 2007 in order that PUSH can finalise the apportionment process this winter. To assist that work, it is intended to commission a study of the types and locational requirements of the substantial forecast need for new warehousing space.
- 4.8 This thorough exercise has established a very comprehensive picture of employment land availability, including identification of some cases where intervention will be required to overcome potential market failure, to bring forward sites in a timely manner in step with other strategic development.
- 4.9 In addition to the ongoing work described above, districts were commissioned for the purpose of the Programme of Development to supply details of particular sites requiring intervention – particularly relating to infrastructure or enabling works – to help establish some clear phasing and priorities for intervention, quantify the associated infrastructure requirements and identify any gaps there may be in financing those requirements. The outcome of this exercise is reflected in Appendices 6 & 7.

The South Hampshire Strategic Employment Zone (SHSEZ)

- 4.10 The SHSEZ to the East of Eastleigh is potentially one of the largest economic development sites in South East England, at over 100 hectares, with close proximity to transport connections through the road and rail networks and the adjoining Southampton Airport.



- 4.11 The land is in multiple ownership and there is a range of employment and industrial activity in the area providing up to 3,000 jobs. But much of the land is redundant, particularly railway land, and there is potential for redevelopment of the site particularly for high technology research, development and advanced manufacturing and business activity, creating up to 6,000 jobs (3,000 net). The SHSEZ is only a short distance from the University of Southampton which has a track record of supporting business development – in particular through the Southampton Science Park – and the Port of Southampton.
- 4.12 There are challenges to overcome, particularly tackling contamination, relocation of continuing railway uses and improving access, as well as safeguarding the sensitive environment of the River Itchen SAC which borders the site but also contributes towards its potential for an extremely high quality environment fitting for science park type uses.
- 4.13 A critical component is the proposed link road for the site (usually referred to as Chickenhall Lane Link Road) which will open up areas that are currently “land-locked” and improve connections to strategic networks. There is also scope to improve the linkages with Eastleigh town centre, to connect local people to employment opportunities closer to their place of residence. The EIP Panel noted that implementation of the Eastleigh Chord, in the context of redevelopment of the SHSEZ, would be particularly helpful for improved rail access to Southampton (this could potentially link both cities and both SDAs to SHSEZ).
- 4.14 Eastleigh Borough Council has recently consulted on a Area Action Plan Issues and Options Paper for the Strategic Employment Zone (and simultaneously, an AAP for Eastleigh Town Centre). The SHSEZ AAP set out a number of options for how the site might be developed. There is an acceptance that the land uses should be employment led, but there may be a different balance of uses relating to

employment, leisure, housing and retail. The Council will consult on preferred options later in the year.

- 4.15 PUSH is fully supportive of the SHSEZ as an integral part of its strategy for economic-led growth, and is making delivery of the site and its associated infrastructure requirements among its top priorities. The EiP Panel supports a reference to the actions needed to bring forward the SHSEZ as an addition to Policy SH6, as suggested by PUSH. There are several major infrastructure schemes, besides the link road, needed to realise the site's potential. Because of its importance, a Development Programme and suite of project proposals are presented together in Appendix 6.
- 4.16 A Programme Manager is being appointed to lead the process, as well as to drive development of other key employment sites in the PUSH sub-region. This is a crucial appointment (which will need to be supported by complementary roles): there is an urgent need to boost capacity and skills to facilitate delivery and put together the structure for delivering the scheme, which may be around a public / private partnership model. The governance arrangements for delivery are headed by a Board chaired by the Leader of Eastleigh Borough Council and which includes representative from Hampshire County Council, the EBC Chief Executive, SEEDA, SEERA and Southampton City Council.
- 4.17 A key issue in relation to delivery of the SHSEZ, and for a number of other major schemes, is securing the financing arrangements to enable development of the requisite infrastructure. Eastleigh BC, Hampshire CC and PUSH have been working with SEEDA on developing the financial model and structure for delivering the proposed link road. The issue is not the financing of the road itself, which is likely to be met by developer obligations, but the need for an element of the upfront funding, the fact that applications will come forward in different timescales and the need to find an effective mechanism to secure the obligations from developers. In the case of the link road, it is estimated that the potential value of the site that would be unlocked by the link road would be several times the estimated £50m-£60m required for the road, and thus it is likely that the road could ultimately be paid for by developer and landowner contributions – but only if the link road is built. If successful, this could have some lessons for approaches to other development schemes.
- 4.18 The financial model and the role of a potential funding 'ringmaster' are therefore crucial to realise this development and **this is an area where further support from DCLG and GOSE would be valued. There is also a critical need for support for the programme management and up-front development and feasibility costs, which local authorities cannot realistically bear in large scale schemes such as this.**

5 ECONOMIC DEVELOPMENT AND ECONOMIC-LED GROWTH

- 5.1 With its one million people and 420,000 jobs, South Hampshire accounts for 10% of the South East's economic wealth. However, as already described, South Hampshire's economy has been under-performing over the last two decades compared to the South East's average growth rates:
- the sub-region has grown faster than the national average, but below the regional average over the last 20 years (GVA growth of 2.75% per annum currently)
 - Headline growth masks considerable differences in growth rates within South Hampshire
 - Cities have lagged considerably behind (cities have productivity per head of just over £30,000 per head, as opposed to £32,000 for South Hampshire as a whole; NB South East average is £35,000 per head).
- 5.2 PUSH has set a challenging and aspirational target of achieving 3.5% per annum economic growth (GVA) by the final five years of the Plan period. Achieving this target will add a further £13bn to the economy and 59,000 jobs.
- 5.3 The introduction has emphasised that PUSH's strategy for South Hampshire is primarily about sustainable economic-led growth. Drawing on the research by DTZ on Economic Drivers and Growth, PUSH has agreed a set of high level outcomes under four main headings. These are:
- **Employment & Skills**
 - **Enterprise, Innovation and Business Support**
 - **Land, Property and Infrastructure**
 - **Inward Investment**
- 5.4 New public sector interventions are required to increase substantially the skill levels in the sub region. PUSH is commissioning a comprehensive analysis and preparation of a skills strategy, to be completed by November 2007 (the invitation to tender was issued in July).
- 5.5 Labour market interventions will be required, particularly around increasing employment, reducing economic inactivity and increasing the skills of the workforce. It will be necessary to increase productivity to support economic growth, which requires providing business support and stimulating enterprise and innovation. Infrastructure issues which impact on business performance will need to be tackled in order to create the conditions for economic growth. These include access issues, but also ICT infrastructure. In order to deliver economic growth without impacting on future housing requirements, over and above that which is now planned, it is vital that significant productivity gains are achieved in the sub-region. In addition, inward investment opportunities in South Hampshire need to be stimulated and promoted to maximum effect.
- 5.6 Sufficient land for employment development in the right locations and of the right quality will also be critical, gearing this predominantly to advanced business services,

advanced manufacturing and, where appropriate, distribution. The previous section has described work to deliver an average of 100,000 square metres of employment floor space per annum. The PUSH Business Plan will cement the linkages between ambitions and interventions to deliver economic growth outcomes with the delivery issues associated with employment land supply, particularly for major sites. The Delivery Programmes in Appendices 6 and 7 identify some of the key infrastructure issues to be addressed.

- 5.7 A significant amount of work has taken place to ensure that there is a shared strategy and approach amongst the key agencies, including SEEDA, Jobcentre Plus, the Learning and Skills Council and Business Links Wessex. A package of interventions is being developed for each theme area, and will be detailed fully in the Business Plan, together with costed actions.
- 5.8 In shaping this package of interventions, PUSH has taken SEEDA's *Regional Economic Strategy: draft Implementation Plan* as a key point of reference, and in particular the three core themes of **global competitiveness**, **smart growth** and **sustainable prosperity**. We have analysed the 'fit' of PUSH economic objectives with the RES Implementation Plan, and sought wherever possible to align proposed interventions and targets to support the RES. This will be important in shaping our continuing dialogue with SEEDA over funding streams to support South Hampshire's contribution towards delivery of the RES.
- 5.9 Table 3 summarises the main areas to be covered: NB this is work in progress and so is an incomplete presentation of PUSH's economic development activity.

Table 3

<u>Employment & Skills Interventions</u>
<p>Employment-led outcomes:</p> <ul style="list-style-type: none"> • To improve the supply of labour and to reduce inequality by increasing economic activity. • To make employers' needs central to how employability and skills are improved. • To improve the skills of new entrants to the labour market, those suffering worklessness and those already in employment. • To integrate employment and skills programmes and service delivery to employers and South Hampshire residents. <p>Initiatives include:</p> <ul style="list-style-type: none"> • Mainstream business, labour market interventions, such as New Deals • ESF projects for example "Your Path to Work", "Work for you" • Other "value added projects" being introduced locally e.g. "Quids In", segmentation of Incapacity Benefit customers, up-skilling / accrediting advisory staff in voluntary sector • Initiatives to be established in the Charles Dickens ward of Portsmouth designed in light of project commissioned by Job Centre Plus from Price Waterhouse Coopers

Skills outcomes:

- Capacity building amongst service providers to accommodate and cater for increasing numbers of people in employment in the sub-region
- Clarity on progression routes to higher-level skills education
- Strengthened and targeted provision of basic skills
- Workforce development and up-skilling
- Provision of training for generic skills
- Strengthening flexible learning and e-learning
- Promote transitional programmes, particularly in the workforce, to assist in efficient redeployment of labour in new activities/sectors

NB Objectives, actions and targets to be refined and reviewed in light of PUSH Skills Strategy and Action Plan to be produced by November 2007

Initiatives include:

Increase attainment at NVQ Levels 2 to 4

- Development of **14-19 Consortia** and introduction of Diplomas - focus on improving the choice and diversity of learning provision
- **Train to Gain** – focus on the PSA target of reducing those employed in the workforce without a First Full Level 2 qualification + Skills for Life.
- **Skills for Life**, Adult Level 2 Entitlement and 19-25 Level 3 Entitlement
- **Skills Pledge** – for employers voluntarily to commit to train all eligible employees up to a Level 2 in the workplace
- **Adult Learning Accounts** – to be piloted in the South East ‘diamonds of growth’ including the PUSH area. Focus on Level 3.
- **Centres of Vocational Excellence** (to be replaced by the New Standard) and development of the Action for Business Colleges Network
- **Apprenticeships** – expansion of the apprenticeship offer

Investing in the quality of service delivery

- **Capital investment and improvements to learning infrastructure:** for both modernisation and new provision, the local LSC will seek to prioritise capital investment for the PUSH area. This will include the modernisation of the existing post-16 estate aligned with Building Schools for the Future (BSF) funding, and development of new provision and skills centres e.g. Portsmouth City Learning Centre, Bridgemark 14-19 Vocational Skills Centre, etc
- **Personal, Community and Development Learning (PCDL)** – focus on first steps learning, essential skills and progression to Level 2, supported by establishment of PCDL partnerships and Action for Communities Networks
- **Skills for Jobs** – focus on low skilled and economically inactive to acquire the qualifications necessary to enter and progress in the labour market
- **Sectoral initiatives** – to include the development of retail skills centre / academy.

Interventions to promote enterprise, innovation and business growth

Develop and promote business networks in key growth sectors

- Identify and promote advantages gained from development of growth clusters and associated business networks using experience from the marine sector.

Promote knowledge transfer mechanisms

- Capitalising on Knowledge Exchange in the PUSH Sub-region focusing on high tech and innovation sectors:
 - E.g. Solent Synergy and 3 Higher Education Institutions in South Hampshire have recently won a £1.1m HEFCE bid to link up work of universities with local communities. The South East Coastal Communities (SECC) project aims to establish a model of collaborative funding which provides additional money for strategic community knowledge exchange, with the theme of health and wellbeing. SECC is positioned as a demonstrator model, with the aim of contributing to future HEFCE policy on the community element of *Third Stream*.
- Solent Festival of Innovation and Enterprise. This project will expand and extend the scope/geographical coverage of the Portsmouth Festival of Innovation and Enterprise model to become a “Solent Festival of Innovation and Enterprise” for PUSH.

Develop business support mechanisms to contribute to enterprise culture

- To introduce more enterprise-led initiatives through the improvement and extension of Enterprise Education in the PUSH area.
- Increase the penetration of business support advice across Urban South Hampshire, with Business Link as main access point under Business Support Simplification agenda.
- Relate business support mechanisms to the environmental technologies agenda, with target around more enterprise start-ups for this sector (to be developed).
- To develop a strategy to stimulate the growth of an enterprise culture in Urban South Hampshire.
- To support the start-up of Social Enterprises
- Access to finance for start-ups, including using Community Development Finance Initiative model (e.g. South Coast Moneyline).

Promote the development of communications / ICT in South Hampshire, in order to raise productivity, including:

- Reducing commuting demands by the adoption of more home working and flexible patterns
- Delivery of a fast speed (100MB) infrastructure together with wireless provision throughout South Hampshire, in support of the move towards the knowledge economy
- to help businesses progress up the e-ladder to fully e-enabled business
- to use ICT to give access to excluded groups and to increase the number of teleworkers.

Employment Land and Premises (see also page 23)

- Engage with the key sectors/businesses (particularly knowledge intensive and advanced manufacturing firms) to understand their future requirements for sites and premises
- Address shortages in starter and move-on business accommodation for small firms to stimulate enterprise development
- Ensure employment sites are brought forward to meet the target of two million square metres of new business floor space in Policy SH6 of the South East Plan
- Prepare an Annual Land Plan to itemise supply of land needed to support achievement

of targets for economic growth, plus any constraints

- Monitor progress of Local Development Frameworks (LDFs) to ensure the needs of business are taken into account.
- Work with relevant agencies to ensure their recognition of employment sites likely to require action to prevent market failure in order that such sites can contribute to the employment floor space total. NB apply the lessons learnt from SEEDA's "Waterfront Strategy" in order to safeguard land for the marine sector – one of the key drivers for economic growth in South Hampshire.
- Research the quantity, scale and nature of the supply of starter accommodation and identifying actions needed to redress any shortages of such accommodation. Study to be completed by September 2008.
- Engage where relevant with landowners, agents and other interested parties to validate individual employment site information.
- Support sustainable growth of Ports of Portsmouth and Southampton and Southampton International Airport

Inward Investment

- Maximise Inward Investment opportunities, working closely with HE Institutions, sector consortia (e.g. Marine South East and Farnborough Aerospace Consortium) and SEEDA

- 5.10 In order to monitor its progress against economic growth targets, PUSH has, with support of consultants DTZ, identified a number of key performance indicators, which are reproduced in Appendix 4. A methodology to link this information with monitoring data on housing delivery, affordability and other appropriate indicators is being developed to support the Plan, Monitor and Manage approach.
- 5.11 In order to drive the economic development work programme, PUSH proposes to appoint a dedicated Economic Development Director, supported by other dedicated staff and secondees from the main public sector agencies and local authorities, possibly co-located under unified management arrangements (see section 10).

6 SUSTAINABILITY

Place-shaping and making sustainable communities

- 6.1 PUSH is committed to the delivery of sustainable communities. Our strategy for growth is not about building more homes, but about regenerating existing communities and growing new communities on firm foundations of economic sustainability. We want real communities, not housing estates. We want our communities to offer a better quality of life by securing access to good quality facilities, enhancing the environment and cultural offer, and applying the highest standards of design and environmental sustainability to all new development and the public realm. We also want to innovate, using new technologies and ways of working to achieve long-term sustainability goals including reductions in waste, water and energy consumption and increased recycling and use of renewal energy sources.
- 6.2 This section describes PUSH's approach and current work relating to sustainability, particularly on environmental issues. Section 7 below gives more detail on the associated infrastructure issues and related project proposals.

Sustainability principles

- 6.3 South Hampshire has a wealth of environmental, historical and cultural assets. One of PUSH's key priorities is to ensure that its strategy for economic growth protects and enhances these assets and is environmentally sustainable. South Hampshire's wealth of environmental assets also highlights one of the key constraints it faces. Geographically its land borders are determined to the west and east by the boundaries of the existing New Forest National Park and the proposed South Downs National Park respectively. Its coastline and much of its river valleys are covered by a multitude of environmental designations, including internationally designated SPAs, SACs and Ramsar Sites.
- 6.4 Where development is proposed to stimulate growth, effective planning controls will minimise the environmental impacts, and development will be designed with sustainability principles central to all decision making.
- 6.5 In seeking to achieve sustainable and environmentally sensitive development, the South Hampshire authorities will work to the following principles⁹:
- **excellence of urban and suburban design** that reflects the historic and cultural significance of the area and contributes to an effective live/work balance;
 - development that aims to **protect the environmental quality** of South Hampshire and creates new quality landscapes to enhance the natural environment;
 - sensitive design where urban areas meet their rural fringe to **provide amenities and reduce pressures** on surrounding landscapes;
 - **stabilise and then reduce** resource consumption, such as energy, water and materials;

⁹ These principles are set out in the draft South East Plan, Section E1 (South Hampshire Sub-Regional Strategy), paragraph 2.35.

- **net self-sufficiency** in resource recycling and waste handling;
- **joint decision making** on targets for resource usage and planning for resource management infrastructure;
- planning that takes into account necessary mitigation and adaptation measures with regard to **climate change**; and
- the application of **common environmental standards** across South Hampshire.

6.6 Some of PUSH's priority work in relation to sustainability relates particularly to water issues, flood risk and energy. There are therefore overlaps with the section on non-transport infrastructure, below. This section describes activity led by the Sustainability Theme Group that is shaping PUSH's approach to growth in South Hampshire.

Design quality

6.7 As already emphasised above, PUSH is not just seeking to promote growth. We are committed to building sustainable communities that have a sense of place and identity. A key component of that will be ensuring that all new development adopts the highest standards of design. We will build on the commitment to high quality design enshrined in the South Hampshire Sub Regional Strategy (see footnote 9), and on best practice regionally and nationally.

6.8 The Partnership is working with the Regional Architecture Centre, Solent Centre for Architecture & Design, to put in place:

- training for Members and officers on principles of good design (to complement existing individual programmes)
- design guidelines for PUSH authorities, which will establish a coherent and consistent design framework for all member authorities
- capacity to undertake a 'design audit' of masterplans for all major development proposals

6.9 Within this framework, we will work alongside developers to promote design excellence, including through architectural competitions where appropriate. This will extend not just to the built environment, but will include careful design of public open green and urban space. There is a particular opportunity in the proposed SDAs (and Urban Extensions) where there is potential for place-making on a significant scale. Quality in design of the built form will be a significant factor in making these new communities successful and sustainable. We will draw upon guidance and input from the Commission for Architecture & the Built Environment, and will be discussing with them in the Autumn what programme and services might be available to PUSH.

Consistent Policy Approach to Environmental Sustainability

6.10 A policy has been prepared and incorporated into the Draft Sub Regional Strategy (SH14) to enable the local authorities in South Hampshire to take a consistent policy approach to development proposals with regard to sustainability principles and standards. These will be set out in a common framework of principles that will inform policies in individual authorities' Local Development Documents. The issues covered include:

- accessibility
- green infrastructure (woodland, parks, open space, recreational networks etc)
- infrastructure (including roads, utilities, schools, healthcare etc)
- use of natural resources
- coastal zone management
- flood risk
- construction standards
- recycling of materials
- energy efficiency
- renewable energy
- minimising water usage.

6.11 It is proposed that the common framework will be approved by the PUSH Leaders' and Chief Executives' Panel in Autumn this year. The Sustainability Theme Group is embarking on more detailed material to assist authorities in drafting their policies. This will take the form of a Supplementary Planning Document to stand alongside the core principles and provide more detailed guidance to developers on what will be required within new developments to satisfy these new and demanding environmental standards.

Eco-Town Principles

6.12 PUSH is particularly interested in the DCLG's recent prospectus for *eco-towns*, and the emphasis it places on achieving zero carbon development in new settlements. PUSH has no proposals for new settlements additional to those already identified in its strategy outline above. However, we are keen to apply the stringent standards proposed for eco-towns to the two proposed Strategic Development Areas and, to the extent possible, to our proposed urban extensions.

6.13 The SDAs in particular meet the key criteria in the Eco-Towns Prospectus:

- They will be places with distinct identities, but well connected to the existing towns and cities;
- We are aiming for zero carbon development, and looking particularly to maximise the potential of PUSH's work on renewable energy (through a sub-regional Energy Services Company) and water saving;
- Both SDAs will offer employment space and community facilities including schools, shops, leisure and community facilities. It is proposed that both SDAs should be 50% self-sufficient in terms of residents' employment within the SDAs themselves, and well connected by public transport to existing and other strategic new employment centres;
- We will expect 40% of new homes to be affordable housing, with a healthy mix of housing types and tenures. A higher proportion of new homes in the SDAs will be family houses, reflecting their anticipated demography, compared to the cities where more new homes are likely to be apartments;
- Within the new structures for PUSH we are looking to establish a Major Developments Delivery Team to support and drive the process of creating the SDAs. We are exploring what models are best suited to each SDA.

6.14 We wish to explore with DCLG what kind of technical and other support might be available to advance these ambitions.

Water Issues: Supply, Waste Water, Flood and Coastal Defences

- 6.15 Water issues are particularly important in planning for sustainable development in South Hampshire. As a general proposition, water supply is relatively straightforward: South Hampshire is pursuing a twin-track approach of seeking more efficient water usage in new development and increasing supply. South Hampshire already has considerable capacity, and plans are well advanced for an additional reservoir at Havant Thicket¹⁰. Issues to be explored there concern the size and capacity of the proposed reservoir, which depends amongst other factors on assumptions about water consumption levels designed for in new developments, and on the area the reservoir might serve. There may be constraints on abstractions licences as a consequence of the Habitats Regulations review of consents. These are all issues being examined in the context of the Integrated Water Management Study (below).
- 6.16 Sewerage and drainage issues are more significant for PUSH, notably because of constraints on drainage capacity and the sensitive marine environment of the Solent, which is designated as an SPA, SAC and Ramsar Site, and the sensitive chalk river system of the Itchen which is also covered by environmental designations. Significant parts of PUSH are in areas at risk of flooding – coastal, fluvial and pluvial – and a high priority is being placed on finding solutions consistent with PPS25 that will enable flood risk to be reduced at the same time as delivering other regeneration benefits.
- 6.17 On water supply and water resources the EiP Panel believe that it should be possible to reconcile the competing pressures to meet the sub-regional proposals, but that this will require concerted action and investment by the relevant bodies. The Panel note that further wastewater studies need to be fully integrated with parallel supply/balance studies and that both will influence the funding and/or phasing of the proposed housing development. The Panel recommends that Policy SH14 be expanded to say that decisions on additional waste water treatment infrastructure will be taken on the basis of sustainability as well as cost.

Integrated Water Management

- 6.18 PUSH has commissioned an Integrated Water Management Study, to provide a comprehensive understanding of the options and risks for water supply, water quality, drainage and waste water disposal, and for designated conservation sites, associated with the proposals for growth in South Hampshire set out in the draft South East Plan. The aim is to reduce the risks to the proposed growth posed by coastal and fluvial processes, water management and the water environment, and vice versa. Stage 1 was completed in 2006 and Stage 2 is underway.
- 6.19 Future work will include developing an Integrated Water Management Plan, integrating water management with land use and spatial planning, which will be used

¹⁰ <http://www.portsmouthwater.co.uk/Havant%20Thicket/home.htm>

to inform levels and locations of growth to ensure that water quality impacts are managed and adequate infrastructure is provided. This will entail working closely with the Environment Agency and relevant water companies on the development and implementation of measures to achieve water savings and efficiency and assessing and mitigating the impacts of growth on local habitats (many of which are of international significance). The purpose of the Integrated Water Management Study is to enable the Integrated Water Management Plan to be completed. The Study is due to be completed in December 2007.

Strategic Flood Risk Assessment

- 6.20 It is clear from the coastal and fluvial character of the area combined with seeking to regenerate the existing urban areas that there are flood risks associated with growth and these must be considered to enable the identification of suitable areas for sustainable development and to adopt appropriate flood risk mitigation measures. All of the districts that are wholly within PUSH have coastal areas. There are also a number of significant rivers, such as the Test, Hamble and Itchen that have national nature conservation protection. One of the major challenges faced by the development proposed in the PUSH area is the increased risk of surface water run off created by the hard surfacing associated with development. As such all of these water sources present potential flood risks as well as habitat challenges and it is within this context that the need for a joint Strategic Flood Risk Assessment arises to understand fully the risks associated with growth.
- 6.21 Therefore, the Strategic Flood Risk Assessment is a critical part of the evidence base for the sub region and will enable Local Planning Authorities within the PUSH sub region to:
- make informed decisions on the impact of emerging growth proposals in the South Hampshire Sub Regional Spatial Strategy
 - make informed decisions on the allocation of land for development in their Local Development Frameworks
 - To guide the production of individual Flood Risk Assessments by developers as part of the development control process.
- 6.22 The SFRA has been commissioned from Atkins Consulting. The project is due to complete in October 2007, and PUSH and its stakeholder group are at the time of writing considering the draft final report. Paragraph 3.8 above mentions one of the key conclusions, which could have significant implications for the distribution of housing in South Hampshire.

Green Infrastructure

- 6.23 Maximising the potential of local green space is another critical environmental priority for PUSH. Providing new local green assets and making more effective use of existing assets will help absorb pressure from new development and reduce the impact on the protected and environmentally sensitive landscapes surrounding and within South Hampshire. Providing high quality green space, accessible to the public will be essential to delivering development that supports the economic aspirations of the sub-region. PUSH has therefore commissioned a green infrastructure strategy that will set out a comprehensive plan to make best use of existing assets and

identify the opportunities for the creation of new ones that meet the needs of local communities. PUSH will in due course work with local communities, developers and a wide range of partners to implement the recommendations of the green infrastructure strategy as new development proposals come on stream. The principal aim is that PUSH authorities will take account of the green infrastructure strategy in Local Development Frameworks, but proactive cross-boundary coordination and programme management will be needed to support the implementation of the strategy, and this is reflected in the proposed outline delivery structure.

- 6.24 The research and preparatory work for the Green Infrastructure (GI) Strategy has been commissioned from TEP consultants and is due to be completed by November 2007.
- 6.25 It is worth noting that the EiP Panel have proposed a new cross-cutting policy on GI which would reflect and expand upon the definition of GI used in SEERA's Implementation Plan (which was one of the starting points for the PUSH GI Strategy project).

Developing Best Practice in Sustainability

- 6.26 Working in partnership with the Environment Centre in Southampton¹¹, PUSH has been successful in securing European Funding from the GROW programme to promote best practise in environmental sustainability. This is known as the SUSPURPOL project¹², and is focussed on developing relevant technical skills for planners and developers and those involved in procurement of new buildings. The European partners participating in the project and sharing best practise are the University of Technology, Cracow in Poland and the Andalusian Institute of Technology, Seville, in Spain.

Skills Development on Environmental Sustainability

- 6.27 Through the SUSPURPOL project it has been possible to organise a range of workshops with a wide range of professionals, local authority councillors and officers, developers and relevant agencies to raise awareness of environmental sustainability and to assist in the development of new policy.

Waste, Materials and Resources – Strategy for Minimising Use

- 6.28 Waste Management is dealt with on a Hampshire-wide basis, and is delivered through *Project Integra* and the tripartite agreement between Hampshire CC, Southampton CC and Portsmouth CC. In the context of the growth agenda, construction waste assumes particular significance: it currently constitutes over 50% of the total waste stream and mostly finds its way to landfill. Dealing with construction waste more effectively and ensuring much higher levels of recycling and minimisation of waste is a key priority for PUSH. Working with partners such as WRAP, PUSH has been developing best practise and putting in place appropriate

¹¹ <http://www.environmentcentre.com>

¹² <http://www.environmentcentre.com/SusPurPol/SusPurPolHome.php>

policies in the Minerals and Waste Development Framework¹³, to assist in achieving a more sustainable approach to resource use related to development activity.

Procurement Strategy for Development and Construction

- 6.29 Local authorities have a key responsibility to champion the case for sustainability by ensuring that in their approach to purchasing, environmental sustainability is a key consideration. The Sustainability Theme Group is currently developing a project to prepare objectives to guide local authority procurement on sustainable principles and has also been raising awareness amongst procurement professionals through a series of workshops.

Habitats Regulation Assessment

- 6.30 PUSH authorities have commissioned the consulting firm Tesseract with the GeoData Institute to develop a common evidence base and framework for the carrying out of Habitats Regulations Assessment (HRA) for Local Development Documents in the sub-region. The project commenced in May 2007 and is due for completion in the Autumn. This will support a more coherent approach to the assessment of plans and schemes across the PUSH area.

¹³ <http://www3.hants.gov.uk/mineralsandwaste/planning-policy/development-framework.htm>

7 INFRASTRUCTURE AND THE PUSH GROWTH STRATEGY

7.1 One of the key issues underlying delivery of PUSH's growth strategy is the provision of adequate infrastructure. There are three aspects to this:

- **increasing the capacity of the sub-region's infrastructure to deliver growth.** This is about upgrading or replacing infrastructure to serve an increased volume of development. In some cases, the existing infrastructure is already at or near capacity, and is historic so that it is increasingly unfit for purpose. An example is the infrastructure for dealing with foul drainage and surface run-off that is nearing overload in Portsmouth and elsewhere in the PUSH area. Significant new investment is needed both to rectify deficiencies as well as to accommodate growth;
- **creating new infrastructure where none presently exists to serve new development.** This relates especially to the two SDAs and the major development areas that are either new settlements on largely greenfield sites or significant urban extensions;
- **funding additional infrastructure.** In some cases this will be by developer contributions or by the utilities but a significant amount of support to new investment will need to come from central Government.

7.2 This section sets out the key issues for infrastructure planning and provision to support PUSH's Programme of Development.

Transport And Transport Infrastructure

The Transport for South Hampshire Vision

7.3 The South Hampshire sub-region seeks to provide sustained economic growth balanced with a high quality of life for all. *Transport for South Hampshire* (TFSH) is developing an integrated transport system that supports these key principles at a time of economic and housing growth. Delivery of PUSH's growth strategy depends crucially upon the achievement of objectives around transport and accessibility: TFSH is the partnership vehicle for delivering these objectives (see below).

Transport for South Hampshire's Key Objectives

- Development and delivery of sub-regional transport policies, interventions and systems
- Providing strategic transport advice to PUSH
- Development and delivery of co-ordinated public transport across the sub-region
- Pursuing and securing funding for scheme delivery
- Acting as ringmaster for strategic developer contributions
- Bidding for and disbursing other regional funding streams
- Monitoring and reviewing delivery
- Responding to consultation

Transport for South Hampshire's Strategy

- 7.4 The PUSH/TFSH approach to transport has been set out in the Solent Transport Strategy (adopted in March 2006) and is one of Reduce, Manage, Invest.

Reduce

- 7.5 Reducing the need to travel, building on the concept of a sub-region of two hubs centred on the cities, both reduces the demand for resources (including fossil fuels) and, by encouraging shorter journeys, reduces the rate of growth on existing networks. A major contribution to congestion across much of the highway network can be attributed to over-reliance on the private car for short journeys where there are realistic alternatives; nationally 25% of car journeys are less than 5km (2 miles).
- 7.6 The strategy envisages the Reduce element being achieved by:
- maintaining a balance between the two cities,
 - prioritising development on brownfield sites, many of which will have transport networks serving them to some degree
 - where possible, co-locating homes, employment and retail to reduce travel distance for routine journeys such as travelling to work and day-to-day shopping,
 - reducing car dependency and encouraging greater use of more sustainable modes, including walking and cycling.
- 7.7 Facilitating easy access to key destinations in new developments by walking, cycling and by public transport will be essential to ensuring their long-term sustainability.
- 7.8 These locational decisions will be reinforced by investment in measures to encourage a shift from car to non-car modes, both through the provision of appropriate infrastructure but also through “soft” measures such as education, training and publicity, personal travel planning, company and school travel plans, etc. Park and Ride to serve the city centres will also have an important role to play.

Manage

- 7.9 The strategy envisages the networks being managed to optimise their performance. Localised highway improvements will be undertaken where these will eliminate bottlenecks and thereby increase the capacity of the wider network. Bus networks will evolve to satisfy changing demands both in mode shift and to respond to new developments. A Premium Bus Network linking communities will support a more strategic Bus Rapid Transit system.
- 7.10 There is a substantial rail network in South Hampshire, currently focussed towards London. There is considerable scope to utilise this transport asset better through partnership with the rail industry.
- 7.11 Advances in technology will enable highway capacity to be better managed, including the management of major incidents. In the longer term measures may be required to prioritise use of the available capacity.

Invest

- 7.12 Investment in infrastructure will be essential to achieve the level of growth and the consequent vibrant and competitive economy anticipated by PUSH whilst still maintaining a high quality of life for the communities that make up South Hampshire.
- 7.13 The PUSH strategy envisages much of the growth in the phase to 2016 being on brownfield sites closely associated with the cities. It is vital that investment to support this takes place concurrent with the development, to create the social conditions that will reinforce a new, sustainable approach to meeting travel demand.
- 7.14 In the later years to 2026, there will be greater reliance on greenfield development (40% of the total development will be on greenfield sites) and this will create further demands for new transport infrastructure and will place greater demands on those that already exist. This rate of growth and the high proportion of brownfield development is expected to place exceptional demands on the development costs and support from the public sector will be required.
- 7.15 Additional and accelerated development in the PUSH area means that the current transport system – and especially the road network and M27 – simply will not cope. There are already capacity constraints at some junctions on the M27 and traffic management measures are in use. Although investment to improve junction and carriageway capacity will undoubtedly help, there is a limit to the amount of additional traffic that the strategic highway system can accommodate. This is a serious issue for the PUSH initiative because all residential or economic growth in Strategic Development Areas or urban extensions feeds unavoidably onto the M27, M3 and A3(M) corridors.

New delivery structure

- 7.16 A new organisation, *Transport for South Hampshire* (TFSH), was recently created from the Solent Transport Partnership to deliver a transport system to facilitate the growth agenda. TFSH may bid to become a PTE/PTA¹⁴, following opportunities outlined in the draft Local Transport Bill 2007, but currently operates as a Joint Committee of the three highway authorities in South Hampshire – Hampshire County Council, Portsmouth and Southampton City Councils. The Partnership includes transport providers (bus, rail, ferry services), Network Rail, Highways Agency and other key stakeholders.
- 7.17 TFSH is reorganising and has appointed a Project Director and Project Manager. Securing additional resources is being actively pursued.

Transport Studies and Modelling

- 7.18 PUSH/TFSH has already commissioned three inter-related Transport Access Studies, supported by DCLG, DFT, SEERA and the three transport authorities.

¹⁴ Passenger Transport Executive / Passenger Transport Authority

These are examining access:

- to the sub-region (Winchester to Southampton corridor)
- to Southampton (a) Eastern Access and (b) Western Access
- to Portsmouth and South East Hampshire.

7.19 The first priority for these studies is to generate initial outputs by November 2007 to inform the refresh of the Regional Funding Allocations (RFA). The outcomes of the studies will confirm where and when new infrastructure investment will be required and the initial phasing of that investment. The studies are expected to recommend alterations to the balance and content of the package of transport infrastructure improvements and other interventions outline in the adopted Solent Transport Plan.

7.20 It is vital that future transport demands be forecast as accurately as possible to ensure that appropriate networks are in place to meet needs and that development is not unnecessarily delayed. The key missing input presently therefore is a sophisticated **multi-modal transport model for South Hampshire**. Development of such a model is an early priority, and is included in the list of priority projects in Appendix 8.

7.21 The model is required to assess and forecast capacities for additional growth on the existing strategic and local road networks, to determine where the most effective interventions can be made in terms of additional investment, and to help develop and assess alternative measures to car use. It will need the flexibility to reflect not only changes in development timescale and location but also the effectiveness of appropriate transport interventions, both hard and soft measures, together with the ability to be both strategic and site specific. The model will be used to investigate both *individual* measures and *packages* of new transport facilities. It is intended that the model be available for use by Autumn 2009, though early allocation of funding in 2007/8 might enable this to be brought forward.

Delivery of the Strategy

7.22 TFSSH is developing the PUSH transport strategy based upon:

- an emphasis on encouraging “soft measures”, reducing the demand for personal travel by car through initiatives such as school and business travel plans, personal travel planning and car-share clubs, supported by education, training and publicity as appropriate;
- creating a bus rapid bus transit network and complementary network of premium bus services;
- enhancing the use of the sub-regional rail network for local commuting;
- closer working with the rail operators to improve rail services into Southampton and Portsmouth including improved frequencies, better information and improved security;
- implementing park and ride schemes to serve Southampton and Portsmouth city centres;
- using emerging technologies better to manage both strategic and local roads;

- delivering a freight strategy that will examine the scope for encouraging the movement by other than by road where appropriate and more sustainable;
- investment in critical highway infrastructure, such as the Chickenhall Lane Link Road (CLLR), which accesses the proposed new strategic employment site for South Hampshire (SHSEZ);
- growth at the Ports of Southampton and Portsmouth will be supported through joint working with the port operators and ferry operators;
- Growth at Southampton Airport will be supported through joint working between TFSH and BAA.

Project Proposals

- 7.23 Appendix 8 includes some New Growth Point (NGP) priority proposals relating to transport, notably:
- funding to procure, develop and implement a sophisticated multi-modal transport model;
 - included within the proposal for additional PUSH capacity, funding for resources to contribute towards a dedicated and co-located joint TFSH team.
- 7.24 Sub-section III of Appendix 9 includes proposals for transport access schemes associated with major developments; sub-section VII includes proposals relating to passenger transport and interchange initiatives. Not all of these have yet been fully costed, but we would wish to highlight proposals in both sub-sections **as potential candidates for CIF Funding**.
- 7.25 Appendix 6 includes details of the package of transport and other projects associated with delivery of the South Hampshire Strategic Employment Zone. These do not include the actual costs of constructing the CLLR (see paragraphs 4.17 and 4.18), but include detailed design, appraisal and investigatory work that will be essential to timely delivery. Construction of the improvement works needed to Junction 5 of the M27 are included in the NGP priority proposals in Appendix 8; alternatively this might be considered a candidate for CIF funding.

NON-TRANSPORT INFRASTRUCTURE

- 7.26 PUSH developed a substantial evidence base regarding the infrastructure implications of growth in South Hampshire for the purpose of advice to SEERA on the draft South East Plan. In particular, the publication *South Hampshire Sub-Regional Strategy – Background Document: Critical other infrastructure requirements* (November 2006) examined the following areas:
- Affordable Housing
 - Water Supply
 - Waste Water
 - Green Infrastructure
 - Health
 - Emergency Services
 - Children’s Services
 - Adult Services
 - Libraries
 - Waste & Material Resources
 - Education
 - Further and Higher Education
 - Power – Gas and Electricity
 - Flood & Coastal Defences
 - Community Facilities
 - Cultural Facilities
- 7.27 Further and ongoing work is required to refine and quantify these requirements, to clarify linkages, dependencies and phasing, and to identify funding sources. The position as set out in November 2006 is summarised in Appendix 5. Summaries on progress are given below.
- 7.28 There are distinctions to be drawn between infrastructure implications associated with particular sites, especially major housing or employment sites, and more general implications arising from incremental growth. As previously indicated, about 45% of the housing to be delivered in South Hampshire is expected to be on small sites or on sites not yet allocated in plans. Whilst individually these may have limited impact on local infrastructure, cumulatively the impacts may be considerable. It will be an important function of the Local Development Framework process to identify and quantify these impacts and to demonstrate how they are being addressed in order to satisfy the test of soundness now required by the Planning and Compulsory Purchase Act 2004.

Project Proposals

- 7.29 Appendix 8 contains PUSH’s priorities for NGP funding in 2008-11. These include both physical works and key studies relating to infrastructure needed to support development.
- 7.30 Appendix 9 sets out a longer list of projects, which includes major scheme-related infrastructure (sub-section IV), *provisional* green infrastructure projects (sub-section

V) and public urban realm improvement proposals (sub-section VI). These indicate the scale of costs associated with delivery of PUSH's programme, though not all proposals are yet fully costed.

Affordable Housing

- 7.31 Based on the Housing Market Assessment and work carried out in the context of preparing a Sub-Regional Housing Strategy (published Autumn 2007). PUSH has estimated that 28,500 of the 80,000 new homes to be provided between 2006-2026 should be affordable housing. This figure includes 5,000 units to clear the backlog of affordable housing need already unmet in the sub-region, and the remainder for newly arising need over the next 20 years. Of these, 65% should be affordable rented housing and 35% intermediate housing (shared equity etc). Current Housing Corporation allocations (2006/7 and 2007/8) stand at £117.28m for all affordable and intermediate housing across South Hampshire, including the 'non-core' authorities (i.e. including the PUSH part of split districts). For future years, on the basis of a uniform profile of 1,425 affordable units over 20 years, it is estimated that Government support through the Housing Corporation and the proposed new Homes and Communities Agency should be at least £50m per annum for affordable rented units and £13m per annum for intermediate housing (plus inflation in both cases). The table at Appendix 5 puts the total cost at around £1.7 billion over 20 years.
- 7.32 District level targets for affordable housing units, reflecting the phasing of the housing trajectory, will be set in Local Development Documents.
- 7.33 At a policy level, PUSH has been negotiating through its Housing and Planning Theme Groups a consistent policy approach to affordable housing across the PUSH authorities. The intention is that individual authorities will reflect the common framework principles in the policies incorporated into their own local development documents. The framework is not prescriptive, but aims that on developments of 10 or more houses at least 30% of units should be affordable, subject to economic viability. Our aspiration is that 40% should be achieved wherever possible, but flexibility is required to reflect the wide variation in land values across PUSH and viability issues depending on size and location of sites. The common framework of principles will be supported by a technical guidance document. It is hoped both will be agreed by the PUSH Leaders' & Chief Executives' Panel in the Autumn to begin informing local development frameworks.

Water Utilities

- 7.34 Section 6 describes the issues relating to water resources and waste water treatment and PUSH's approach to addressing them. Securing water resources to supply new development and provision for sewerage are the responsibility of the water utility companies: in the PUSH area these are Southern Water and Portsmouth Water. These companies are already involved as stakeholders, for instance in the SFRA and IWM projects. PUSH is developing the dialogue specifically to explore the implications for utilities of the phasing and location of development, and issues related to business planning and funding cycles governed by the water regulator, Ofwat. For example, PUSH will be holding a workshop with the water utility

companies on 15 October specifically to look at land use and regulatory issues and the interface with strategic planning and funding cycles, and potential engineering solutions required in particular localities.

Flood Defence

- 7.35 Section 6 details PUSH's work on Strategic Flood Risk Assessment. PUSH is maintaining regular dialogue with the Environment Agency and GOSE on issues relating to flood risk, particularly in Portsmouth where existing flood defences require improvement to protect the existing population. Re-development of brownfield sites, some of which are in the flood zones 2 and 3, offer the potential to improve overall flood risk by using sensitive design, control over the type and location of development within sites, and contributing to upgrading of existing defences. Significant contributions would be expected from developers (e.g. at Tipner in Portsmouth). Appendix 5 estimates the cost of improved coastal flood defences to be at least £250m, much of which will need to come from Government as it relates to remedying under-investment in areas that must, by common consensus, continue to be defended.
- 7.36 Appendix 8 includes a proposal for a trial project in Spice Island, Portsmouth to design and implement new infrastructure to separate surface water from combined sewerage and thereby reduce risk of pluvial flooding and/or coastal backwash flooding. Though there of course remain challenges associated with sea level rise, this project has potential to reduce flood risk and enable further development without substantial new investment in combined sewerage infrastructure. If successful this could provide a model for wider implementation across PUSH.

Green Infrastructure

- 7.37 Section 6 describes PUSH's work on preparing a Green Infrastructure (GI) Strategy. As indicated in paragraph 7.30, Appendix 9 refers to some *provisional* project proposals. For the most part, it would not be appropriate to anticipate the GI Strategy itself: the list will need revisiting in the light of the GI Strategy, but these proposals meet the overall criteria. The Forestry Commission has also offered some proposals for funding in 2008/9 to 2010/11, emerging from its engagement with the GI Strategy process. There has not been an opportunity to work the detail into this Programme of Development, but PUSH will discuss these further with the Commission in the light of the GI Strategy.
- 7.38 It is particularly hard to estimate the likely cost of implementing GI in South Hampshire. For comparison, the costs of GI in the Kent Thames Gateway, were estimated at £166million against a 2004 population of 485,000, with housing growth of about 48,000 (perhaps 40,000 population growth). This is equivalent to £316 per head, covering a range of activities including land acquisition, flood defence, specific projects relating to historic fortifications and the transforming of land into good management. By contrast, in the Cambridge sub-region the figure is £92 million for a projected population of 555,000, or £165 per head of population, covering a range of projects under the broad headings of biodiversity enhancements, existing and new greenspaces, rights of way and key projects. If these were to be used as a basis for calculations, a very broad brush estimate for PUSH, with its population of around 1 million, would be for GI to cost in the range £165 million to £316 million.

- 7.39 It is anticipated that funding will come mainly from developer contributions in some form, and other sources such as lottery and landfill tax, although there may be a need for 'up front' funding to deliver quick wins and creation of pre-development green infrastructure.

Power – Gas & Electricity

- 7.40 Engagement with the utility companies will continue to be led by the PUSH Planning and Sustainability Theme Groups. Appendix 5 highlights particular issues that will need to be addressed in planning electricity supply capacity for the two SDAs and the implications of increased development in Portsmouth. These and other issues will be kept under review.
- 7.41 Given the significant scale of residential and commercial development envisaged through the draft Sub Regional Strategy, PUSH is exploring the opportunities this offers for securing the highest level of renewable and low carbon energy that can reasonably be achieved. The environmental sustainability policies being prepared will require developers to ensure that renewable and low carbon energy supply is a key feature of their proposals. In order to maximise the scope for delivery PUSH is currently undertaking a feasibility study for the establishment of a sub-regional Energy Services Company (ESCo). The consultants Arups were appointed in September 2007 to carry out the feasibility study. This is being funded by PUSH authorities, and will be completed by January 2008.
- 7.42 The purpose of an ESCo would be to provide the infrastructure and realise the opportunities for renewable and low carbon energy across the sub region. The findings and recommendations of the feasibility study may have implications for future infrastructure and funding priorities, but cannot be estimated at this stage.

Public Services

- 7.43 Initial work with key public service providers was carried out to inform the November document summarised in Appendix 5. PUSH is stepping up engagement with other service providers, starting with a seminar held in September 2007 to explore to what extent the proposals in the draft South East Plan are already shaping service planning, and what sort of engagement there is around the growth agenda in general. Actions have been identified for ongoing collaboration, to ensure that the infrastructure and service provision implications of growth proposals are clearly identified, including any areas that will require some form of additional intervention (e.g. to overcome lags in data used to inform formula-based funding allocations).

Community and Cultural Facilities

- 7.44 The November 2006 document referred to SEERA work that provided provision costs relating to community centres, sports halls and swimming pools. These obviously only reflect part of the picture of community infrastructure, and the needs and requirements of particular areas will need to be assessed in the course of LDF preparation. In relation to cultural infrastructure, and the emerging importance of the creative industries sector, PUSH has established a Culture Theme Group involving

both local authority officers and representatives from local institutions, national and regional cultural agencies and private sector cultural practitioners, with a brief which includes undertaking a Cultural Audit to identify facilities, organisations and activities across the sub-region. This will provide a basis for identifying existing gaps in provision and establishing needs of the proposed new communities. This in turn will inform discussions with regional agencies about investment priorities, as well as wider proposals about how new provision might be funded.

8 PAYING FOR INFRASTRUCTURE

- 8.1 How infrastructure will be paid for remains one of PUSH's key challenges – one shared with Government and regional agency partners. Until the outcome of many of the current studies is known, and other feasibility and modelling work that will need to be undertaken, estimates of the quantum of infrastructure expenditure needed in association with housing and other development across PUSH remain incomplete. It is clear that a lot of infrastructure associated with particular development will be paid for through developer contributions. But some sites or schemes will require up-front funding to enable development proceed, and for these mechanisms need to be found to forward fund the development or enabling infrastructure, however that infrastructure is ultimately paid for.
- 8.2 One particular challenge for PUSH arises from the cities first, regeneration led approach to the phasing of development. It is generally recognised that greenfield sites offer the greatest potential in terms of generating developer contributions (through s.106). Brownfield sites will frequently involve on-site costs, e.g. for demolition, remediation or de-contamination, that pose constraints on the yield of developer contributions for other purposes associated with the development. Given that PUSH's overall strategy relies on the majority of housing in the first 10 years of its strategy to be delivered on urban capacity sites (whether committed or as yet unidentified), and around 60% of housing over the 20 year strategy to be on brownfield sites, the potential for developer contributions to pay for infrastructure implications of growth is likely to be constrained. There are also issues to be explored around how the growth strategy should be considered holistically, and what contribution (if any) greenfield developments in the latter stages of the strategy period should be making to infrastructure costs arising in the earlier phases, and vice versa.
- 8.3 As outlined in its response to the Government's consultation on a Planning Gain Supplement, PUSH is attracted to the idea of a developer tariff as offering a potential way forward for funding strategic infrastructure. PUSH is taking advice from an acknowledged expert in this field, and looking at the experience of tariff models in other growth areas, with a view to commissioning technical work commencing in Autumn 2007 on how PUSH might best arrive at comprehensive and defensible proposals for infrastructure funding, taking account of existing and emerging plans, including the extent to which some S106 arrangements are already committed or near commitment. This will be factored into PUSH's business planning as a priority workstream to take forward in the second half of 2007/8 and continuing into 2008/9.
- 8.4 We will also be linking this to discussions with SEEDA and English Partnerships about financial models for major development schemes and their respective potential roles as funding 'ringmasters', and for developing expertise and models for effective Private-Public Partnership schemes. Preliminary discussions have already started and will be progressed in Autumn 2007. We are also discussing with SEERA and SEEDA the potential for testing a proposed Regional Infrastructure Fund pilot scheme in the South Hampshire Strategic Employment Zone.

- 8.5 PUSH's Planning Theme Group will be looking at strengthening capacity and expertise across PUSH in negotiating s.106 agreements, and that might be deployed both on specific major schemes such as the SDAs, and in supporting districts on more locally significant schemes.

9 MONITORING AND EVALUATION

- 9.1 A key element of implementing the strategy is to have effective means of monitoring and evaluating progress. PUSH commissioned DTZ to develop a Performance Monitoring and Evaluation Framework for the economic development elements of the PUSH strategy. The Framework translates the headline targets into more specific targets for the different phases of the plan period, and proposes a basket of indicators and structured evaluations to assess whether economic growth is progressing in line with the targets and trajectories adopted. The first draft of the Framework was produced in June 2007 and is being refined in consultation with PUSH partners and other stakeholders. The key performance indicators, baseline and targets are summarised in Appendix 4.
- 9.2 To complement this Framework, PUSH is developing monitoring arrangements to capture progress in relation to the overall South Hampshire sub-regional strategy in section E1 of the draft South East Plan, including housing delivery, other development and infrastructure. Initial proposals for an integrated monitoring framework are being considered at the time of writing by the PUSH Planning Officers Group. This work will be progressed over the Autumn of 2007.
- 9.3 Draft South East Plan policy SH5 would require information to enable PUSH to regulate the rate of release of land for development under the 'Plan, Monitor Manage' approach. Further work would be needed to develop a methodology for how this would operate and its information needs: but this approach and the need for that information is called into question by the EiP Panel recommendation that the policy SH5 should be deleted. PUSH will need to considering the implications of this, should the Panel's recommendation be accepted. Nevertheless, in the event that there is a need for monitoring information for this purpose, its overall scope is indicated by policy SH5 which states that the indicators are "*likely to include economic growth rates, employment development, housing completions, housing affordability, the provision of transport and other infrastructure, and the degree to which regeneration objectives are being met.*" Most of these matters are covered already by the monitoring already mentioned above.

10 PARTNERSHIP, GOVERNANCE AND DELIVERY ARRANGEMENTS

NB THE SUGGESTED MODELS FOR FUTURE GOVERNANCE, DELIVERY AND STAFFING ARE INDICATIVE OF THE PROPOSED DIRECTION OF TRAVEL. PRECISE ARRANGEMENTS WOULD NEED FURTHER DISCUSSION BETWEEN PUSH PARTNERS AND WITH DCLG AND OTHER ADVISERS

10.1 The PUSH Business Plan will set out proposals for the evolution of the PUSH Partnership. These will cover aspects of a journey towards new, delivery-focused structures and work to explore the potential of one or more Multi Area Agreement, as well as the relationship with existing Local Area Agreements and the work of other sub-regional partnerships.

The present position

10.2 PUSH has operated since its creation as a voluntary partnership of local authorities. The eleven authorities who are members of PUSH are:

- The unitary authorities of Portsmouth and Southampton
- The borough councils of Eastleigh, Fareham, Gosport, Havant and Test Valley
- The district councils of East Hampshire and New Forest
- Winchester City Council
- Hampshire County Council

10.3 The governing body for PUSH is the Leaders' and Chief Executives' Panel, which meets bi-monthly and includes representatives from SEEDA, SEERA and GOSE.

10.4 At executive level, the work of PUSH is directed by the PUSH Working Group, comprising Chief Officers from the principal authorities, the Lead Officer for each of the theme groups and the PUSH Project Director.

10.5 The Theme Groups lead on different aspects of the PUSH work programme and comprise mainly local authority officers. In the case of the economic development workstream, formal sub-groups have been established, including representatives from other public services, the private sector, universities and business; the culture theme group includes representatives of national and regional cultural agencies. The Economic Development Theme Group is overseen formally by the Leaders' and Chief Executives' Panel. Advisory Panels comprising local authority Members have been established to oversee the work on housing, planning and sustainability. The PUSH work programme is coordinated by the PUSH Project Director.

10.6 The delivery of the strategic transport objectives of the PUSH strategy rests with Transport for South Hampshire (TFSH), which is already a formal Joint Committee of the three strategic transport authorities (Southampton CC, Portsmouth CC and Hampshire CC) and works with key stakeholders (including the train and bus operating companies, Network Rail, ports and airport and Highways Agency) through the Solent Transport Partnership. In terms of governance, there is therefore a

'dotted line' relationship between PUSH and TFSH. At working level, a Project Director has been appointed to lead TFSH's work on delivering PUSH's strategic transport objectives.

10.7 A diagram of the present structure is at Appendix 10.

Future arrangements

10.8 The current organisation arrangements have worked well to date. The Leaders' and Chief Executives' Panel has maintained a high level of consensus over strategy and direction, and collaborative working between officers through the theme groups has been highly productive. PUSH now needs to evolve to step up towards delivery and improve public accountability, as well as to maximise the potential of its partnerships with central Government and regional agencies. The structure and governance arrangements are likely to evolve over time and via a series of steps rather than a singular one.

A formal sub-regional governance body

10.9 The first step already underway is to formalise the relationship between the PUSH local authorities. Work has been underway since the start of 2007 to develop a Joint Agreement under Local Government Acts, to create a **PUSH Joint Committee**. Agreement in principle on the terms of reference, powers and functions of the proposed Joint Committee was reached in June 2007, and is now subject to ratification by each Council. That process is underway, and should be completed by 31st October. The first meeting of the new Joint Committee should therefore be in November 2007.

10.10 The Joint Committee will regularise the way that PUSH operates, with transparency and increased democratic accountability, and allow PUSH authorities to hold one another to account for delivering their contribution to the agenda shared with PUSH of economic-led growth in South Hampshire. Though operating informally, one of the strengths of PUSH to date has been its democratic political leadership. This is a dimension the Leaders are keen to see retained in any future governance and delivery arrangements.

10.11 The Business Plan will set out the activities PUSH will undertake and will therefore shape the areas in which the Joint Committee exercises its powers and functions. The key principle is that PUSH should take a lead role on issues of cross-boundary or sub-regional significance, where collaboration and joint action can add value to what local authorities can achieve individually. Matters that are best performed by local authorities individually will continue to be so. A table setting out the principles and proposed delegated functions for the Joint Committee is at Appendix 11.

10.12 Alongside the Joint Committee, there will be an Overview and Scrutiny Committee whose task it will be to ensure that the PUSH Joint Committee acts in accordance with the approved Business Plan.

Engagement and participation of other sectors

- 10.13 At the same time as strengthening democratic accountability, PUSH recognises that it needs to broaden its engagement with other stakeholders, notably from the business and private sectors whose contribution will be vital to delivering economic-led growth. There are various ways this might be done, which will be explored further in parallel with looking at how PUSH should be resourced in terms of delivery capacity.
- 10.14 There is already some business engagement within PUSH. The Investment Land and Property sub-group function is discharged by the Hampshire Economic Partnership Land and Property Group, which comprises businesses and representative bodies. There is also business engagement through the Enterprise, Innovation and Business Support sub-group, as well as the HE/FE sector. But business and other sectors need to be more systematically engaged at the appropriate levels to ensure that PUSH benefits from their input into and ownership of the developing strategy, and their skills and ideas in shaping and executing its delivery.
- 10.15 The basic proposal is that the PUSH Joint Committee should be recognised as the top level decision-making body. Only the Leaders would have executive powers to vote, but other non-executive appointees might be co-opted onto the Committee – notably representatives from SEEDA, GOSE, SEERA and the Chairperson for the implementation groups (below). That Committee, or Board, could continue to be advised by local authority member panels, as at present, or alternatively new advisory forums which as well as local authority members included business and other stakeholders. Below the Board would be the ‘engine room’ of strategy development and implementation: this is where we particularly need to enrich the mix of talents, and bring in business and other sectors. These are the groups that shape and implement decisions, and commission – through the staff teams or directly with providers – delivery of action. Actual delivery might be performed by a range of actors: service providers, specific partnerships and contractors, as well as some by the PUSH teams themselves.
- 10.16 Appendix 12 contains an illustration of how the new governance arrangements might look from late 2007/8 moving into 2008/9. We will be using this as a basis for work with a Consultant and discussions with DCLG during the Autumn to develop more refined proposals. The arrangements are potentially complex and some changes may need to be introduced incrementally to test their effectiveness as well as looking to see whether there are layers or structures that can be simplified: bureaucracy must be minimised. These arrangements might themselves evolve at some future stage, for instance by creating specific delivery vehicles to take forward elements of the strategy (see below).

Multi-Area Agreements and future delivery vehicles

- 10.17 In terms of direction of travel, it is proposed that substantial elements and possibly the whole of the PUSH Business Plan might be covered by a multi-area agreement (MAA). This would determine outcomes at a sub-regional level and bring together

Government and other agency funding streams to support delivery. The main elements of the Economic Development block in the Local Area Agreements (LAAs) of Southampton, Portsmouth and Hampshire have already been aligned, and provide a foundation for developing the MAA concept. But the MAA would be a sub-set of the LAAs: it would not encompass all the services and functions of the authorities. PUSH has accepted GOSE's invitation to participate in the first 'wave' of MAAs, with a view to having the agreement in place by June 2008. A task group comprising Chief Officers from the principal authorities will progress this.

- 10.18 In terms of delivery models, PUSH is open to exploring the potential that might be offered for taking forward development-related activity through a City Development Company or other specific delivery vehicle, operating at a sub-regional level. This needs extensive internal consideration and discussion with DCLG and others. The urgent priority for PUSH is to secure more meaningful engagement with business and the private sector, and to increase its capacity to direct, commission and directly deliver action.

Enhanced PUSH Capacity

- 10.19 In the second half of 2007/8 we will be seeking to establish a dedicated resource to lead economic development work. Recruitment is already underway for a Programme Manager to lead work on the South Hampshire Strategic Employment Zone and other key employment sites across the sub-region. SEEDA have allocated funding to appoint an interim Director of Economic Development to spearhead the economic development workstream. This post could also potentially provide unified management and direction to secondees from public sector agencies coordinating their work on labour market interventions, skills development, tackling economic inactivity, business support and development and enterprise. The aim is to establish a permanent team from 2008/9.
- 10.20 Delivery of major development schemes such as the urban extensions and strategic development areas urgently needs additional capacity both in the districts concerned, to support Area Action Planning and subsequent project management and development planning, and at a strategic level to provide expertise to coordinate and commission masterplanning, urban design and assist with scheme delivery that these major interventions will require. A PUSH level resource supporting all these areas would offer significant benefits in terms of sharing expertise, economies of scale and building capacity.
- 10.21 Other activities where PUSH-level capacity is needed include:
- stakeholder engagement, and communications and marketing activity more generally
 - Supporting districts' housing delivery: to provide support and advice on delivering our ambitions in relation to high standards of design and sustainability performance; on securing consistent approaches to developer contributions and s.106 agreements (including possible tariff arrangements);

- Developing the cultural offer: funding has been offered for a Cultural Coordinator post to optimise the contribution of culture to the quality of life in South Hampshire, and the contribution of the creative and cultural industries to the economy;
- Project management to drive delivery of a number of innovative environmental projects, including the possible establishment of a sub-regional Energy Services Company and coordination of the Green Infrastructure Strategy.

10.22 The design of a possible PUSH staff structure, and the relationship with new governance arrangements, is work in progress. Some posts in this structure might be filled by secondees from partner authorities or other sectors; some will be funded by SEEDA; but there will be a core of positions that require dedicated additional capacity, which we would be looking to support using New Growth Point funding.

10.23 For illustration, Appendix 13 summarises the activities which might be carried out by PUSH, to enable it effectively to deliver the functions delegated under the Joint Agreement. Translating this into specific posts and identifying funding sources is work in progress. A broad estimate of the annual revenue cost of the additional posts is in the order of £1m including on-costs. The development of new machinery, replacing or evolving from the existing, working and theme group structures, will be explored in the latter part of 2007/8 with a view to having new structures in place by April 2008. But we would hope to have a 'shadow' or precursor for an integrated Economic Development team, and other key appointments, in place during this financial year.

APPENDICES

Appendices

1	<i>Strategic Development Areas</i>	63
2	<i>Maps of PUSH – general location of development</i>	65
3	<i>Housing Trajectory Spreadsheet</i>	(separate)
4	<i>PUSH/DTZ Economic Development Performance Indicators</i>	67
5	<i>Critical Other Infrastructure – Summary Table</i>	73
6	<i>Strategic Development Schemes, including SHSEZ</i>	77
7	<i>Major Development Schemes</i>	105
8	<i>Priority Projects</i>	119
9	<i>Full Project Listing</i>	129
10	<i>Current PUSH Organisational Structure</i>	143
11	<i>Schedule of functions to be delegated to PUSH Joint Committee</i>	145
12	<i>Possible future PUSH delivery structure</i>	149
13	<i>PUSH Future Resource Capacity: Suggested Main Functions</i>	151

APPENDIX 1: STRATEGIC DEVELOPMENT AREAS

SDA North NE of Hedge End

The PUSH strategy includes an SDA to the north east of Southampton. The identified location is to the north of Hedge End. The land is predominantly in Eastleigh Borough, however depending on the scale of development it may need to extend into Winchester District.

This would be a distinct new community - comprising up to 6,000 new homes, substantial new employment development providing 74,000 square metres of floorspace, all the necessary education (primary and secondary), health, shopping, open space and other community support facilities. The objective is to ensure that it would be potentially self-contained for the community's day-to-day needs, sustainable, and would reduce travel needs.

For this development to contribute to the PUSH vision for economic led, sustainable, managed growth, fostering city and urban regeneration, this SDA must also have effective transport links to Southampton. Initial appraisal indicates that the A3024 is the most sustainable access corridor into the city from the north east, with the best potential to develop public transport options, possibly linked to park and ride at Windhover. Sufficient land needs to be protected during the appraisal and master planning stages to facilitate this.

Detailed feasibility work is being undertaken which will among other things consider the detailed transportation requirements including

- enhancing the public transport potential of the A3024,
- the link to that from north of the M27 (including the potential to separate local traffic from motorway-related traffic),
- local links to other communities (including other potential new development in the southern Winchester and Fareham areas)

In the light of that work on transportation options it will be possible to more closely define the precise area of the SDA and undertake strategic environmental assessment together with further work on infrastructure and key service requirements for the new community.

The EiP Panel expressed the view that the opportunities to improve services via the rail station should be maximised, as should accessibility to the station from within the SDA. They also noted that implementation of the Eastleigh Chord would be particularly helpful for improved rail access to Southampton. The Panel believe that, given that the location includes land in Eastleigh and Winchester districts, close working if not a joint Area Action Plan will be required in bringing forward this SDA, and this is the intention of the two Districts.

SDA North of Fareham

The other proposed SDA is to the north of Fareham. The identified location is to the north of the M27 and chiefly to the west of the A32. The precise location is still under consideration but a clear gap would be maintained with Wickham to the north. The land is within Fareham Borough.

This would be planned as a distinct new community - comprising up to 10,000 new dwellings and with substantial new employment development providing 121,000 square metres of

floorspace, all the necessary education (primary and secondary), health, shopping, open space and other community support facilities. The objective is to ensure that it would be potentially self-contained for the community's day-to-day needs, sustainable, and would reduce travel needs.

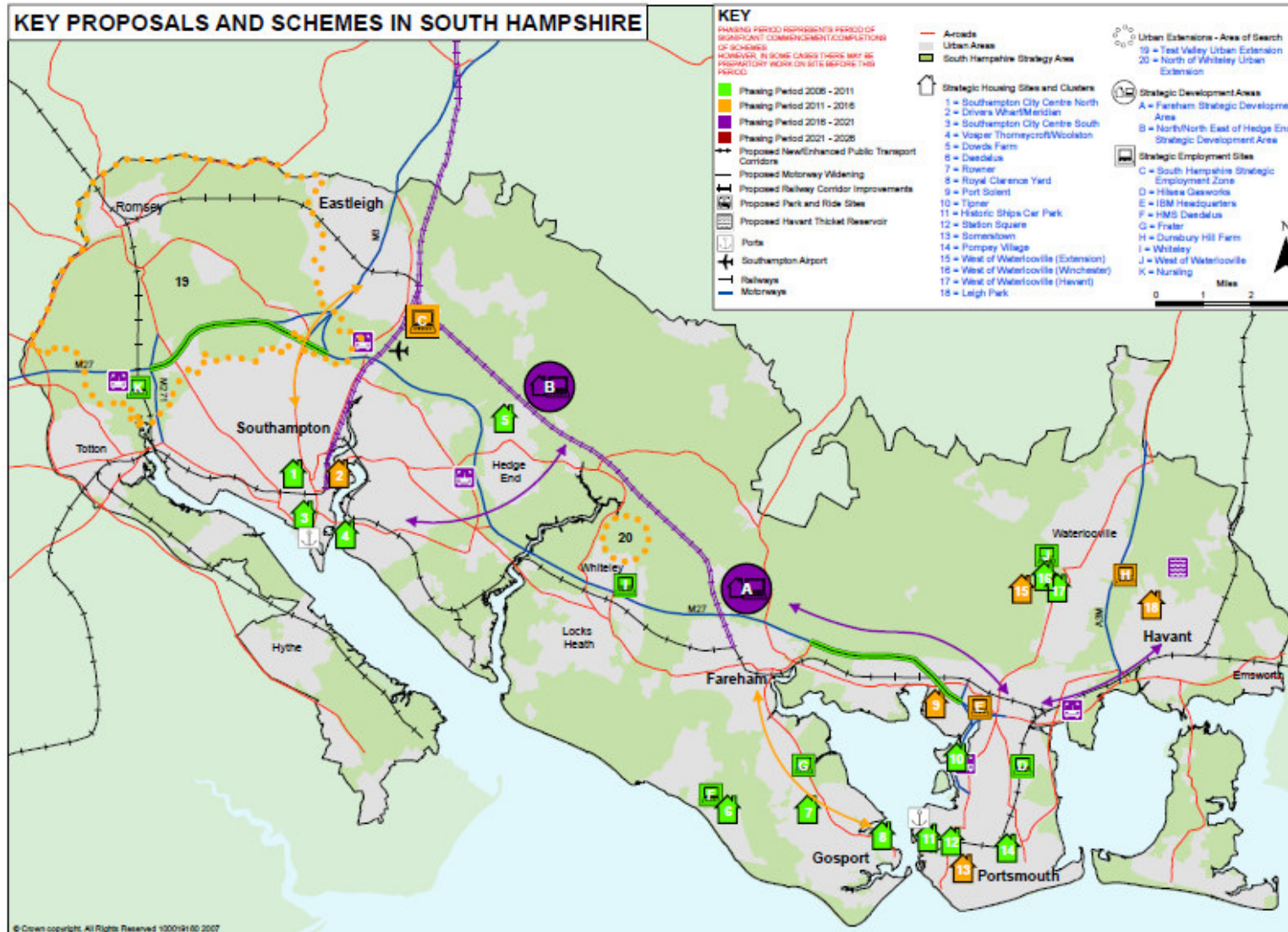
The choice of location links to the bi-polar nature of the sub-region, with the two cities forming the poles. This SDA is therefore intended to support Portsmouth's role and it will be essential for it to have effective transport links to Portsmouth. Until 2006, the Fareham – Gosport – Portsmouth access corridor into the city, based on the South Hampshire Rapid Transport (SHRT) proposal, was the preferred public transport option. The decision by Government not to fund SHRT prompted a review of this corridor and its relationship with the SDA. As a consequence, alternative links between the SDA and Portsmouth will also be reviewed, and these are being examined in the context of three linked transport studies currently being undertaken with support from SEERA, DfT, DCLG (New Growth Point funds) and the principal transport authorities. The EiP Panel identified the quality of public transport connections with Portsmouth as a critical success factor for the Fareham SDA. The Panel considered the abandonment of the light rapid transport proposal linking Portsmouth with Fareham as regrettable.

Detailed feasibility work is underway and is, among other things, considering the detailed transportation requirements, including

- The links from the SDA to the M27;
- The alignment of the A32 junction with the M27; and
- Local links to Fareham and other neighbouring communities

Work on master planning linked to strategic environmental assessment will more closely define the precise area of the SDA. This will be undertaken together with further work on infrastructure and key service requirements for the new community.

APPENDIX 2: MAP SHOWING LOCATION OF STRATEGIC DEVELOPMENTS IN PUSH



APPENDIX 3: SOUTH HAMPSHIRE AND LOCAL AUTHORITY LEVEL HOUSING SUPPLY TRAJECTORIES.

See separate Excel Spreadsheet - South Hampshire Housing Trajectory 26 September 2007 version 2

NB Not included in pdf version

APPENDIX 4 – I KEY PERFORMANCE INDICATORS – EMPLOYMENT AND ECONOMIC ACTIVITY¹⁵

Figure 3.2 KPI Baseline and Target Data

	Baseline					Short Term Target						Long Term Target		
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2016	2021	2026
GVA Growth Rate (%)	0.7	0.8	1.6	2.6	2.9	2.8	2.8	2.8	2.8	2.8	2.8	3.0	3.1	3.3
GVA ¹ (£ million)	14,500	14,600	14,900	15,300	15,700	16,100	16,600	17,100	17,500	18,000	18,500	21,500	25,000	29,400
GVA Per Worker Growth (%)	0.4	-0.1	3.8	2.2	0.7	2.0	2.0	2.0	2.0	2.0	2.0	2.4	2.6	2.7
GVA Per Worker (£ 2003 prices)	34,200	34,200	35,500	36,300	36,500	37,300	38,000	38,800	39,500	40,300	41,100	46,300	52,600	60,100
Employment Growth (16+ %)*	2.3	0.2	1.0	-0.5	-0.3	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.5	0.5
Employment ² (16+ Total)*	409,000	410,000	414,300	412,400	411,200	413,700	416,300	418,900	421,500	424,100	426,700	438,700	449,900	461,900
Business Services Employment	75,000	70,300	69,300	75,300	87,300	87,800	89,900	91,100	92,400	93,600	94,800	100,900	107,000	113,400
BS Share of Total Employment	20.4%	18.8%	18.9%	19.8%	22.0%	22.0%	22.4%	22.6%	22.7%	22.9%	23.1%	23.9%	24.7%	25.5%
Population 16+	662,000	664,000	665,000	662,800	667,400	681,100	688,000	695,000	700,100	703,100	706,400	720,200	734,800	751,700
Net Migration	0	-1,000	-1,200	-1,600	-700	Unable to identify targets from Chelmer model but monitor to raise awareness of major changes								
Economic Inactivity (16+)*	238,000	236,000	232,700	231,900	237,200	248,400	252,700	257,000	259,400	259,700	260,200	261,500	264,400	268,700
Economic Inactivity Rate (16+)*	35.9	35.6	35.0	35.0	35.5	36.5	36.7	37.0	37.1	36.9	36.8	36.3	36.0	35.7
Economic Inactivity Rate (w/a)*	18.1	18.2	18.1	18.8	19.7	19.9	19.9	19.9	19.8	19.3	19.5	21.0	19.2	17.2
Employment Rate (16+)*	61.7	61.7	62.3	62.2	61.6	60.7	60.5	60.3	60.2	60.3	60.4	60.9	61.2	61.4
Unemployment Rate (16+) ^{3a}	3.7	4.2	4.2	4.3	4.4%	4.4%	4.4%	4.4%	4.4%	4.4%	4.4%	4.4%	4.4%	4.4%
Unemployment Number (16+)*	16,000	18,000	17,900	18,500	19,000	19,000	19,000	19,100	19,200	19,300	19,500	20,000	20,500	21,100
Earnings (£)	377	390	402	405	414	432	Growth ahead of South East Region as indicator of relative performance							

Notes:

Indicators relate to Urban Core (tight S Hants definition of six local/unitary authority districts).

All absolute data rounded to nearest hundred.

Due to differing data sources it does not hold that employment x productivity = GVA for either historic or target data. However, all targets are consistent with the PUSH preferred scenario.

All labour market targets aligned to PUSH population projections in line with South East Plan housing numbers

¹Absolute GVA targets realigned with Experian source data.

²Employment growth is held to the absolute levels of the preferred scenario (pro-rated to the urban core area) to ensure alignment with population, labour market and dwellings projections.

³Unemployment rate held constant in line with dwellings projection analysis undertaken by Anglia Ruskin University.

* 2001-03 data taken from Local Labour Force Survey, 2004-06 data taken from Annual Population Survey. Therefore there may be some discontinuity in methodology.

¹⁵ Extract From PUSH/DTZ Economic Development: Performance Management And Evaluation Framework, June 2007

APPENDIX 4 – II SKILLS AND LABOUR MARKET

Figure 4.1 Skills & Labour Market Baseline and Target Data

	Baseline					Short Term Target						Long Term Target
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	
Working age population with NVQ Level 2 or above (%)	53.6	55.8	55.8	No data	62.9	Continue to achieve 1.5% point increase per annum						>1.5% point increase p.a.
Working age population with NVQ Level 3 or above (%)	39.0	41.1	40.4		44.5	Continue to achieve 1.5% point increase per annum						>1.5% point increase p.a.
Working age population with NVQ Level 4 or above (%)	53.6	55.8	55.8		24.4	Achieve 1.0% point increase per annum						>1.0% point increase p.a.
% Achieving 5 GCSEs grade A*-C (incl Maths & English)*	Indicator including Maths and English not available pre 2006					40.4	No trend data on which to base target. Monitor for first period with aim of increasing attainment.					Set target in response to progress 2006-11
Achievement of NVQ Level 2 at age 19 (%)*	No data			62.6	65.3	67.6	Maintain growth of 2.5% points per annum					Set target in response to progress 2006-11
Apprenticeships (NVQ2) (Number Achieved)*	No data		300	500	900	1,400	Continued expansion of apprenticeships achieved					Set target in response to progress 2006-11
Adv Apprenticeships (NVQ3) (Number Achieved)*	No data		330	320	330	380	Continued expansion of apprenticeships achieved					Set target in response to progress 2006-11
Skills for Life (Basic Skills)*	No data		6,800	12,900	14,400	17,300	Continued expansion of SfL take up to					Set target in response to progress 2006-11
NEET (%)*	No data			6.2	8.2	6.7	Target rate of 5% by 2011					Aim for <5%
Nearness to Work (% of inactive that want a job)	34.1	32.9	30.9	29.3	27.4	Complex relationships with other indicators. Target cannot be set in isolation (see commentary above)						
Notes:												
Indicators relate to Urban Core (tight S Hants definition of six local/unitary authority districts).												
All absolute figures rounded to nearest hundred except Adv Apprenticeships rounded to nearest ten												
*All data relates to academic year ending e.g. 2006 data relates to 2005/06												

APPENDIX 4-III ENTERPRISE, INNOVATION AND BUSINESS SUPPORT

Figure 5.1 Enterprise, Innovation & Business Support Baseline and Target Data

	Baseline					Short Term Target						Long Term Target		
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2016	2021	2026
Gross VAT registrations per 1000 workers	5.9	6.0	6.1	5.7	5.3	Average gross registrations > 6.0 per annum						Set on basis of past performance with aim to exceed 2006-11 targets		
Net VAT registrations per 1000 workers	0.7	0.9	0.4	0.8	1.1	Average annual growth of 1.2 per annum								
VAT Stock per 1000 workers	52.6	52.3	54.0	52.7	51.6	In line with net registrations grow by 1.2 per annum (58.8 by 2011)								
12 month business survival rates (%)	91.1	92.9	92.8	92.9	n/a	Average survival rates in excess of 93.0						>94.0+		
36 month business survival rates (%)	70.2	71.1	No data			Average survival rates in excess of 72.0						>73.0+		
16+ Self employment*	9.9	9.8	9.6	10.2	10.2	Maintain rate >10.0 whilst growing employment base						As 2006-11		
16+ Self employment (numbers)*	40,000	40,000	39,800	41,900	42,100									
Innovation	No robust sub-regional indicators identified													
Technology Transfer														
Notes:														
Indicators relate to Urban Core (tight S Hants definition of six local/unitary authority districts).														
All absolute data rounded to nearest hundred.														
* 2001-03 data taken from Labour Force Survey, 2004-05 taken from Annual Population Survey														

APPENDIX 5: CRITICAL OTHER INFRASTRUCTURE: SOUTH HAMPSHIRE INVESTMENT SUMMARY TABLE¹⁶

Sub-regional Theme	Outcome	Delivery Agency	Cost (£m)	Funding Sources	Status	Phasing	2006-11	2011-16	2016-21	2021-26
Housing										
Affordable Housing	PUSH has identified a five year programme to clear 5,000 dwelling backlog in affordable housing in South Hampshire	RHB/HC/LA/ Developer/HA	£170m- £325m	public/private	Proposed for investigation	2006 - 2011				
	New need assessed to be a further 23,000 affordable homes. SEERA calculate public subsidy required to be £1,436,048,662	RHB/HC/LA/ Developer/HA	£1.4bn	public/private	Proposed for investigation	2006-2026				
Total			£1.7bn	Public cost						
Education										
Nursery		Hampshire County Council/Private/ Voluntary Sector	unknown at present	Public/Private	Proposed for investigation	2006-2026				
Primary education	Each SDA will generate a need for at least three Primary Schools. Urban extensions may require some extensions to existing schools	Hampshire County Council	£79m - £81m	Public	Proposed for investigation	2011 onwards				
Secondary education	Each SDA will generate a need for one secondary School . Urban extensions may require some extensions to existing schools.	Hampshire County Council	£81m - £84m	Public	Proposed for investigation	2011 onwards				
Further /Higher Education	Need for a locally based satellite facility at North of Fareham SDA. Feasibility study to look at existing provision and needs in regard to Hedge End SDA.	Further and Higher Education Establishments	unknown at present	Public/Private	Proposed for investigation	2016-2026				
Total			?							

¹⁶ This is taken from Appendix 1 to “South Hampshire Sub-Regional Strategy – Background Document: Critical other Infrastructure Requirements”, November 2006

Sub-regional Theme	Outcome	Delivery Agency	Cost (£m)	Funding Sources	Status	Phasing	2006-11	2011-16	2016-21	2021-26
Health										
Health	Primary care facilities (GP surgeries, Dentists, locations for mobile diagnostics etc.) required in both SDAs and significant urban extensions. SEERA calculate cost of health centres & GP surgeries to be £14,881,877	SHA/PCT	£14.8m	public/private	Proposed for investigation	2011-2026				
Total			£14.8m							
Green Infrastructure										
Green Infrastructure	PUSH is working to develop a green infrastructure strategy for the sub-region.	LAs/GOVT/EA/EN/CA/FE etc.	Costs unknown at present.	Public/Private	Proposed for investigation	2006-2026				
Open spaces, parks and play space (in urban areas)	SEERA, calculate total cost over plan period to be £68,598,274.	LAs/GOVT/EA/EN/CA/FE etc.	£68.6m	Public/Private	Proposed for investigation	2006-2026				
Total			?							
Public Services										
Waste disposal	New Waste facilities required.	County Council/Unitary Authorities	Costs unknown at present	Public/Private	Proposed for investigation					
Libraries	Improvements to existing buildings & service delivery required e.g. new or extended libraries/services. Using SEMLAC formula SEERA calculate cost of library provision to be £7,694,222 & archive service £1,538,844	County/Unitary Authorities	£9.2m	Public	Proposed for investigation					
Emergency Services	The two SDAs will each need an emergency facility. Possible joint development for all the services to serve the new communities.	Hampshire Constabulary/Hampshire Fire and Rescue Service	Costs unknown at present	Public	Proposed for investigation	2016 onwards				
	Hampshire Constabulary - New Police Stations and assoc. accommodation facilities. Number/location unknown at present.	Hampshire Constabulary /Developers	Costs unknown at present	Public/Private	Proposed for investigation					

Sub-regional Theme	Outcome	Delivery Agency	Cost (£m)	Funding Sources	Status	Phasing	2006-11	2011-16	2016-21	2021-26
	Hants Ambulance NHS Trust - capital cost estimates for new/ replacement ambulances over the plan period. *NOTE: costs relate to whole of Hampshire.	NHS Ambulance Trust	£5.8m*	Public	Proposed for investigation	2006-2026				
	Hants Ambulance NHS Trust - revenue cost estimates £15m. NOTE costs relate to whole of Hampshire.	NHS Ambulance Trust	Revenue Cost	Public						
	Hampshire Constabulary - Revenue costs to cover costs of additional police officers required. (249.8 officers at total cost of £13,028,101.67). NOTE: costs relate to whole of Hampshire.	Hampshire Constabulary	Revenue cost	Public						
Children's Services		County and Unitary Authorities	Unknown at present	Public						
Adult Services		County and Unitary Authorities	Unknown at present	Public						
Total			?							
Utilities										
Water supply	Havant Thicket Reservoir	Utility Company	£30	Private	Provisionally approved	2006-26				
	Investment required in new or enlarged water mains (both within existing urban areas and greenfield locations).	Utility Company	Unknown at present	Private	Proposed for investigation					
Waste water	Investment required in extensions to existing treatment works or the construction of new .	Utility Company	Unknown at present	Private	Proposed for investigation					
Gas supply		Utility Company	Unknown at present	Proposed for investigation						

Sub-regional Theme	Outcome	Delivery Agency	Cost (£m)	Funding Sources	Status	Phasing	2006-11	2011-16	2016-21	2021-26
Electricity supply	Fareham SDA will require local network reinforcement involving modifications to existing 132,000 volt overhead line to supply a new 132,000/11,000 volt substation within the development. Cost of works approx £2m Hedge End SDA would require a new 33,000/11,000 volt substation fed via 2 new 33,000 volt underground circuits. Costs in the order of £4m.	Utility Company	£6m (additional to normal on-site costs)	Private	Proposed for investigation	2011 onwards				
	Electricity network approaching capacity in southern part of Portsmouth City. Two options: increase capacity at Wymering or new cable through the city (£10/12m). Decision on options need to be taken in next 5 years.	Utility Company	Unknown at present	Private	Proposed for investigation					
Total			?							
Flood defences	<i>These estimates will need reviewing in light of the SFRA.</i> Works are necessary to upgrade existing defences and support redevelopment particularly within the two cities (Portsmouth and Southampton). Havant Borough Council £59.0m Portsmouth City Council £166.0m Gosport Borough Council £1.0m Fareham Borough Council £13.0m Southampton City Council £6.5m Eastleigh Borough Council £4.5m New Forest District Council £unknown	Operating Authorities	£250m	Public	Proposed for investigation	2006-2026				
Total			£250m							
Community Facilities										
	SEERA has calculated the total cost over the plan period for community facilities to be: Community Centres £67,059,133 Sports Halls £14,726,741 Swimming Pools £7,778,858		£89.5m		Proposed for investigation	2006-2026				
Total			£89.5m							

APPENDIX 6 STRATEGIC DEVELOPMENT SCHEMES: DEVELOPMENT / DELIVERY PROGRAMMES

SECTION I: Strategic Development Areas

SCHEME S1 EASTLEIGH: Proposed SDA North/North East of Hedge End

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
Output 6,000 dwellings, 74,000 m2 employment space in new sustainable community									
<ul style="list-style-type: none"> Advanced Feasibility 	EBC/HCC	Transport/traffic assessment Water supply and drainage (PUSH IWMS) PUSH strategic flood risk assessment	Decisions on feasibility and preferred transport strategy Decisions on feasibility and strategy Decisions on feasibility and strategy Decisions about delivery organisation						
<ul style="list-style-type: none"> Area Action Plan 	EBC/Winchester City		Commence – preliminary consultation with stakeholders	Issues and options consultation Preferred option consultation	Submission	EIP	Adoption 2012		

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
• Master Planning	EBC/Winchester City/consultants			Commence	Consider statutory format. Prepare draft and consult	Revise and refine for input to EiP	Finalise and adopt 2013		
• Identification of infrastructure requirements	EBC/PUSH/HCC/utilities		Determine transport and drainage infrastructure framework	Consideration of education, health, community , GI issues etc	Planning to meet infrastructure needs	Revise and refine for input to EiP			
• EIA	Landowner/ developer/ Consultants			Commence preparation – research and studies		Finalise for EiP			
• Land Assembly	EBC/developers and landowners		commence discussions				finalise land assembly		
• Planning Application / Permission	Developer						Outline submission 2012 Detailed submission from 2013		
• Highways/transport infrastructure	HCC, HA		Work on public transport to Eastleigh town centre and Southampton commence	Commitment to main elements of transport infrastructure required for options consultation on AAP	Detailed design of highway works and junctions - particularly the Botley bypass, to commence		Botley bypass needs to be completed by 2015 Guided busway to be commenced and commission by 2015 (where does this come from?)		
• Site preparation	Developers with utilities						Physical works commencing 2013/14		
• Legal agreements	EBC/PUSH			Discussion with landowners and developers			Development agreements under negotiation		

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
• Commencement	Developer/Contractor						2012 Infrastructure provision to be programmed from 2013 Advance housing phase to commence 2013 to deliver 2014 Main development phases to commence 2015 to deliver 2016		

SCHEME S2 FAREHAM: North of Fareham SDA – provisional phasing plan

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
• Advanced Feasibility	PUSH/HCC, FBC	Studies into deliverability, transport, access and resources							
• LDF Core Strategy	FBC	Issues and options, with consultation, 05/07-12/07	Preferred options consultation, 07-08/08	Submission, 01/09 and EiP 08/09	Adoption, 02/10-03/10				
• Area Action Plan (t.b.c. when SE Plan finalised)	FBC/FBC, HCC, PUSH Delivery Team		Issues and options, with consultation, 05/08-12/08	Preferred Options Consultation 07/09-08/09	Submission, 05/10, and EiP, 12/10	Adoption, 06/11			
• Master Planning	FBC/ HCC, PUSH Delivery Team and Developer's Consultants			Draft 9 months 01/09-09/09	Final 9 months 10/09-07/10				
• EIA	Developer's Consultants			Up to 18 months 05/09-					

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
				10/10					
• Land Assembly	Developers	Begin negotiation			Assembly finalised				
• Outline Planning Application / Permission	Developers / FBC			15 months pre-application commencing 08/09	Submit 11/10	Determine 11/11			
• Legal Agreements	Developers / FBC, HCC				S106 etc 15 months commencing 8/10				
• Sustainable Transport Requirements	Transport for South Hants/ Developers,/ HCC, FBC		Feasibility & options for A32 & Fareham interchange, M27 junction improvements, bus based rapid transit to Portsmouth	Detailed design	Permissions and orders	Commence highways works	Complete highways works		
• Site Preparation & other enabling infrastructure	Developers with utilities						Physical works 12 months commencing 12/11		
• Phase 1 Reserved Matters Application / Permission	Developers / FBC				15 months commencing 10/10	Submit 12/11	Determine 04/12		
• Commencement	Developers						Commence construction 12/12		
• Completions - residential	Developers						1,000 dwellings	4,000 dwellings	5,000 dwellings
• Completions – employment	Developers						12,100m ²	48,400m ²	60,500m ²
• Completions –	Developers						?	?	?

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
growth related infrastructure									

SECTION II: Major development urban extension sites

SCHEME S3 WINCHESTER: West of Waterlooville I (baseline) – see also S11

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
Urban extension of 2,000 dwellings underway (and 1,000 in strategic reserve – see S4)	WCC – NB 600 of the 2,000 houses in Phase 1 are in Havant BC								
• Advanced Feasibility	WCC	completed							
• Area Action Plan	WCC	Local plan status, AAP not utilised							
• Master Planning	Feilden, Clegg and Bradley acting for Grainger only	in place, including design code							
• Identification of infrastructure requirements		£30m package to be agreed including local junction improvements POS, community facilities Requirement for link to town centre (unfunded)							
• EIA		completed							
• Land Assembly	Owned 77.5% Grainger Trust, 22.5% Wimpey	completed							
• Planning Applications / Permission		outline completed	detail early 2008						
• Transport	HCC, HA	no requirement							
• Site Preparation	Developer, Contractor	on site late 2007							
• Legal agreements		s106 agreement Sept 07							
• Commencement	Contractor			first phases				Complete 2016-19	

SCHEME S4 WINCHESTER: West of Waterlooville II (Reserve site)

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
Extension to WWV for 1,000 dwellings presently a reserve allocation									
• Advanced Feasibility	WCC								
• Core strategy/Area Action Plan	WCC		Possible identification of site in preferred option for core strategy late 2008		adoption of core strategy				
• Master Planning		as WWV. The reserve component has formed part of current masterplan							
• Identification of infrastructure requirements		no further infrastructure currently envisaged							
• EIA		Preliminary work underway							
• Land Assembly	Grainger Trust	Completed							
• Planning Application / Permission	Developer				Outline expected	Detailed expected			
• Transport	HCC, HA	as WWV							
• Site Preparation	Developer, Contractor					Legal agreements etc 4 months commencing 07/11	Physical works 12 months commencing 12/11		
• Legal agreements						finalise			
• Commencement	Contractor						Commence construction		

SCHEME S5 WINCHESTER: North of Whiteley

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
Output 3-4,000 homes, etc. <u>No planning status at present</u>									
• Advanced Feasibility	WCC		to be undertaken in context of core strategy						
• Core strategy/Area Action Plan	WCC		Possible identification of site in core strategy preferred option to be issued late 2008		Adoption core strategy				
• Master Planning	Terence O'Rourke acting for developers		Commence		Finalise in light of core strategy				
• Identification of infrastructure requirements				In conjunction with masterplanning Improvement to junction 9 M27 essential Spine road – Whiteley Way required. Expected developer provision/ contribution Additional primary/ secondary schools and healthcare					
• EIA		Scoping report requested by developers			Preparation				
• Land Assembly	Land ownership consortium: Crest Nicholson, Bovis	Believed to be complete							
• Planning Application / Permission	Developer				awaits core strategy				

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
• Transport	HCC, HA		Feasibility for junction 9 improvements and Whiteley Way required						
• Site Preparation	Developer, Contractor		Site prep may commence at developer's risk						
• Commencement	Contractor						Commence 2012-13		

SCHEME S6 TEST VALLEY (PUSH area): Romsey area

Without prejudice to statutory planning process

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
Romsey potential expansion: 2,300 homes on two or more sites including employment/mixed development/town centre development/leisure and recreation proposals	TVBC								
• Advanced Feasibility	TVBC/ developer submissions to core strategy	already undertaken for a number of sites adjoining the town e.g. SFRA, ecology, landscape							
• Core strategy/Area Action Plan	TVBC	Local plan 2006: Abbotswood reserve site Core Strategy to identify strategic site allocations	Core strategy preferred options/consult/submit by Sept 08 Commence AAP for Southern Test Valley	Adopt core strategy end 09			Area Action Plan adopted 2012		
• Master Planning	Developer		commence	continuing					

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
• Identification of infrastructure requirements	TVBC Southern Water. Network Rail, TOCs	consideration underway							
• Environmental Assessment	Developers/TVBC/EA/ Nat England		Initial EA in support of Core Strategy evidence base to Examination						
• Land Assembly	Not an issue for residential schemes, potential assembly of land for town centre developments								
• Outline/Detailed Planning Application / Permission	Developer	Possible submission for major site	Possible O/L permission Submission of reserved matters	Possible start on site			Submission of O/L for other large site/sites 2012 Permissions and submission of reserved matters etc. Start on site subject to phasing requirements of SE Plan Submission of applications for town centre development e.g. retail, bus and rail stations		
• Transport	HCC, HA. TVBC	Review of Romsey movement and access study completed. Discussions with HA on impact on M27 for all development in southern Test Valley							
• Legal agreements	TVBC with HCC								
• Site Preparation	Developer, Contractor						Commence to bring forward next phase of		

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
• Commencement	Contractor			Start on first large site	phase 1 continuing to 2020		sites post 2012 Start dates to be set to deliver strategic housing figures post 2012		

SCHEME S7 TEST VALLEY: Southern Test Valley

Without prejudice to statutory planning process

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
Romsey area: potentially 1,000 homes on two or more sites including employment and other development	TVBC								
• Advanced Feasibility	TVBC/ developer submissions to core strategy	Already undertaken for a number of sites e.g.; SFRA, ecology, landscape							
• Core strategy/Area Action Plan	TVBC		Core strategy preferred options/consult/submit by Sept 08 Commence AAP for Southern Test Valley	Adopt core strategy end 09			Area Action Plan adopt 2012		
• Master Planning	developer		commence						
• Identification of infrastructure requirements	TVBC/ Southern Water/HA	Consideration underway.							
• Environmental Assessment	Developers/TVBC/EA/ Nat England		Initial EA in support of Core Strategy evidence		submit				

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
			base to Examination						
• Land Assembly	TVBC	no known issues							
• Outline/Detailed Planning Application / Permission	Developer						Submission of O/L for sites post 2012.Permissions and submissions of reserved matters etc. Start on site subject to phasing requirements of SE Plan		
• Transport	HCC, HA	Discussions with HA on impact on M27.							
• Legal agreements	TVBC with HCC			consider with developer					
• Site Preparation	Developer, Contractor						Commence to bring forward next phase of sites post 2012		
• Commencement	Contractor						Start dates to be set to deliver strategic housing figures post 2012		

Section III: Major urban renewal/regeneration Schemes

SCHEME S8 PORTSMOUTH: Somerstown

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
Somerstown Potential major regeneration and redevelopment scheme of 1960's area south of city centre of 1960/70s estate yielding 1200 (net) homes									
• Advanced Feasibility	PCC	Concept planning commenced Involves approx 600							

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
		demolitions of council stock. Decant problems							
• Area Action Plan	PCC	AA Plan commenced Planning for Real exercise and issues and options public consultation completed end 2006	Preferred options submission	EiP and Inspector's report and adoption					
• Master Planning	Developers/PCC			commence					
• Identification of infrastructure requirements				with masterplan					
• Environmental Assessment					submit				
• Land Assembly	LPA	mainly PCC owned stock							
• Outline/Detailed Planning Application / Permission	Developer				outline application	detailed applications in phases to 2020/25	continuing	continuing	continuing
• Transport	PCC, HA	no issues							
• Legal agreements									
• Site Preparation	Developer, Contractor				commence				
• Commencement	Contractor						first units available		

SCHEME S9 PORTSMOUTH: Tipner

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
Tipner: 1500 homes on contaminated site									

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
<p>of old ship breakers yard for residential (flats/family), hotel, employment & park & ride. Next to SSSI. Delivery through Tipner Regeneration Co (TRC)</p> <p>Market failure site. Significant funding deficit (c £100m). Upfront investment required. Major highway investment required.</p>									
<ul style="list-style-type: none"> Advanced Feasibility 	TRC	underway							
<ul style="list-style-type: none"> City Local Plan 	PCC	Adopted 2006							
<ul style="list-style-type: none"> Master Planning 	TRC, Natural England, EA	in progress, due for completion autumn 2007							
<ul style="list-style-type: none"> Identification of infrastructure requirements 	TRC	<p>flood defence issues</p> <p>Land reserved for bridge link to Port Solent</p> <p>Park and ride for 2000 cars envisaged</p> <p>Motorway slip roads required</p>							
<ul style="list-style-type: none"> Environmental Assessment 	Jubb Consulting/TRC		complete						
<ul style="list-style-type: none"> Land Assembly 	PCC/TRC/SEEDA			Potential use of CPO	as 2009				
<ul style="list-style-type: none"> Outline/Detailed Planning Application / Permission 	TRC		outline application	First detailed application	detail cont	detail cont			
<ul style="list-style-type: none"> Transport 	PCC, HA, DfT/SEERA (RTB)	*see below				Motorway junction access required Park and ride			

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
						allocation in Regional Transport funding			
• Legal agreements	PCC/TRC SEEDA	TRC already established as joint venture landowner, SEEDA (accessing EP funding)							
• Site Preparation	PCC/TRC/ SEEDA				commence	continuing			
• Commencement	TRC					commence			

SCHEME S10 PORTSMOUTH: Port Solent

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
Port Solent: marina development of 2,000 homes and mixed use									
• Advanced Feasibility	PCC/developers		commences						
• Core strategy/Area Action Plan	PCC		AA Planning commences	Preferred options		Adoption			
• Master Planning				commence	continuing				
• Identification of infrastructure requirements		reclaimed and contaminated land Bus, pedestrian and cycle bridge to Tipner New road access required, probably from M275							
• Environmental Assessment						submit			

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
• Land Assembly	Land owned by Premier Marinas and Unilever Pension Fund					Potential CPO to acquire land at Teardrop site			
• Outline/Detailed Planning Application / Permission	Developer						outline and detailed app		
• Transport	PCC, HA, SEERA (RTB)						improved road access from M275 required		
• Legal agreements	PCC					CPO required Negotiate other requirements			
• Site Preparation	Developer, Contractor						commences		
• Commencement	Contractor						400 homes	1000 homes	600 homes

SCHEME S11 HAVANT: Waterlooville town centre integration (see also S3)

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
Retail, residential, offices and hotel uses adjoining the urban extension of 2,000 dwellings underway (600 in Havant, 1,400 in Winchester and 1,000 in strategic reserve in the Winchester Area) – Infrastructure Requirements primarily in Havant Area.									
• Advanced Feasibility	HBC/WCC	completed							
• Area Action Plan	HBC – Adopted Local Plan allocation, & Waterlooville Town Centre Urban Design Framework SPG adopted 2005								
• Master Planning	Roger Evans Ltd/HBC			Masterplan completed and adopted as					

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
			SPD.						
<ul style="list-style-type: none"> Identification of infrastructure requirements 		£30m package to be agreed including local junction improvements POS, community facilities Requirement for link to town centre (unfunded)							
<ul style="list-style-type: none"> EIA 	Screening Required								
<ul style="list-style-type: none"> Land Assembly 	ASDA and others. Potential for CPO if necessary			completed					
<ul style="list-style-type: none"> Planning Applications / Permission 				outline completed	detail early 2010				
<ul style="list-style-type: none"> Highways 	HCC, HA	no requirement							
<ul style="list-style-type: none"> Site Preparation 	Developer, Contractor				on site late 2010				
<ul style="list-style-type: none"> Legal agreements 					s106 with Full PP				
<ul style="list-style-type: none"> Commencement 	Contractor			first phases				Complete 2014-15	

SCHEME S12 HAVANT: Leigh Park

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
Residential Development up to approx. 1000 homes within the									

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
built up area and 500 homes as urban extensions									
• Advanced Feasibility	HBC								
• Core strategy/Area Action Plan	HBC	Area identified in Core Strategy Issues and Options	Confirmation of area in preferred option for core strategy Spring 2008, Strategic Housing Land Availability Assessment (SHLAA) and Issues and Options Allocations DPD.	adoption of core strategy		Adoption of Allocations DPD			
• Master Planning							Masterplanning		
• Identification of infrastructure requirements									
• EIA	Required								
• Land Assembly	HCC/HBC/PCC								
• Planning Application / Permission	Developer						Outline expected -Detailed expected		
• Highways	HCC, HA						Implementation of new all purpose East –West – transport link		
• Site Preparation	Developer, Contractor						2011 onwards		
• Legal agreements							2011 onwards		
• Commencement	Contractor						2011 onwards		

SCHEME S13 SOUTHAMPTON: Woolston

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
Woolston Riverside: 1,640 new homes and marine industry employment									
• Advanced Feasibility	LPA								
• Core strategy/Area Action Plan	SCC		in local plan						
• Master Planning			development brief/design guide						

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
		approved							
• Identification of infrastructure requirements									
• Environmental Assessment	Y Consultants								
• Land Assembly	SEEDA landowner								
• Outline/Detailed Planning Application / Permission	Developer	outline application expected 28 Sept. Resolution to grant subject to s106							
• Transport	HCC, HA								
• Legal agreements		resolution of s106 imminent							
• Site Preparation	Developer, Contractor	issue with flood risk, contamination neighbouring sewage works requiring relocation							
• Commencement	Contractor		320 units 08-09		521 units 2010-13		704 units 2012-17		

SCHEME S14 SOUTHAMPTON: Estates regeneration

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
Estates Regeneration: potential redevelopment of five LA-owned estates. Net increase of 4,000 homes in two main phases									
• Advanced Feasibility	SCC	Phase 1 is regeneration of shopping parades yielding c800 homes. Feasibility commenced	feasibility to commence on phase 2						
• Core strategy/Area Action Plan	SCC								
• Master Planning		work on phase 1 m/p required	work on phase 2 m/p						

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
• Identification of infrastructure requirements		decant issues to be resolved							
• Environmental Assessment									
• Land Assembly	Mainly SCC ownership								
• Outline/Detailed Planning Application / Permission									
• Transport									
• Legal agreements									
• Site Preparation	Developer, Contractor								
• Commencement	Contractor		phase 1 in 08-09		phase 2 cont to 2018				

SCHEME S15 SOUTHAMPTON: City Centre North

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
Major regeneration of city centre to deliver 1118 homes across 6 sites. Includes public realm and strategic transport improvements									
• Advanced Feasibility	SCC								
• Core strategy/Area Action Plan	SCC	in local plan							
• Master Planning									
• Identification of infrastructure requirements									
• Environmental Assessment		not required							
• Land Assembly	landowners								
• Outline/Detailed Planning Application / Permission		sites all allocated or permitted							
• Transport	HCC, HA								
• Legal agreements									
• Site Preparation	Developer, Contractor	some sites subject to flood risk							

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
• Commencement	Contractor		delivery phased over c5 years						

SCHEME S16 SOUTHAMPTON City Centre South

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
Major regeneration of city centre to deliver 1803 homes across 12 sites including West Quay 3 and Ocean Village. Includes retail and leisure, public realm and strategic transport improvements									
• Advanced Feasibility	SCC								
• Core strategy/Area Action Plan	SCC	in local plan							
• Master Planning									
• Identification of infrastructure requirements									
• Environmental Assessment		not required							
• Land Assembly	landowners								
• Outline/Detailed Planning Application / Permission		sites all allocated or permitted							
• Transport	HCC, HA								
• Legal agreements									
• Site Preparation	Developer, Contractor	some sites subject to flood risk							
• Commencement	Contractor		delivery phased over c5 years						

SCHEME S17 SOUTHAMPTON: Drivers Wharf/Meridian

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
Major waterside redevelopment split by Northam Road and bridge into two parcels. Up to 1000 homes									
• Advanced Feasibility	SCC								
• Core strategy/Area Action Plan	SCC	in local plan							
• Master Planning			m/p scheduled						
• Identification of infrastructure requirements		access and flood defence works required							
• Environmental Assessment									
• Land Assembly	landowner								
• Outline/Detailed Planning Application / Permission	Developer	sites all allocated or permitted							
• Transport	HCC, HA	NGP1 funding to recommend access improvements. Further funding for access solutions not yet identified.							
• Legal agreements									
• Site Preparation	Developer, Contractor	some sites subject to flood risk							
• Commencement	Contractor								

S18 EASTLEIGH: Proposed South Hampshire Strategic Employment Zone

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
Output 150 ha of mixed employment using unused/underused existing employment land and green field									
<ul style="list-style-type: none"> Advanced Feasibility 	EBC/HCC	<ul style="list-style-type: none"> Transport/traffic assessment Employment land requirements Retail impact studies with Town Centre AAP Water supply and drainage noise and air quality environmental studies 	Studies continuing Decisions about delivery organisation						
<ul style="list-style-type: none"> Area Action Plan 	EBC	Issues and Options Consultation	Preferred options consultation Submission	EiP	Adoption				
<ul style="list-style-type: none"> Master Planning 	EBC /HCC /consultants		Prepare draft and consult	Revise and refine for EiP	Finalise and adopt				
<ul style="list-style-type: none"> Identification of infrastructure requirements 	EBC/ PUSH/ HCC/ utilities		Consideration of full infrastructure needs with utilities	Revise and refine for EiP					
<ul style="list-style-type: none"> EIA 	EBC/ Consultants		Commence preparation	Finalise					

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
• Land Assembly	EBC/ HCC		Commence negotiations with landowners	Prepare CPOs if necessary for road construction	Serve CPOs	Finalise land assembly			
• Planning Application / Permission	Developer			Outline submission	Detailed submissions				
• Highways	HCC, HA	Commitment to improvements to M27J5 required Commitment and design for Chickenhall Lane link road	Detailed design of junction 5 works Link road detailed design	Planning application by HCC Footbridge to link with Eastleigh town centre - design	Works to commence Works to commence Planning application for footbridge	Construction continuing Footbridge construction dependent on Barton Park redevelopment			
• Site preparation	Developers with utilities				Physical works commence				
• Legal agreements	EBC/HCC/PUSH		Discussion with landowners	Development agreements under negotiation					
• Commencement	Developer/Contractor				Development commences	Development Continuing	Development continuing		

SHSEZ PROJECT REQUIREMENTS

Project	Authority	Nature of Project & Objectives	Type of Project	Priority	Timescale	Overall Estimated Cost	Bid Amount 07/08	Bid Amount 08/09	Bid Amount 09/10	Bid Amount 10/11	Total Bid Amount	Status
M27 junction 5 improvement - detailed design	HCC	Strategic junction improvement critical to the delivery of the CLLR which is fundamental to opening up the areas of development land which form the basis of the SHSEZ.	Tp /ED	Improvements will be required to J5 prior to the delivery of any proposed development on the SHSEZ hence this improvement is critical to the employment project..		£600k		£600k			£600k	Preliminary design work complete - awaiting funding to progress to detailed design and construction stage.
M27 junction 5 improvement – construction	HCC	Strategic junction improvement critical to the delivery of the CLLR which is fundamental to opening up the areas of development land which form the basis of the SHSEZ.	Tp/ ED	Improvements will be required to junction 5 prior to the delivery of any proposed development on the SHSEZ hence this improvement is critical to the employment project..		£5,750k		£1,500	£2,250	£2,000	£5,750k	Preliminary design work complete - awaiting funding to progress to detailed design and construction stage.
CLLR - sections 2 to 7 - detailed design	HCC	The sections of the CLLR north of the M27 junction 5 requires significant amounts of design work involving key structures and interfaces with land used for air and rail. This work is necessary to enable the ultimate delivery of the link road which is fundamental to opening up the employment area.	Tp/ ED	Needs to follow on from completion of preliminary design summer / autumn 2008.		£4,350k		£1,450	£1,450k	£1,450	£4,350	Needs to follow on from completion of preliminary design summer / autumn 2008.
Traffic and Environmental Appraisals	HCC	Full traffic, cost benefit , sustainability and environmental appraisal work is required to accompany the submission of a Planning Application for the CLLR in early 2009. Stages 1 and 2 of the EA to be completed 07 funding awaited to progress to Stage 3				£245K		£245K			£245K	
Site investigations / geotechnical	HCC	Site investigations form a part of the EA work for the CLLR but	S/ED			£100k		£100k			£100k	Awaiting funding - Commence April

Project	Authority	Nature of Project & Objectives	Type of Project	Priority	Timescale	Overall Estimated Cost	Bid Amount 07/08	Bid Amount 08/09	Bid Amount 09/10	Bid Amount 10/11	Total Bid Amount	Status
surveys and contamination investigations		are also required to inform the design process. This is a significant amount of work due to the SAC designation, contaminated land in the area and the complex nature of structures for the CLLR.										2008
Total for transport/access schemes and studies						£11,045k	£0	£3,895k	£3,700k	£3,450k	£11,045k	
Up-front implementation and land assembly costs, and Programme Management	EBC/HCC	Up-front land acquisition and implementation / development costs. Programme Support required to: <ul style="list-style-type: none"> • Champion and drive forward the effective delivery of the SHSEZ and the link road required to open up the sites which form the employment area. • Provide effective programme management to ensure the timely delivery of the scheme, ensuring joint working between the multi agency teams and negotiations with landowners etc. • Provide expert high level professional and technical advice and support to the programme. Additionally, administration costs, any team costs such as workshops etc, marketing and communications, promotion and publicity.	DT/Tp/ED	The programme has picked up momentum and consequently, there are a number of workstreams underway or imminent i.e. Area Action Plan, highway scheme design, land assembly, planning applications, environmental assessments, delivery mechanism, communications	2008-11	£9,330k	£0	£1,965k	£7,115k	£115k	£9,195k	Work already underway with the establishment of a multi-organisational Programme Board, programme team and regular communications taking place with key landowners / stakeholders. Programme Manager post has been advertised. Land acquisitions can commence as soon as capital funding has been identified.
Delivery Model	Eastleigh BC	Development of a mechanism to deliver the scheme, to include: <ul style="list-style-type: none"> • Preparation and updating over time of a comprehensive financial model for the development (including 	S/ ED	The public sector partners require a comprehensive commercial view of the scheme; the first step involves preparation of a financial model. This				£200k	£200k	£200k	£600k	Further land assembly work not included as this will be dependant on further work

Project	Authority	Nature of Project & Objectives	Type of Project	Priority	Timescale	Overall Estimated Cost	Bid Amount 07/08	Bid Amount 08/09	Bid Amount 09/10	Bid Amount 10/11	Total Bid Amount	Status
		modelling of each of the development plots, strategic infrastructure and plot infrastructure.) • Strategic legal advice to assist with the setting up of a public/private delivery model such as joint venture partnership or master development partnership. Preparatory work to facilitate the CPO process.		should enable the commercial viability of the project to be tested and consideration to be given to the delivery options for taking the project forward. It will also inform negotiations with the landowners about the timing, nature and extent of developer contributions which will assist with financing the road scheme and may also be used as the basis for the possible Regional Infrastructure Fund. Alternatively need resourcing to support CPO action.								
Accelerated Feasibility, detailed design and other studies necessary for the development of the AAP	Eastleigh BC	Environmental, contamination, Drainage & Flooding Works, Air Quality Studies & Noise Studies & Appropriate Assessment	S/ ED	This is essential preparatory information necessary to establish the planning and delivery framework via the Area Action Plan and the Highway Scheme (Chickenhall Lane Link Road) NGP funding will allow the works to be accelerated in order to meet delivery		£500k	£250k	£250k			£500k	Study work needs to commence as soon as possible; necessary for developing proposals to bring forward the scheme
Town Centre Link - pedestrian / cycle link between SHSEZ and Eastleigh Town Centre over railway lands	Eastleigh BC	Providing detailed feasibility that would enable the delivery of structures that will have the strategic benefits of strengthening the physical relationship between employment land and Eastleigh	S/ ED/ TC	Supports the PUSH economic development, town centre, and environment agendas. Will inform the		£60k	£20k				£20k	Proposal is a key element in the AAP issues and options document (currently subject to public consultation).

Project	Authority	Nature of Project & Objectives	Type of Project	Priority	Timescale	Overall Estimated Cost	Bid Amount 07/08	Bid Amount 08/09	Bid Amount 09/10	Bid Amount 10/11	Total Bid Amount	Status
		Town Centre. Supporting town centre vitality and viability.		package of studies that will lay the foundation for AAP delivery: Transport modelling Master planning Commercial feasibility								
Corridors environmental enhancement		Environmental Improvements to the corridors into the area(s)	G			£200k		£200k			£200k	

APPENDIX 7: MAJOR SCHEMES

OTHER THAN THOSE IN STRATEGIC DEVELOPMENT AREAS

PORTSMOUTH

Local plan adopted 2006. Issues and options LDF Core Strategy issuing autumn 2007

M1 Station Square	Potential redevelopment for mixed use, employment/offices/hotel and residential
Outputs	500 homes but possible scope for more. David Lock Associates appointed masterplanners
Partner	developer not appointed
Status	SPD 2007 – adoption November
Requirements	Constraint on surface and foul water drainage. Southern Water bidding to OFWAT. No highways requirements
Projects requiring support	Provision of new bus/rail interchange at Portsmouth and Southsea station, as main rail gateway to Portsmouth city centre
Wider issues/cross refs	land assembly will be incremental Key issue in surface and foul water separation and discharge of surface water into the harbour or sea. Affects all future central city redevelopment.

M2 Northern Quarter Retail redevelopment	Includes the Tricorn centre
Outputs	redevelopment of 1m sq ft for city retail, hotel, leisure development and 200 homes
Partner	Centros Miller
Status	Outline planning consent granted. CPO in progress, outcome awaited. Development expected to commence 2008, completing 2011
Requirements	none identified
Projects requiring support	none identified
Wider issues/cross refs	serves as major retail destination for east of sub-region

M3 East of IBM	Proposal for 3/4m sq ft of office to extend existing office campus utilising proximity to Cosham rail station and bus interchange
Outputs	major office development as above
Partner	not identified
Status	allocated for offices in local plan
Requirements	needs significant reconfiguring of junction to M27/A27 and traffic management regime to control access. Road capacities already stretched
Projects requiring support	none yet identified
Wider issues/cross refs	Additional traffic generator on M27 and requiring junction works. Would be significant employment destination potentially serving whole sub-region

M4 Pompey village	Potential redevelopment of area around football stadium, including relocation of the stadium
Outputs	530 homes
Status	Outline consent granted.
Requirements	none
Projects requiring support	none

Wider issues/cross refs	Portsmouth FC have indicated that they do not wish to pursue this scheme.
-------------------------	---

M5 The Hard	Area Action Plan to determine future uses and design parameters for the area.
Outputs	Residential, retail, employment, leisure and hotel development. New transport interchange
Partner	Not identified
Status	Area Action Plan scheduled for 2008 with adoption 2011. Land assembly will be required. Outline consent scheduled for 2012
Requirements	Separation of foul and surface water. Highways Agency may object to increased traffic loading Flood defences will be required
Projects requiring support	£10m estimated for The Hard interchange
Wider issues/cross refs	Southern Water issue is critical to all redevelopment in central Portsmouth

EASTLEIGH

Local plan adopted 2006. Work on core strategy of LDF deferred pending Panel Report

M6 Dowds Farm Hedge End	Urban extension
Outputs	760 dwellings
Partner	Bovis/Taywood
Status	whole site has outline consent and part of site has detailed consent. Work on site commenced 2007, estimated completion 2011/12
Requirements	Primary school, POS provided under s106 and no additional requirements
Projects requiring support	none
Wider issues/cross refs	none

M7 Pirelli phase 2	continuation of development of 690 homes under construction
Outputs	410 homes
Partner	none as yet
Status	in local plan but not consented. Expected start on site 2009/10
Requirements	none specified
Projects requiring support	none specified
Wider issues/cross refs	none

M8 South Street	
Outputs	420 homes
Partner	Bovis/Barratt
Status	Start on site 2007. Complete 2011
Requirements	improvements to junction 5 of M27 required. Previous issues with possession of allotments largely resolved
Projects requiring support	
Wider issues/cross refs	part of improvements needed to M27

SOUTHAMPTON

M9 Central station redevelopment.	to improve travel interchange and regional gateway
Outputs	300 homes plus commercial floorspace
Partner	Network Rail, TOCs

Status	long term project yet to commence
Requirements	not known as yet
Projects requiring support	not known
Wider issues/cross refs	serves at Gateway to Southampton city centre, port and major retail centre

M10 Ordnance Survey	Mixed use redevelopment for up to 300 homes with commercial floorspace
Outputs	around 300 new homes
Partner	none
Status	awaiting relocation of Ordnance Survey
Requirements	improved transport access to city centre
Projects requiring support	none as yet
Wider issues/cross refs	none

M11 Itchen Waterfront	Major redevelopment around St Mary's stadium, Town Depot and Itchen Waterfront
Outputs	up to 500 new homes
Partner	not identified
Status	still emerging
Requirements	Improvement to transport network and rationalisation of aggregates wharves and possible relocation from City Centre. Decontamination and flood defence work
Projects requiring support	not defined as yet
Wider issues/Cross refs	none as yet

M12 City centre	emerging potential for redevelopment on a number of identified sites
Outputs	up to 500 homes
Partner	not identified
Status	longer term potential
Requirements	transport improvements and public realm improvements
Projects requiring support	none identified as yet
Wider issues/Cross refs	none as yet

EAST HAMPSHIRE (PUSH area)

Local plan adopted 2006. Area tightly bounded by AONB and proposed South Downs National Park.

M13 Clanfield Green Lanes	Reserve site. Urban extension on g/f
Outputs	275 homes
Partner	none at present
Status	reserve site in local plan. Likely to be identified in core strategy
Requirements	none identified
Projects requiring support	none identified
Wider issues/cross refs	none

M14 Horndean - Land North of Keydell Nursery	Reserve Site Urban Extension on G/F
---	--

Outputs	70 homes, doctors surgery
Partner	None at present
Status	Reserve site in Local Plan
Requirements	None identified
Projects requiring support	Doctor's surgery
Wider issues/cross refs	None

M15 Horndean - Land North of James Copse	Reserve Site
	Urban Extension on G/F
Outputs	85 homes
Partner	None at present
Status	Reserve site in Local Plan
Requirements	None identified
Projects requiring support	None identified
Wider issues/cross refs	None

M16 Rowlands Castle – Oaklands House, Redhill Road	Reserve Site
	Urban Extension on G/F
Outputs	40 homes
Partner	None at present
Status	Reserve site in Local Plan
Requirements	None identified
Projects requiring support	None identified
Wider issues/cross refs	None

M17 Horndean – Gales Brewery	Brownfield site within Settlement Boundary
Outputs	50 homes
Partner	None at present
Status	Within settlement boundary
Requirements	None identified
Projects requiring support	None identified
Wider issues/cross refs	None

FAREHAM

Borough Local Plan Review 2000. Work on Core Strategy deferred pending Panel report on SE Plan but preferred options likely in 2008, adoption 2010

M18 Hunts Pond Road	g/f site
Outputs	343 homes
Partners	Developers: Highwood Construction
Status	Allocated in adopted local plan. SPD development brief adopted January 2007. 2 applications submitted August 2007 for total of 328 dwellings on a substantial portion of the site.
Requirements	Traffic management measures
Projects requiring funding	none
Cross refs/wider requirements	none

M19 Peters Road	g/f site
Outputs	299 homes
Partners	Developers: Barratt, Bovis Homes, Taylor Wimpey
Status	Allocated in adopted local plan. Draft development brief out to public consultation Aug-Sept 2007 for adoption December 2007.
Requirements	off site works for footpath / cycleway linking to the Locks Heath shopping centre
Projects requiring funding	none
Cross refs/wider issues	none

M20 Coldeast Hospital	Part of NHS block transfer to English Partnerships. Part of site in PCT use.
Outputs	251 homes consented so far. Potential for additional housing to be considered through Development Brief SPD.
Partners	English Partnerships, Miller Homes, and PCT
Status	Allocated in adopted Local Plan for reuse of the Mansion, redevelopment for housing within the urban area part of the site, a community hospital and other health facilities, recreational open space/parkland. SPD in progress. Programme for community hospital (LIFT scheme) start 2008/9, complete 2010.
Requirements	Various technical studies supporting SPD completed or underway.
Projects requiring funding	none specified
Cross refs/wider issues	relevance of community hospital for area

M21 Town centre (including West St redevelopment)	Major replanning of town centre and western extension, involving mixed retail/B1/residential development. To revitalise existing retail offer for Fareham as significant retail destination – sub-regional centre and main facility to serve N of Fareham SDA.
Outputs	500-600 homes plus 36,000m ² office and 23,000m ² retail.
Partners	Land owners including FBC, HCC, PCT, Fareham Shopping Centre, Tesco
Status	AAP at Issues and Options stage. Preferred options during 2008. Submission delayed pending Core Strategy Inspector's report. Adoption 2011.
Requirements	Land assembly or agreements. Relocation of aggregates depot from railway station depot preferred
Projects requiring funding	£1m already awarded from DCLG via PUSH under NGP funding for West Street environmental improvements. <ul style="list-style-type: none"> • Feasibility study for bus/rail interchange. • Feasibility of public transport links to SDA. • Retail study update to include implications of SDA. • Viability advice / studies on mixed development opportunity zones. • Transport assessment of increased residential, retail, office, and leisure offer.
Cross refs/wider issues	Bus/rail interchange at Fareham Station relevant to SDA proposal and improved access to Gosport peninsula via bus based link along former railway corridor.

GOSPORT

Local plan adopted May 2006

M22 Daedalus Gosport/Fareham (in both authorities)	ex-MOD airfield with mixed use scheme underway. Airfield in continued use but important for employment. MOD holding back land suitable for housing on urban fringe in Fareham
Outputs	Mixed use, 500 homes 150 built, 350 to go possible FE college amalgamating Fareham and Gosport colleges, fully financed continued airfield use for Marine and Coastguard Agency redevelopment of site for 10,000-20,000m ² additional employment floorspace within Fareham borough
Partner	SEEDA, LSC (for college), MCA
Status	no planning permission for extended development masterplanning being done by SEEDA due 2008 transport consultants engaged Planning SPD expected 2008
Requirements	constraints on access via Newgate Lane Need junction and local road improvements expected finance from S106
Projects requiring support	None identified
Wider issues/Cross refs	Roads: longer term solutions required to access and possible bypass to Stubbington Education: FE college would support marine/aircraft engineering. Potential focus for high tech technologies

M23 Royal Clarence Yard	Former MoD victualling depot. Mixed use development including residential conversion of listed buildings
Outputs	698 homes, 366 to complete Commercial floorspace
Partner	Berkeley Homes
Status	in progress
Requirements	none
Projects requiring support	none
Wider issues	none

M24 Sultan	Currently used as MoD training facility. MoD plan to relocate to South Wales
Outputs	Primarily employment site
Partner	unidentified
Status	long term, possibly not before 2017. Not in plans
Requirements	to be identified
Projects requiring support	to be identified
Wider issues/Cross refs	The MOD Closure will have significant impact on the job market. The development of this site will seek to help with employment deficit in Gosport. Could link with Daedalus (in same vicinity)

M25 Rowner	Former MoD married quarters which were subsequently sold to a private landlord. Many homes in a poor state of repair and require action. The Rowner Regeneration project will see the replacement of substandard properties and regeneration of community facilities. It will
-------------------	---

	lead to net addition of housing units.
Outputs	net addition 200 homes
Partner	English Partnerships, Taylor Wimpey and HCC
Status	CPO launched Sept 2007, EP leading with likely start date March 2008
Requirements	None
Projects requiring support	None
Wider issues/cross refs	none known
Waterfront, Gosport	The Colharbour Area and the Bus Station adjacent /Gosport Town Centre
Outputs	Local plan identifies 50 dwellings but there is potential to increase this number
Partner	Gosport BC and private sector interests
Status	Sites identified in the Local Plan Review for mixed use development
Requirements	Need to provide a transport interchange but not necessarily using the same footprint as the existing Bus Station Need to investigate the impact of Flood Risk and any mitigation measures required
Projects requiring support	None
Wider issues/Cross refs	The development of these sites can support the concept of sustainable community and enhance the vitality and viability of Gosport town centre. Projects might require Defence measures and consideration of transport arrangements

NEW FOREST (PUSH area: Hythe, Marchwood, Totton)

Plan adopted 2005. Housing total in PUSH area to 2026: 1,538. Core strategy for LDF under consideration.

M26 Hanger Farm Totton	g/f site 10.5 ha
Outputs	Under development now. 288 homes approved 2003, 331 homes remaining.
Partner	none
Status	Development consented. Land parcels being released slowly by landowner (typically 10 pa) and no obvious way to accelerate
Requirements	none
Projects requiring support	none directly but relates to Totton infrastructure needs
Wider issues/cross refs	none

M27 Land at Brokenford Lane Totton	adjacent to town centre and close to rail station
Outputs	75 homes not including part of site with 29 homes already
Partner	none at present
Status	allocated for housing in current plan and likely to be reallocated in LDF
Requirements	land assembly: currently in small packets. May not come forward until 2012+
Projects requiring support	as Hanger Farm
Wider issues/cross refs	none

M28 Durley Farm Hounslow	housing reserve site. G/f edge of urban area, 4.9 ha
Outputs	100 homes
Partner	none
Status	No planning consent but current plan reserve allocation for housing and likely allocation as reserve site in LDF
Requirements	none specified
Projects requiring support	none known

Wider issues/cross/refs	none
-------------------------	------

M29 Eling Wharf	employment/open storage site c20 ha in prime location next to RAMSAR waterside. Potential for significant redevelopment mixed residential/high value employment. Next to A35, rail half mile
Employment/residential	
Outputs	1 ha allocated 30 homes. Significant employment potential if it can be unlocked
Partner	might require partnership with e.g. EP
Status	1ha allocated in local plan for housing. Remainder industrial/storage consents
Requirements	Single land owner currently willing to settle for profitable sub-optimal use. May be access issues but appear resolvable
Projects requiring support	Feasibility study to acquire and replan No details as yet
Wider issues/cross refs	may provide employment destination in Totton (high outward commuting) and prestige site on waterfront

M30 Fawley	30 ha adjacent to oil refinery. Remote location but potential use for port storage associated with deep water terminal. Could help with storage problems for Southampton port
Employment/port functions	
Outputs	none identified as yet
Partner	oil refinery has interest
Status	in current plan as employment site/overspill for refinery activities. No takers for some time
Requirements	potential constraint congestion on A326
Projects requiring support	feasibility study to establish if the site could be for port-related open storage thereby freeing up employment sites elsewhere in Totton and Waterside for higher value employment uses, as well as relieving pressures in Southampton
Wider issues/cross refs	future needs to be considered as part of wider strategy for Southampton port

HAVANT

Local Plan adopted 2005. Issues and options LDF Core Strategy carried out 2007, Preferred options March 2008. Allocations DPD Issues and Options March 2008.

M 31 Havant: Civic Campus

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
Redevelopment of Civic Offices, Car parks and possibly Havant Leisure Centre with new office space, approx 300 residential flats, leisure centre and car parking. Within urban area	HBC								
• Advanced Feasibility	HBC								
• Core strategy/Area Action Plan	Consultants undertaking Masterplan and HBC	Site identified in Core Strategy Issues and Options	Confirmation of site in preferred option for core strategy Spring 2008 and Strategic Housing Land Availability Assessment (SHLAA) – Masterplan to be developed into Supplementary Planning Document. Identified in Allocations DPD	adoption of core strategy		Allocations DPD adopted.			
• Master Planning		Consultants to be Appointed	Complete Masterplan Spring 08						
• Identification of infrastructure requirements			Links to Market Parade redevelopment – identify new Rail bridge crossing – unfunded.						
• EIA	Required								
• Land Assembly	HBC - Potentially Horizon Leisure Trust	Completed							
• Planning Application / Permission	Developer		Outline expected	Detailed expected					
• Highways	HCC, Network Rail								

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
• Site Preparation	Developer, Contractor					Physical works 12 months commencing 06/11			
• Legal agreements					Legal agreements etc 4 months finalise early 2010				
• Commencement	Contractor					Commence construction			

M32 Havant: Market Parade, Havant

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
Redevelopment of mixed residential retail area with approximately 1600sqm retail, 5000sqm office and 70 flats	HBC								
• Advanced Feasibility	HBC								
• Core strategy/Area Action Plan	HBC	Site identified in Havant Town Centre Urban Design Framework – Supplementary Planning Document	Confirmation of site in preferred option for core strategy Spring 2008 and Strategic Housing Land Availability Assessment (SHLAA). Identified in Allocations DPD.	adoption of core strategy		Allocations DPD adopted			
• Master Planning		Question over links to scope of Civic Campus masterplan.							
• Identification of infrastructure requirements			Links to Civic Campus redevelopment – identify new Rail bridge crossing – other improvements to station entrance unfunded.						

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
			Flood mitigation measure as site partly in Zone 3.						
• EIA	Required								
• Land Assembly	Atis Real	underway							
• Planning Application / Permission	Developer			Outline expected	Detailed expected				
• Highways	HCC, Network Rail					Re-configuration of Market Parade – Links with rail station			
• Site Preparation	Developer, Contractor					Physical works 12 months commencing late 2010			
• Legal agreements						Finalise with any planning permission			
• Commencement	Contractor					Commence construction			

M33 Havant: Dunsbury Hill Farm, Havant

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
Greenfield Employment development on 13.2 hectares – 18600sqm B1; 18600 B2; 9300sqm B8 uses, 5500sqm Hotel. Possibly some residential in future allocation	working with Portsmouth CC, University of Portsmouth, SEEDA								
• Advanced Feasibility	HBC/PCC								
• Core strategy/Area Action Plan	Allocated in Adopted Local Plan – Potential expansion to be		Confirmation of site in preferred option for core strategy Spring 2008 and	adoption of core strategy		Adoption of Allocations DPD.			

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
	identified in Core Strategy and allocations DPD's		Issues and Options of Allocations DPD						
• Master Planning	HBC/PCC	Development Brief approved by partners							
• Identification of infrastructure requirements							East West Transport Link through sites. A3(M) Junction improvements - uncosted		
• EIA									
• Land Assembly	PCC	Completed							
• Planning Application / Permission	Developer			Outline determined 06/09	Detailed determined 02/10				
• Highways	HCC, HA	junction improvements required to A3(M)							
• Site Preparation	Developer, Contractor					Physical works commencing early 2011			
• Legal agreements					Finalise legal agreements with Planning permission				
• Commencement	Contractor					Commence construction			

M34 Havant: Hooks Lane/Campdown

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
Up to 300 homes at Hooks Lane – Provision of racquets									

Task / Issue	Lead / Resource	2007	2008	2009	2010	2011	2011-2016	2016-2021	2021-2026
facilities, Rugby facilities and ATP at Campdown. G/f site									
• Advanced Feasibility	HBC								
• Core strategy/Area Action Plan	HBC	Campdown identified in adopted Local Plan	Confirmation of site in preferred option for core strategy Spring 2008 and Strategic Housing Land Availability Assessment (SHLAA) – Masterplan to be developed into Supplementary Planning Document.	adoption of core strategy		Adoption of Allocations DPD			
• Master Planning									
• Identification of infrastructure requirements		Need for PCT investment and support to community centre							
• EIA		Hooks Lane – not screened .Campdown EIA work underway							
• Land Assembly	HBC – Hooks Lane. PCC/HBC Campdown								
• Planning Application / Permission	Developer	Outline submitted for Campdown.	Outline expected for Hooks Lane –early 2008. Detailed expected for both sites later in 2008						
• Highways	HCC, HA			Requirements start					
• Site Preparation	Developer, Contractor								
• Legal agreements			With finalisation of Planning permission						
• Commencement	Contractor			Commence construction					

APPENDIX 8: NGP PROJECT PRIORITIES

1. Creation of PUSH team and delivery capacity	<u>Related Schemes:</u> All strategic projects					
Project description	To reinforce the capacity of PUSH to deal with strategic development, and create stronger delivery capacity on the ground					
Cost 2008-11	DCLG contribution sought: £3m revenue Partners are contributing by direct financial contribution, secondment and use of their internal resources. Other funding sources are being investigated and commitments have been made (e.g. SEEDA); private sector contributions may be a possibility subject to appropriate protocols.					
		£m		£m		£m
Revenue	2008/9	1.0	2009/10	1.0	2010/11	1.0
Lead and Partners	PUSH lead. Team to be enhanced with secondees from PUSH authorities, from other agencies (e.g. SEEDA), and potentially supplemented by developer contributions					
Outputs	Provides capacity and expertise to drive the PUSH initiative and, critically, establishes core shared expertise and direct resource to support delivery of the SDAs (SHSEZ Programme Management included in project)					
Timeframe	immediate need					
Justification	PUSH has established its programme but needs a) to strengthen its formal structure and financial accountabilities b) a strategic infrastructure programme c) strategic transport policies, led by TfSH d) development of funding models e) programme management and monitoring f) central expertise on e.g. s106 negotiation, design coding, masterplanning g) economic development and inward investment h) 2/3 delivery teams to supplement authorities' resources to plan and develop strategic schemes					

2. Project Development Fund	<u>Related Schemes:</u> All strategic projects, especially S1-S7					
Project description	To set up a project fund. There is a long list of projects requiring studies, e.g. flood risk, environmental impact, transport access, social infrastructure need etc. The concept is of a fund administered by PUSH that would be replenished by developer contributions to enable these to be taken forward in priority order. This needs to be pump-primed but could be reimbursed and enhanced by developer contributions.					
Cost 2008-11	DCLG/CIF contribution sought: £4.5m <u>revenue</u> but we wish to investigate the					

	potential to charge to capital PUSH would seek to increase the value of the fund by partner (especially developer) contributions					
		£m		£m		£m
Revenue	2008/9	1.5	2009/10	1.5	2010/11	1.5
Outputs	Support for essential consultancy-type studies that are directly related to unlocking development potential on strategic sites					
Lead and partners	PUSH lead. Top-slice of developer contributions to replenish fund.					
Timeframe	from 2008 onwards					
Justification	<p>Failure to proceed with essential technical studies will delay major developments, especially the SDAs. To avoid this and repeated bidding for resources, PUSH proposes establishing a fund which would be pump-primed by DCLG/DfT (and other Departments) that would be topped up by top-slicing developer contributions across the PUSH area. Priority projects include</p> <p>a) identifying infrastructure needs for North-North East of Hedge End SDA and possible North of Whiteley urban extension</p> <p>b) identifying infrastructure needs for North of Fareham SDA and Waterlooville urban extensions</p> <p>c) studies of ground condition and contamination on key sites</p> <p>We should like to investigate ways to make the fund a project overhead, using capital resources. If this is not feasible, the fund would require revenue support.</p>					

3. South Hampshire Transport Model	<u>Related Schemes:</u> All strategic projects especially S1-S7					
Project description	to set up a transport model for South Hants. A number of transport studies are reporting and the next stage is to develop the model to aid in transport planning for all new developments					
Cost 2008-11	DCLG/CIF contribution sought: £0.75m					
		£m		£m		£m
Revenue	2008/9	0.25	2009/10	0.35	2010/11	0.15
Outputs	An ability comprehensively to model traffic flows especially on the M27 and to develop alternative transport schemes					
Lead and partners	Hants CC lead on behalf of PUSH and Transport for South Hampshire Highways Agency, possibly SEEDA as partners					
Timeframe	the requirement is immediate					
Justification	Virtually all proposed strategic developments in the PUSH area will impact directly or indirectly on, particularly, the M27 especially the new communities and urban extensions. Solutions need to be developed urgently to mitigate the transport impacts and to underpin solutions such as park and ride, rapid bus services, traffic management etc. These can only be devised successfully with a thorough understanding of traffic capacities on and around the M27					

4. Up-front implementation and land assembly costs	Related Schemes: SHSEZ – S18					
Project description	to acquire land for SHSEZ in respect especially of access to the site					
Cost 2008-11	£9m, mainly capital					
		£m		£m		£m
Capital (mainly)	2008/9	1.965	2009/10	7.115	2010/11	0.115
Outputs	Secures key access and development land to major employment zone					
Lead and partner	Eastleigh BC and Hampshire CC with SEEDA					
Time frame	This is partly subject to negotiation or other method of acquisition with existing landowners					
Justification	SHSEZ is key to the PUSH economic growth agenda, to be constructed on redundant railway land. Resolution of access requirements will involve land programme management, up front costs on highways and planning and acquisitions.					

5. SHSEZ: M27 Junction 5 improvements	Related Schemes: SHSEZ – S18					
Project description	to undertake junction works to Junction 5 in order to provide access to the site from the strategic road network					
Cost 2008-11	DCLG/CIF contribution sought: £5.75m <u>Capital</u> . The partners are investigating innovative methods of financing some SHSEZ infrastructure but this junction improvement is unlikely to be covered by this approach					
		£m		£m		£m
Capital	2008/9	0.0	2009/10	5.75	2010/11	0.0
Outputs	In due course, up to 6,000 jobs.					
Lead and partners	Eastleigh BC, Transport for South Hampshire, Hants CC, Highways Agency					
Time frame	Expenditure envisaged in 2008/09					
Justification	Preliminary design work is completed and the next stage is detailed design and construction. Putting the junction improvements in place will feed investor confidence, which is important for funding models. Given that land acquisitions for SHSEZ may not go to the intended timetable, this project would be run in parallel.					

6. SHSEZ: Bishopstoke Road junction	Related Schemes: SHSEZ – S18					
--	---------------------------------	--	--	--	--	--

improvement						
Project description	to improve an access junction into the site and replace a mini roundabout with traffic controls. It will improve traffic flow on the B3037 into the town centre					
Cost 2008-11	DCLG/CIF contribution sought ££3.6m <u>Capital</u> . As above, innovative finance is being investigated for the link road that would connect to this junction					
		£m		£m		£m
Capital	2008/9	0.35	2009/10	3.25	2010/11	0.0
Outputs	in due course, up to 6,000 jobs					
Lead and partners	Eastleigh BC/Transport for South Hampshire/Hants CC					
Time frame	over the next 2 years					
Justification	Preliminary design work is nearing completion and detailed design is now required leading to construction. The project is an essential part of the linkage into the employment zone					

7. Access to Drivers Wharf/Meridian	<u>Related Schemes:</u> S17					
Project description	to provide access into a key waterfront site in Southampton					
Cost 2008-11	DCLG/CIF funding sought: £3m <u>Capital</u>					
		£m		£m		£m
Capital	2008/9	0.0	2009/10	2.0	2010/11	1.0
Outputs	around 1,000 homes					
Lead and partner	Southampton CC					
Time frame	as described below, the project would be ready to commence shortly					
Justification	Funding of £60k has been already enabled preparatory work on transport access and investment is now required. This is a major waterside / gateway redevelopment opportunity split by Northam Road and Bridge into two development parcels. The funding would provide the access solutions identified by the NGP Round 1 study and unlock major waterside development potential.					

8. Spice Island drainage	<u>Related Schemes:</u> S8, S9, M1-5					
Project description	this is a pilot to establish an economic method of dealing with Portsmouth's urban drainage problem which could be a major constraint on future development					
Cost 2008-11	up to £1m phased approx <u>capital</u>					
		£m		£m		£m
Capital	2008/9	0.5	2009/10	0.5	2010/11	0.0
Outputs	Pilot project to separate surface water from sewerage potentially unlocking development sites					

Lead and partner	Portsmouth CC/Southern Water
Time frame	likely implementation in 2008-09
Justification	The capacity of the historic drainage system and its inability to separate surface water from foul drainage is a significant problem especially in Portsmouth and could be a showstopper for development in the city and elsewhere in PUSH. Feasibility work on a solution has been undertaken. This pilot project could be of general application across the PUSH area.

9. Tipner land remediation	<u>Related Schemes:</u> S9					
Project description	to remediate publicly owned land (PCC, SEEDA, MOD) at Tipner in conjunction with developer-funded private land remediation					
Cost 2008-11	DCLG contribution sought: £5-8m <u>Capital</u> . Total project cost likely to be £10-15m.					
		£m		£m		£m
Capital	2008/9	2.0	2009/10	2.5	2010/11	2.5
Outputs	around 1,500 homes, employment, hotel, park and ride					
Lead and partners	Tipner Regeneration Company, Portsmouth CC, SEEDA,					
Time frame	The phasing of the bid is approximate but the project is ready to progress					
Justification	Tipner is a contaminated and market failure site. Regeneration will also require improved sea defences and access improvements. Site investigation is complete and the reclamation strategy is in preparation so this part of the project is ready to progress					

10. Tipner access	<u>Related Schemes:</u> S9					
Project description	To construct a new junction from the M275 at Tipner to access the site.					
Cost 2008-11	DCLG/CIF contribution sought: up to £20m <u>Capital</u> . Overall costs expected to be up to £20m; some may fall beyond 2011. Developers are contributing to land remediation costs (see above)					
		£m		£m		£m
Capital	2008/9	0.0	2009/10	10.0	2010/11	10.0
Outputs	around 1,500 homes and mixed development (as above)					
Lead and partner	Tipner Regeneration Company, Portsmouth CC, SEEDA, Transport for South Hampshire, Highways Agency					
Time frame	As below, preparatory work is underway, an EIA in preparation, planning application and Special Road Order in 2008					
Justification	Tipner is a contaminated site (see above). It is also a gateway site into Portsmouth. Design work is underway and a planning application and an outline application for the site is expected 2008. This project associates with Tipner decontamination.					

11. Access to Hedge End and Fareham SDAs and the major development areas	<u>Related Schemes:</u> S1-7					
Project description	This is an essential project to establish and plan access from the strategic road network into the two new settlements and urban extensions. It cross-refers to the project bid to construct a transport model for PUSH					
Cost 2008-11	DCLG/CIF contribution sought: £1.7m approx <u>Revenue</u>					
		£m		£m		£m
Revenue	2008/9	0.6	2009/10	0.6	2010/11	0.5
Outputs	Unlocks potentially 16,000 homes in SDAs plus MDAs and associated mixed development					
Lead and partners	Transport for South Hampshire/Hants CC/Fareham BC/Eastleigh BC/Highways Agency					
Time frame	Immediate					
Justification	There are three linked transport studies here. Without exploring access options, progress with the biggest strategic developments will be frustrated. These studies might be funded from a project development fund but their size and importance requires that they should be freestanding					

12. North South Spine Road	<u>Related Schemes:</u> S15, S16					
Project description	this would improve connectivity between housing developments south of the City Centre and the centre itself, and provide urban realm improvements in an area now declining that acts as a backdrop to the cruise port. The project connects with regeneration of residential sites					
Cost 2008-11	DCLG funding sought: £9.7m <u>Capital</u> . Total project cost is £21.6m and gap funding is sought after contributions by SEEDA, developer contributions and Southampton City Council					
		£m		£m		£m
	2008/9	3.0	2009/10	3.0	2010/11	3.7
Outputs	around 2,000 homes on 12 sites					
Lead and partners	Southampton CC/developers/ SEEDA/use of SCC capital receipts					
Time frame	The project will run over the longer term: this is the first phase					
Justification	secures significant urban renewal in an area south of the City Centre and adjacent to the port which is in decline. It unlocks major development potential and improves investor confidence. Significant funding is in place.					

13. Sustainable energy	<u>Related Schemes:</u> S15, S16					
Project description	Southampton City already has a small CHP system providing power, heating					

	and cooling systems to key public and commercial buildings in the city centre. This project would act as a pilot for rolling out the system across a broader area and range of users					
Cost 2008-11	DCLG contribution sought: £450k Capital					
		£m		£m		£m
Capital	2008/9	0.05	2009/10	0.4	2010/11	0.0
Outputs	pilot to test CHP/ geothermal facilities that might be applied elsewhere in PUSH area					
Lead and partner	Southampton CC/Utilicom					
Time frame	Ready to proceed with partner when finance is available					
Justification	this pilots a sustainable energy project in line with the PUSH sustainability strategy. The project is ready to go ahead and will inform wider thinking about using renewables in South Hants					

14. Lordshill/M27 Woodlands	<u>Related Schemes:</u> S6, S7					
Project description	To construct a new country park and finance a visitors centre in an area expecting to take nearby development of around 2,500 homes					
Cost 2008-11	DCLG contribution sought: £2.1m mainly capital					
		£m		£m		£m
Capital	2008/9	0.1	2009/10	1.0	2010/11	1.0
Outputs	A new country park on the Southampton urban fringe. It is part of the green strategy and would take in existing conservation sites					
Lead and partners	Test Valley BC/ Southampton CC/ environmental charity to be identified					
Justification	Test Valley and the Southampton fringe will be taking significant new development, totalling over 3,000 homes. The impact can be reduced by early investment in new environmental areas. A Country Park is a favoured solution for reducing the impacts on habitats arising from recreational pressure on the New Forest					

15. Estates Renewal Strategy	<u>Related Schemes:</u> S14					
Project description	This will enable Southampton City to start on a major programme of renewal of its housing stock, leading to intensification of use.					
Cost 2008-11	DCLG contribution sought: minimum £6m phase 1, Mainly capital					
		£m		£m		£m
Capital	2008/9	2.0	2009/10	2.0	2010/11	2.0
Outputs	800 homes in phase 1 and potentially 4,000 in the future					
Lead and partner	Southampton CC					
Time frame	commencement of phase 1 in 2008					
Justification	This is phase 1 of a major project that deals with 5 shopping centres but initiates a long term and ambitious programme of estate renewal in					

	Southampton's housing stock of 18,000 dwellings. Feasibility work is underway to find a model that delivers regeneration and is commercially possible in the longer term
--	--

16. Daedalus	<u>Related Schemes:</u> M22					
Project description	to plan the redevelopment of an ex-MOD site for mixed housing, employment and educational use. The funding is for a development brief and technical studies					
Cost 2008-11	DCLG funding sought: £0.5m (potentially less after partner contributions) <u>Revenue</u> . Developer contributions are likely to fund access improvements					
		£m		£m		£m
	2008/9	0.25	2009/10	0.25	2010/11	0.0
Outputs	net increase of 200 homes plus employment space and potential FE college amalgamation					
Partners	Fareham BC/Gosport BC/SEEDA/LSC/Maritime and Coastguard Agency					
Time frame	MOD is releasing this site					
Justification	This is a cross-boundary site between Fareham and Gosport, an ex MOD airfield now used by the Maritime and Coastguard agency. The site will help provide employment land and continue the rationalisation of housing to provide a net addition of around 200 units. New FE training facilities are being proposed on site.					

17. Southampton port access	<u>Related Schemes:</u> S15, S16					
Project description	to consider access to the port in relation to both container and cruise traffic. Requires an integrated approach between road, rail and air. The study also needs to consider the low intensity usage of the port at present and whether other solutions for storage land is available					
Cost 2008-11	DCLG/CIF contribution sought: £0.4m <u>Revenue</u>					
		£m		£m		£m
Revenue	2008/9	0.2	2009/10	0.2	2010/11	0.0
Outputs	potential to free up development land					
Partners	Southampton CC/Associated British Ports/New Forest DC					
Time frame	becoming urgent as a result of increased cruise and container traffic					
Justification	The port underpins the economy of the City but access for the cruise traffic and container traffic is increasingly difficult and will act as a potential brake on development. The access study will look at alternative locations for container storage with the aim of freeing up prime development land in a waterside location. It will also consider rail usage and the relationship with Southampton airport					

Summary

	2008/9	2009/10	2010/11	Total
Capital	£9.85m	£37.4m	£20.2m	£67.45m
Revenue	£3.915m	£4.015m	£3.265m	£11.195m
Total	£13.765m	£41.415m	£23.465m	£78.645m

APPENDIX 9: FULL LIST PROJECT PROPOSALS.

Project	Authority	Nature of Project & Objectives	Related Scheme (no)	Priority	Time-scale	Overall Estimated Cost	Bid Amount 07/08	Bid Amount 08/09	Bid Amount 09/10	Bid Amount 10/11	Total Bid Amount	Status
I RESOURCE BIDS												
Creation of PUSH team and delivery capacity		Creation of central team to support and coordinate delivery of strategic PUSH initiatives; and sponsoring of up to 3 delivery teams to concentrate on specific major development projects Areas.	all S projects, especially projects S1-7	High – relates to delivery capacity masterplanning, negotiation, and programme skills	2007 onwards	£3.0m 2008-2011		£1m	£1m	£1m	£3m	
Creation of PUSH feasibility studies fund		Establishing a rolling fund to meet the costs of major studies into delivery needs for all major developments. Fund to be replenished by developer contributions	all projects	High – enables a range of studies to be programmed, addresses infrastructure needs, leading to development of major sites	2008 onwards	£10m		£10m			£10m	to be replenished by developer contributions
Hedge End and North of Whiteley feasibility studies	WCC	to identify infrastructure needs and high level masterplanning	S1, S3		2008-2012	approx £2m phased						as above
Development of the South Hampshire Transport Model	Hampshire CC	Establish and maintain a transport model for the whole of the sub region to calculate the future impact of forecast growth	all projects	An accurate transport model is urgently required to reflect the complex nature of existing traffic and travel in the sub region to ensure that further growth can be accommodated.		£530k		£250k	£50k	£50k	£350k	Reviewing existing models and data so that the scope of the new model can be agreed, missing or new data collected and a management regime set up to maintain and use the model output.

Project	Authority	Nature of Project & Objectives	Related Scheme (no)	Priority	Time-scale	Overall Estimated Cost	Bid Amount 07/08	Bid Amount 08/09	Bid Amount 09/10	Bid Amount 10/11	Total Bid Amount	Status
II ECONOMIC DEVELOPMENT												
South Hampshire Strategic Employment Zone (SHSEZ)	Eastleigh BC	See separate Appendix 6. Requires programming resource, financial modelling, land assembly, transport improvements	SHSEZ S18	SHSEZ is the key new economic project for South Hampshire								
Daedalus redevelopment	Fareham/ Gosport	preparation of development brief and technical studies	M22	helps unlock c200 homes and employment options	2008-12	c £0.5m (detailed costing to be undertaken)					£0.5m Potential SEEDA and partner contributions	
Science/ innovation strategy	Southampton CC / Test Valley	Chilworth Southampton Science Park is over capacity and new locations sought, possibly associated with waterfront redevelopment	SHSEZ, M29	underpins scientific economy of City and surrounding area	2008-10	£0.25m					£0.25m	
III TRANSPORT ACCESS ASSOCIATED WITH MAJOR DEVELOPMENTS												
Tipner-Port Solent public access bridge		Provision of pedestrian, cycle, bus bridge linking Tipner and Port Solent redevelopments	S9, S10	links two major urban regeneration projects: essential to public transport and pedestrian access		£10m					£10m phased from 2010	
Tipner – access	Portsmouth CC	To construct a new junction from the M275 at Tipner. This will support development at Tipner (ca 2000 dwellings plus commercial, local retail, community facilities and park and ride).	S9	Portsmouth's housing allocation in the draft SE plan is dependent on delivery of the Tipner development.	Likely to start 2009/10	£20m			Up to £10m	Up to £10m	£10m - £20m	Preliminary design underway EIA in preparation. Planning application and Special Road Orders in 2008

Project	Authority	Nature of Project & Objectives	Related Scheme (no)	Priority	Time-scale	Overall Estimated Cost	Bid Amount 07/08	Bid Amount 08/09	Bid Amount 09/10	Bid Amount 10/11	Total Bid Amount	Status
Access to the Naval Base	Portsmouth CC	To construct a new high – capacity link road to the Trafalgar Gate entrance to the Naval Base	M5	Facilitates intensified employment uses at the Naval Base and frees up traffic in Portsmouth City Centre which in turn will enable further development in the South of the City (e.g. at the Hard). Strongly in line with the S Hants strategy	Construction in 2010 following land acquisition (possible CPO)	£7m			Up to £7m		Up to £7m	Preliminary design and land assembly strategy in preparation.
Port Solent Feasibility	Portsmouth CC	Technical feasibility studies (land conditions and transport access) to inform preparation of AAP for development at Port Solent (land is former tip)	S10		2007-2009	£0.5m, phasing to be determined						Scope to be prepared
Access to the SDA at Hedge End	Hampshire CC	Development of sustainable transport solutions to include: Eastern Access to Southampton, Botley Bypass and Whiteley northern link.	S1	The SDA is critical to the planned new housing in the PUSH area. Improved accessibility on the east side of Southampton is essential		£1,300k		£300k	£400k	£500k	£1,200k	Preliminary studies underway, Whiteley development area awaiting infrastructure to promote remaining sites.
Access to the SDA north of Fareham	Hampshire CC	Development of sustainable transport requirements to facilitate and promote the SDA.	S2	The SDA is a critical element of the planned new housing in the PUSH area.		£250k		£100k	£50k		£150k	Preliminary studies underway.
West of Waterlooville	Havant / Winchester CC/HCC	development of pedestrian link from new development to Waterlooville town centre. Includes land acquisition	S4, S5	underpins redevelopment of some of 2000 homes	2008 onwards	£6.5m					£6.5m before possible developer contribution	development brief to report end 2007. Advanced stage of design
North-South spine road	Southampton CC	Key infrastructure for city centre redevelopment programmes. Will significantly improve public realm and investor confidence in declining area of city	S15, S16	unlocks major redevelopment potential	2007-2012+ in phases	£21.6m	£2m	£2m	£2m	£3.7m	funding gap £9.7m after s106, SEEDA, SCC capital receipts	

Project	Authority	Nature of Project & Objectives	Related Scheme (no)	Priority	Time-scale	Overall Estimated Cost	Bid Amount 07/08	Bid Amount 08/09	Bid Amount 09/10	Bid Amount 10/11	Total Bid Amount	Status
Access to waterfront Drivers Wharf/Meridian	Southampton CC	NGP1 funding of £60k to look at transport access. Investment now required	S17	Opens up major waterfront development sites c1,000 homes		£3m phased over 2/3 years						
Access to waterfront Queen's Park/Royal Pier	Southampton CC	As above but relates to deliverability of city centre sites and strategic improvement of waterfront	S15, S16	Opens up city centre development sites		£20m phased long term						
East-West Public Transport Axis	Havant BC	To provide an improved east-west public transport linkage across the Borough linking the WOW MDA-Waterlooville TC-Leigh Park Shopping Centre-Havant TC-Emsworth Shopping Centre/South Hayling. This will provide a vital axis helping to unify the communities in the Borough	S5, S6, S12	key linkage and unifying force in the Borough.	2011-2016	uncosted						To be included in Havant Core Strategy Preferred Options for Member approval in January 2008 and public consultation in March-April 2008.
New all-purpose road link between Hulbert Road/A3(M) junction and Dunsbury Hill Farm, Leigh Park and Havant Thicket Reservoir	Havant BC	To provide a new all purpose access road and associated utility infrastructure to serve major employment and housing development to the north west of Leigh Park. The new road will enhance accessibility for the whole of Leigh Park, d provide an impetus for regeneration of Leigh Park as a whole. The new road will form part of and a critical link in the cross-Borough public transport axis identified above.	S12, M33	A priority project to enable major housing and commercial development to the north west of Leigh Park which is central to the emerging Havant Core Strategy Preferred Options and the Council's regeneration strategy for Leigh Park.	2011-2016							Essential infrastructure to support the development strategy in the emerging Havant Core Strategy – Preferred Options are due to be approved in January 2008

Project	Authority	Nature of Project & Objectives	Related Scheme (no)	Priority	Time-scale	Overall Estimated Cost	Bid Amount 07/08	Bid Amount 08/09	Bid Amount 09/10	Bid Amount 10/11	Total Bid Amount	Status
Havant Station/Market Parade and Civic Campus pedestrian bridge link and public realm improvements	Havant BC	To provide effective physical integration and a high quality public realm linking Havant main line railway station, bus station and Market Parade development with the major Civic and mixes use development on the Civic Campus site.	M31, M32		2011-2016	£2m (to be matched by other funds)						Havant TC UDF SPD adopted April 2006, Civic Campus Masterplan SPD due to be adopted March 2008.
Urban Extension Feasibility and advance design	Hampshire CC	Development of transport solutions in relation to urban extensions other than the SDAs	S3, S4, S5, S6, S7	Delivery of urban extensions by 2011 onwards is key part of PUSH strategy		£200k		£100k	£100k		£200k	Indicative proposal at this stage
IV MAJOR PROJECT-RELATED INFRASTRUCTURE (NON-TRANSPORT)												
Spice Island Drainage	Portsmouth CC	To design and implement new infrastructure to separate surface water from combined sewerage and thereby reduce risk of pluvial flooding and/or coastal backwash flooding. To reduce flood risk and enable further development without substantial new investment in combined sewerage infrastructure	S8, S9, M1, M2, M4, M5	High. This will be a trial project in Spice Island, Portsmouth which if successful would provide a model for wider implementation across S Hants.	Likely implementation in 2008/9	£500k - £1m	£500k - £1m				£500k - £1m	Feasibility study underway

Project	Authority	Nature of Project & Objectives	Related Scheme (no)	Priority	Time-scale	Overall Estimated Cost	Bid Amount 07/08	Bid Amount 08/09	Bid Amount 09/10	Bid Amount 10/11	Total Bid Amount	Status
Foul/surface water study	Portsmouth CC, Southern Water, Environment Agency	Comprehensive study to consider options for separation of foul and surface water drainage and options for treatment and discharge	S8, S9, S10, M1, M2, M4, M5	Issue is a potential showstopper on PCC's city development that might otherwise be prevented by Southern Water/Environment Agency objection		£2m, phasing approx		£0.5m	£0.75m	£0.75m	to be funded with partners	Southern Water has undertaken some analysis and is in discussion with OFWAT
Tipner – sea defences	Portsmouth CC	To upgrade sea defences for Tipner to 1:200 year standard (taking account of sea level rise over the next century). This will support development at Tipner (ca 2000 dwellings plus commercial, local retail, community facilities and park and ride) which will give rise to an overall improvement in flood risk	S9	Portsmouth's housing allocation in the draft SE plan is dependent on delivery of the Tipner development.	Likely implementation in 2010	£7-10m			£7-10m		£7-10m	Awaiting EA/DEFRA approval of Portsea Island Coastal Strategy after which detail project appraisal report to be prepared for approval prior to implementation.
Tipner – land remediation	Portsmouth CC	To remediate public sector (PCC, SEEDA and MoD) owned land at Tipner in conjunction with developer funded remediation of private land.	S9	This will support development at Tipner (ca 2000 dwellings plus commercial, local retail, community facilities and park	Likely start in 2008 and ongoing in phases	£10-15m	£5-8m				£5-8m	Site investigations complete and remediation strategy under development.
Water supply, waste water and discharge quality	Southern Water/Environment Agency/TVBC/SCC	Greenhill, Millbrook and Chickenhall treatment works reaching capacity. Wider issue about processing/discharge. Relocation of Woolston sewage works	S6, S7, S13	directly underpins growth in wider Southampton area: capacity constraint and discharge restrictions could act to restrict development	2008	£500k						
Detailed flood risk assessment	Southampton CC/Environment Agency	SFRA done for PUSH area: detailed assessment required for Southampton city centre	S13, S14, S15, S16, S17, M11, M12	critical to redeveloping city centre sites	2008-09	£100k		£100k			£100k	

Project	Authority	Nature of Project & Objectives	Related Scheme (no)	Priority	Time-scale	Overall Estimated Cost	Bid Amount 07/08	Bid Amount 08/09	Bid Amount 09/10	Bid Amount 10/11	Total Bid Amount	Status
IV PROVISIONAL GREEN INFRASTRUCTURE PROJECTS												
Manor Farm Country Park	HCC	The production of a development and implementation plan for the park		Manor Farm Country Park is regarded as being strategically important for eastern Southampton, Hedge End, Locks Heath, and Fareham but is thought not to be reaching its full potential.		£10k		£10k				
Model for Future Demand	Various	Post-code analysis of existing users of green Infrastructure Assets		Could be used to develop a model for the needs of an increased population based on the anticipated socio-economic profiles in SDA's and other large scale developments		£10k		£10k				
Habitat Potential Mapping	Various	Mapping the potential for creating or re-creating habitats to enable adaptation to climate change and habitat loss		To date, HCC has undertaken habitat potential mapping for heathland and chalk grassland, leaving another 6 habitats yet to be planned for		£20k		£20k				
Urban Fringe Research	Various	Further research into the links (both existing and potential) between urban fringe areas and the Green Infrastructure resource in urban areas.		This will help to address a knowledge gap about strategic opportunities close to settlements that will be missing from the green infrastructure strategy. This could relate Green Infrastructure Assets to the built environment through an assessment of townscape character that is consistent across the sub-region		£50k		£50k				
Co-ordinator	HCC	A post to co-ordinate the detailed planning and implementation of Green Infrastructure across the sub-region		Working with all partner authorities and securing funding		£58K		£58K				

Project	Authority	Nature of Project & Objectives	Related Scheme (no)	Priority	Time-scale	Overall Estimated Cost	Bid Amount 07/08	Bid Amount 08/09	Bid Amount 09/10	Bid Amount 10/11	Total Bid Amount	Status
Costed GI implementation and Feasibility Plan	HCC					£50K		£50k				
Sustainable energy	Southampton CC/Utilicom	Consider scope for extending City CHP provision to wider area using biomass and reactivate geothermal operation	S15, S16	A pilot project to provide sustainable energy to major housing and commercial in city centre	2009-11	£50k for feasibility study £400k to reactivate geothermal facility		£50k	£400k		£450k to pump prime with expansion funded by s106	
Extend Southampton Greenways network	various	provide green wedges linking urban centres to countryside	support s Southampton projects	promotes well-being and biodiversity		£3m					potential Lottery and developer contributions	a Green Infrastructure project
Lordshill/M27 Woodlands	TVBC/SCC/Forestry Commission	create a country park on Southampton urban fringe to serve expanded communities (3,000 homes) in southern Test Valley and increased pop in Southampton/ease pressure on the New Forest national park	S6, S7 Refer to Lordshill Community Hub below	Underpins major development and compensates for loss of g/f	2010-2012	£2.1m (min)		£100k feasibility	£1m for visitor centre, car parking	£1m	£2.1m seek land-owner contributions	Green infrastructure project Complements Lordshill community initiative of SCC
Paulsgrove ex-landfill country park	Portsmouth CC	Create country park on ex-landfill site	support s Portsmouth projects		2007-2009	uncosted: pump priming of £0.25m					Potential partners Lottery, developer contributions	Scope to be prepared
Hayling Central Beachlands	Havant BC	Regeneration and housing project to provide visitor attraction and renovation of Norfolk Crescent	support s Havant projects		2007-2009							Scope to be defined. Green infrastructure project
Havant Thicket Reservoir – new green infrastructure project	HCC/Havant	New recreational and learning facilities associated with development of new water supply for PUSH area	support s Havant projects			c £2m phasing to be determined					£2m	

Project	Authority	Nature of Project & Objectives	Related Scheme (no)	Priority	Time-scale	Overall Estimated Cost	Bid Amount 07/08	Bid Amount 08/09	Bid Amount 09/10	Bid Amount 10/11	Total Bid Amount	Status
Broadmarsh Coastal Park Interpretation Centre	Havant BC	Greenspace improvement project including improved accessibility to Langstone Harbour SSSI and interpretation centre	support s Havant projects		2007-2009	c £3m						Scope to be defined. Green Infrastructure project
Forest of Bere		Create recreational area to benefit SDA	S2	To support Fareham SDA		uncosted						Green infrastructure project, being costed
Joint commissioning of Habitats Regulations Assessment Framework (Appropriate Assessment) for LDDs in South Hampshire	Hampshire CC	Joint commissioning of Habitats Regulations Assessment Framework (Appropriate Assessment) for PUSH area. Joint approach seeks to achieve economies of scale by undertaking the work jointly across all the South Hampshire authorities.	all projects	South Hampshire abuts several major European designated sites so an Appropriate Assessment is a precursor for the development of housing sites		£70k	£35k	£35k			£70k	
Ecological studies	Southampton CC/Natural England/Environment Agency	City developments close to ecologically sensitive Southampton Water and Itchen. Study looks at cumulative ecological effects	S13, S16, S17, M11, M12	contributes to key waterside developments (Royal Pier)	2008-09	£50-70k	£50-70k				£50-70k	
V URBAN FABRIC PROPOSALS												
Southsea Public Realm	Portsmouth CC	Improvements to Southsea town centre retail areas			2007-2009	Up to £750k						Scope under preparation
Estates renewal strategy	Southampton CC	Comprehensive strategy to reshape stock of 18,000 homes in phases. Phase 1 is redevelopment of 5 local shopping centres to enable provision of residential units.	S14	pathfinder scheme unlocking 800 new homes for major city redevelopment proposals. Potential for 4,000 new homes		£5-9m for phase 1		£2m	£2m	£2m	overall £95m project	phase 1 feasibility commenced. Decant issues. Masterplanning required

Project	Authority	Nature of Project & Objectives	Related Scheme (no)	Priority	Time-scale	Overall Estimated Cost	Bid Amount 07/08	Bid Amount 08/09	Bid Amount 09/10	Bid Amount 10/11	Total Bid Amount	Status
Portsmouth City Centre – environmental improvements	Portsmouth CC	Substantial upgrade to the pedestrian/retail environment in Portsmouth City centre to support the existing centre during construction and following completion of the Northern Quarter Redevelopment	M1, M2 and supports all Portsmouth projects	The health of the City Centre is essential for the overall success of the City's economy hence PUSH strategy. The Northern Quarter will bring £450m investment to Portsmouth City Centre	Project underway, construction of new pedestrianised area to start in 2008. Project complete in 2010.	£9m			£0.75m		£0.75m	Landscape design Stage D complete. Stage E complete by September. Phases 1-3 of the highway works complete. Phase 4 will take place in early 2008 and phase 5 in parallel with phase 1 of the landscape design construction
Leigh Park Urban Design Framework - Environmental Improvements to public realm of shopping centre	Havant BC	A major project to rationalise and improve the shopping centre via an urban design framework. The centre needs significant improvements in the public realm	S12		2007-2009	£1m						Scope to be defined
Totton town centre improvement	New Forest DC	Totton ranked lowest in HCC town centres qualitative assessment out of 50. Serves new development of over 4,000 homes	M26, M27, M29	Improved public realm, additional neighbourhood retail, freeing up development land. Facilitates new housing and economic development	2008-12	£3.6-4.0m phased 2008-12					£3.6m	town centre urban design masterplan completed
Park Road Public Realm	Havant BC	Several phases of a larger strategic project aimed at delivering the refurbishment of Park Road in Havant town centre. Phase 1 worth £1.4m being carried out in 2007/8 with NGP funds and developer contributions. Phase 2 currently unfunded.	M31, M32	Havant town centre is a key gateway to the Borough and a focus for services, employment and retail as well as being an important transport interchange.	2007-2008	£2,138k	£400k	£745k			£1,145k	Stage 1 Underway with NGP funding in 2007/8

Project	Authority	Nature of Project & Objectives	Related Scheme (no)	Priority	Time-scale	Overall Estimated Cost	Bid Amount 07/08	Bid Amount 08/09	Bid Amount 09/10	Bid Amount 10/11	Total Bid Amount	Status
Haslar Hospital	Gosport BC	Study to consider future use of hospital and site for community use		To bring key site into reuse following MOD hospital closure	2009 onwards	£200k			£200k		£200k	
Gosport Public Realm	Gosport BC	Improvements to the town centre shopping area and bus interchange	M23, M32	potential to free up prime development land			£300k				£300k	
Lordshill Community Hub	Southampton CC/PCT/Sainsbury/Church	The Community Hub is part of the Lordshill estate bringing together public, voluntary and private sector providers. Existing buildings will be replaced and new retailing, community and residential units provided by rationalisation of land uses.	S6, S7, S14 and see Lordshill Country Park above	Provides up to 300 new homes. Improvements to district centre will also serve major development area in adjoining Test Valley	2010-2011	£12m			£2m		£2m	Stakeholder Group has been set up primarily to develop the Community Hub design, contents and management as district centre. Four landowners involved
Intermediate Housing Market Project	Havant BC	Project to facilitate uptake and provision of intermediate housing / equity share			2007-2009							Scope to be defined
VI PASSENGER TRANSPORT AND INTERCHANGE INITIATIVES (POTENTIAL CIF BIDS)												
Gosport Ferry Pontoon	Gosport BC / Hampshire CC / Portsmouth CC	Replacement pontoon for Gosport Ferry on Gosport Side. Closure of the pontoon would mean suspension of the ferry link as there is no viable alternative. Effect would be around 2.6 million passengers annually, most commuters diverted onto road network with serious congestion problems and environmental impacts.	general Gosport		2008-2009	£3m						Design well advanced
Bus-based rapid transit	Portsmouth CC/TfSH	to link Port Solent and Tipner redevelopments with City centre	S9, S10	essential to link new developments with city by public transport, as part of traffic management measure. A phase in wider network to link with Fareham SDA	2008 onwards	£0.5m for study and costing					£0.5m for study	initial study required

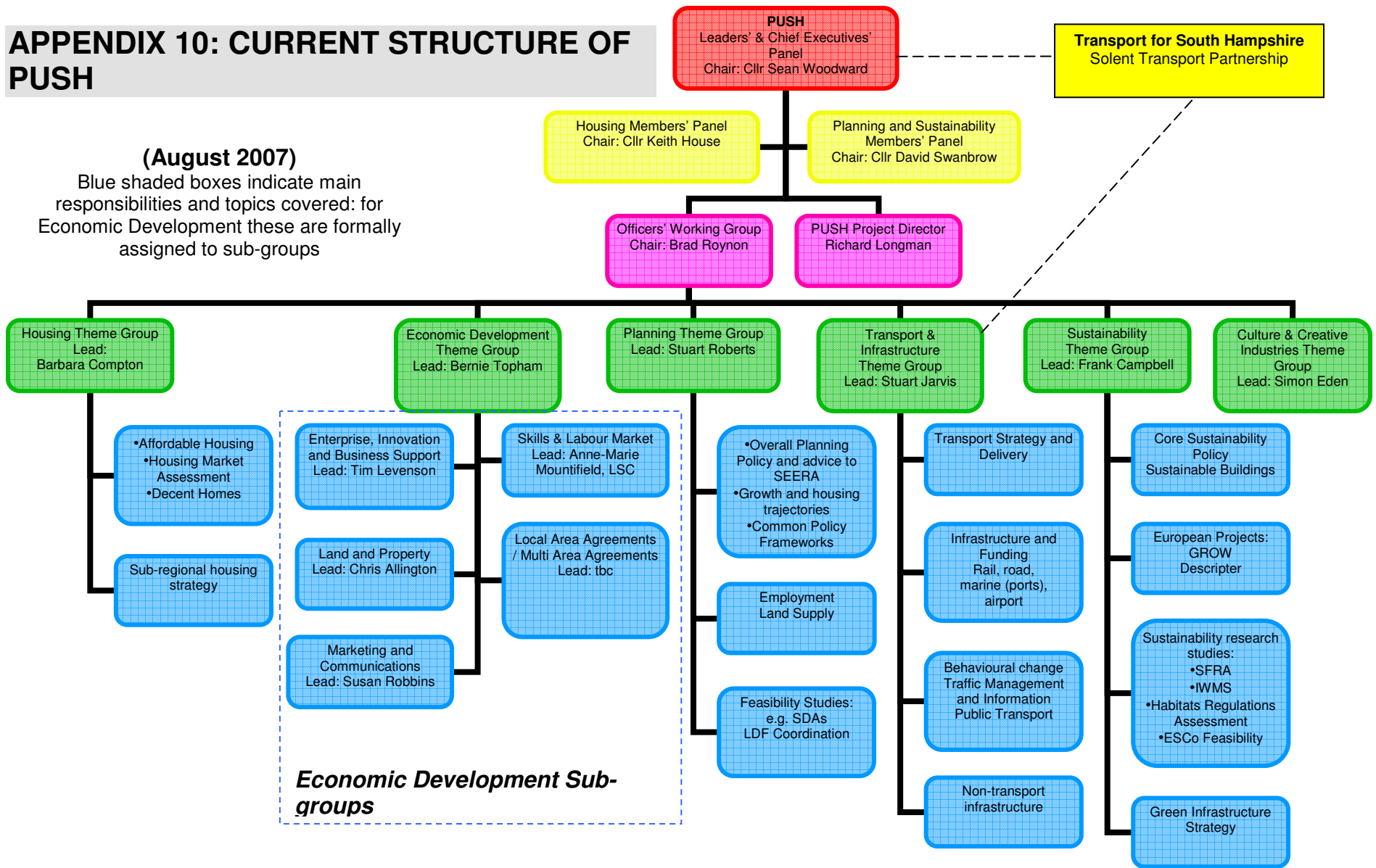
Project	Authority	Nature of Project & Objectives	Related Scheme (no)	Priority	Time-scale	Overall Estimated Cost	Bid Amount 07/08	Bid Amount 08/09	Bid Amount 09/10	Bid Amount 10/11	Total Bid Amount	Status
Romsey bus station/priority bus route	TVBC/HCC	expand Romsey bus station and replan bus services to serve new developments in southern Test Valley and enhance links to Southampton and Eastleigh	S6, S7	supports major developments - links to town centre, employment areas and Eastleigh / Southampton	2009-2014	£200k for feasibility and planning			£100k for feasibility	£100k	£200k	full scheme uncosted
Romsey commuter rail and station improvements	TVBC/EBC/SCC	upgrade Romsey station for commuter services to Southampton, Eastleigh (SHSEZ), Portsmouth	S6, S7, SHSEZ	essential to reduce pressures on M27 junctions 3/5. Sustainable transport	2010-2014	total cost est at £0.75m			£150k for feasibility study		£0.75m but look for Network Rail and developer contribution	
Southampton Gateway Central station	Southampton CC	Plan extensive city redevelopment, including of Central Station	M9	Major gateway site and important to sustainable travel	2010-11	£150k				£150k	£150k	would require extensive planning/masterplanning before implementation. To sustain housing delivery long term
Public Transport Improvements at Dunsbury Hill farm and Leigh park	Havant BC	To provide a bus link across Dunsbury Hill Farm proposed business park and secure appropriate junction improvements for routing through to Leigh Park shopping centre and beyond	S12, M33		2007-2009							Scope to be defined
Station Square bus/rail interchange	Portsmouth CC	New bus/rail interchange at rail gateway to the City	M1	frees up land for redevelopment		£5m					£5m	SPD in place
Transport interchange at Fareham Station	Fareham BC/HCC	Creation of a bus/rail interchange	M21	will serve new SDA and existing population. Traffic management measure	2008-10	appx £0.5m					£0.5m	

Project	Authority	Nature of Project & Objectives	Related Scheme (no)	Priority	Time-scale	Overall Estimated Cost	Bid Amount 07/08	Bid Amount 08/09	Bid Amount 09/10	Bid Amount 10/11	Total Bid Amount	Status
Park and Ride strategy	all sub-region authorities	refine and plan implementation of P&R	all projects			£250k					£250k	
Rapid bus transit	Gosport BC/TfSH	utilising safeguarded route to create busway	M23, M24, M25	important to traffic management of A32 and economy of area		??						
Borough Cycling Strategy and network	Havant BC	To develop and implement the Borough's Cycling Strategy and network of primary feeder and leisure routes	general Havant	A key priority within the Borough to promote and facilitate safer and more sustainable patterns of travel to work, education and leisure, particularly for the young.	2007 – 2011	£1m+						Cycling Strategy has been developed as part of the Solent Transportation Strategy and included in the adopted Local Plan Sept. 2005

APPENDIX 10: CURRENT STRUCTURE OF PUSH

(August 2007)

Blue shaded boxes indicate main responsibilities and topics covered: for Economic Development these are formally assigned to sub-groups



APPENDIX 11: FUNCTIONS DELEGATED BY THE PARTIES TO THE PUSH JOINT COMMITTEE

NB This is an extract from the draft Joint Agreement to be ratified by all PUSH authorities.

Table 1 sets out the functions delegated to the PUSH Joint Committee.

In exercising delegated functions, the Joint Committee operates according to certain key principles.

- *A commitment to partnership and joint working*

Successful delivery of the South Hampshire Sub-Regional Strategy depends upon effective and wholehearted collaboration between member authorities at both political and officer levels, and genuine partnership working with other sectors and agencies with an interest.

- *Subsidiarity*

Matters that are best done at individual local authority level should continue to be performed at that level. Conversely, matters that would more effectively be dealt with at a sub-regional level, or that may have impacts or require a response on a cross-boundary basis, should be led by PUSH.

- *Geographical limitations*

PUSH would have no jurisdiction or responsibilities outside of its boundaries, unless expressly agreed between PUSH and the relevant local authority or statutory agency.

- *Functional limitations*

PUSH will only do the things that authorities collectively agree that it should do. This needs to be applied flexibility to allow for innovation responsiveness and maximising opportunities.

- *Collective Responsibility*

The member authorities will be collectively responsible and mutually accountable for delivering PUSH's objectives, strategy and activities.

The business plan sets out the range of matters on which the Joint Committee has delegated authority to act and make decisions. These matters are ones that have cross-boundary implications, rather than affecting one authority alone. The Joint Committee has all necessary delegated functions to implement the approved business plan. Individual authorities retain the power to determine local issues affecting their area alone, as these would not be included in the approved business plan.

TABLE 1	
<i>Generic Functions</i>	
Business Planning and Partnership Development	<ul style="list-style-type: none"> • Development, performance management, monitoring and evaluation of the PUSH business plan and its implementation • Ongoing monitoring of key indicators • Development, design and negotiation of longer-term delivery arrangements for the South Hampshire sub-regional strategy. • Engagement of other sectors and partners at the strategic level to support delivery of the business plan and PUSH strategy
Information, studies and analysis	<ul style="list-style-type: none"> • Commissioning (through individual lead authorities) studies, consultancy work, research and analysis to support strategy development and implementation • Providing public access to information about the sub-region
External Relations & Communications	<ul style="list-style-type: none"> • Being the voice and champion for South Hampshire in dealings with Government, other National or Regional bodies and Agencies and networks (e.g. South-East Diamonds for Investment and Growth) • Preparing responses to national and regional policy initiatives on behalf of the sub-region • Promoting public understanding and involvement in sub-regional issues, and of the work of PUSH and its partners through broadcast, internet and print media
Knowledge Transfer	<ul style="list-style-type: none"> • Promoting and facilitating training and best practice / knowledge transfer for officers, members and other sectors on matters relating to PUSH's work programme
Promoting delivery of infrastructure	<ul style="list-style-type: none"> • Analysis of infrastructure needs and support in negotiating delivery and financing options • Monitoring delivery of infrastructure

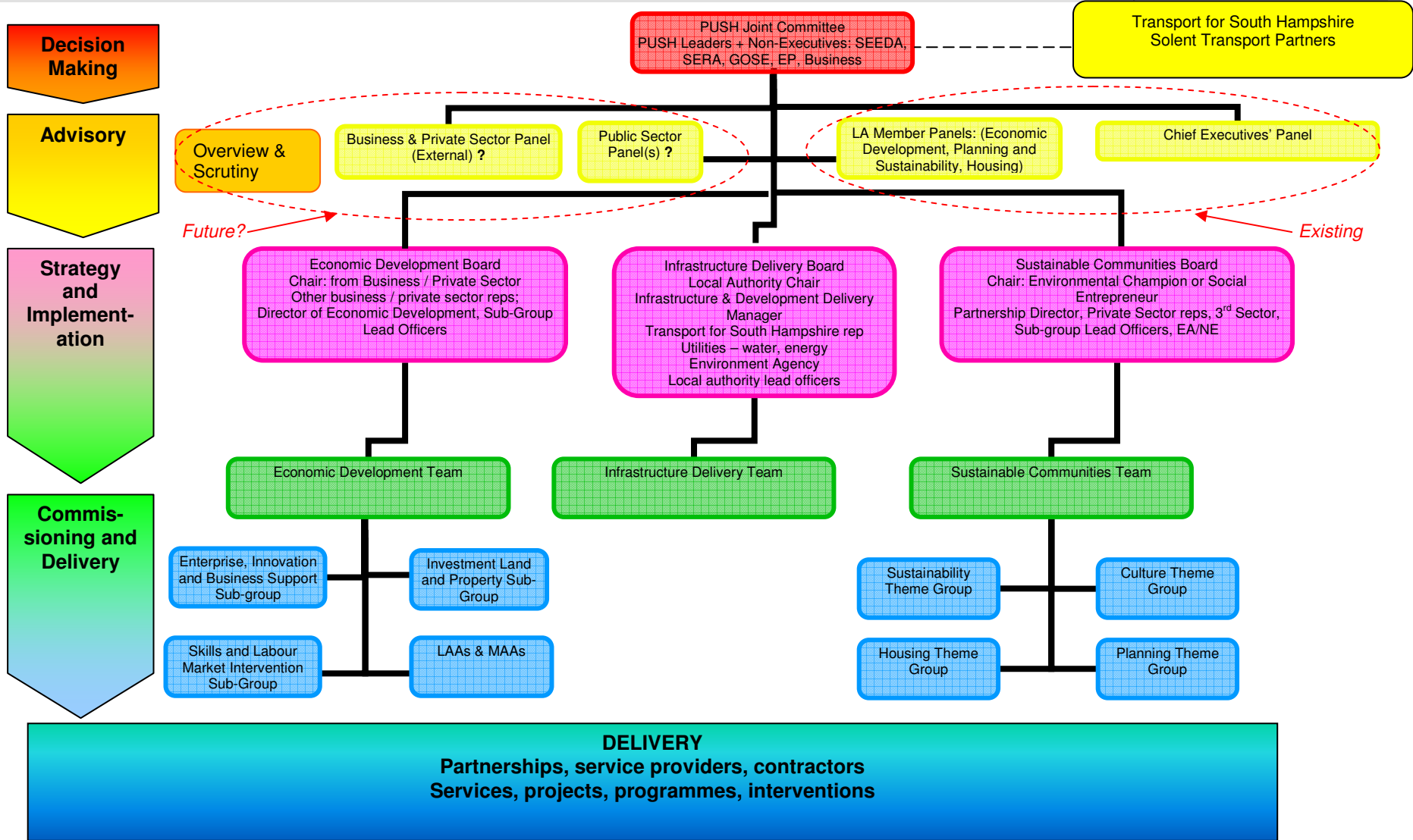
TABLE 1

	<ul style="list-style-type: none"> • Development of policy approaches and priorities for implementation of sub-regionally important infrastructure
External Funding	<ul style="list-style-type: none"> • Commissioning, coordinating and administration of external funding bids and negotiations relating to sub-regional projects or programmes (e.g. New Growth Point project funding, EU funding on cross-boundary schemes, funding delegated or allocated from National or Regional Agencies) • Coordinating inward investment into the sub-region and promoting inward investment opportunities
<i>Thematic Functions</i>	
Economic Development	<p>Economic stewardship and development activity benefiting the PUSH sub-region, in particular:</p> <ul style="list-style-type: none"> • Strategy development relating to strategically important employment sites having a cross-boundary impact • Promoting key sub-regional sites to avoid negative competition between authorities • Ensuring effective programme management of strategically important economic development and regeneration schemes • Facilitating support and capacity-building to individual authorities on smaller economic development schemes • Working with other agencies operating at sub-regional level on a range of topics • Preparation of reports to inform monitoring, policy development and business planning
Housing	<ul style="list-style-type: none"> • Development of consistent policy approaches, e.g. on Affordable Housing • Collaboration on relevant studies e.g. Housing Market Assessments • Collaboration on nomination rights to social housing on strategically important development sites • Development of a sub-regional housing strategy • Leading engagement with Housing Corporation/English Partnerships/Communities England on sub-regional strategic and resource allocation issues
Planning	<ul style="list-style-type: none"> • Advising the Regional Planning Body and Government on the Regional Spatial Strategy and national planning policies impacting upon the sub-region • Advising on local delivery frameworks (LDFs) and encouraging shared working where appropriate • Preparation of consistent policy approaches (e.g. affordable housing as above, consultation, sustainability) and consistent approaches to supplementary planning guidance (e.g. urban design)

TABLE 1

	<ul style="list-style-type: none">• Assisting and encouraging shared working on the Appropriate Assessment of LDFs• Advising and supporting master-planning, development briefs and local development documents relating to strategically important sites promoting consistency of approach in the PUSH context• Automatic consultee on planning policies, proposals and applications relating to strategically important sites• Supporting development of consistent approaches to s.106 negotiations and the utilisation of developer contributions, particularly in relation to strategically important sites
Sustainability	<ul style="list-style-type: none">• Development of sub-regional strategies, consistent policy approaches, guidance and standards• Collaboration on sub-regional projects, e.g. ESCo• Capacity-building on sustainability issues• Promoting sustainable waste management solutions across the sub-region
Culture	<ul style="list-style-type: none">• Developing policy approaches and parameters for enhancing the cultural assets of the sub-region• Working with National and Regional Agencies to promote cultural opportunity across South Hampshire

APPENDIX 12: POSSIBLE FUTURE PUSH GOVERNANCE ARRANGEMENTS, 2008/9



APPENDIX 13: PUSH FUTURE

RESOURCE CAPACITY:

SUGGESTED MAIN FUNCTIONS

Partnership and Sustainable Communities Director

Activities and responsibilities include:

- Overall policy and strategy development
- Liaison and stakeholder management with public service delivery agencies
- MAA (with Director of Economic Development)
- Green infrastructure and environmental programmes
- Culture and creative industries

Director of Economic Development

Activities and responsibilities include support, expert advice, project management/coordination of:

- Strategic economic development policy, strategy and delivery
- MAA (with Partnership Director)
- Key Partner activities
- Management of Devolved Funding
- Project and programme appraisal and management
- Business engagement and stakeholder management

Infrastructure and Development Programme Manager

Activities and responsibilities include support, expert advice, project management/coordination of:

- Masterplanning
- Urban design quality
- Infrastructure development and delivery
- Liaison with utilities sector
- Strategic sites delivery – Employment Sites, Strategic Development Areas and Major Housing Schemes, including 'bedded out' teams working at district level
- Legal agreements, contractual negotiations, strategic developer contributions

Secretariat and Support Services

Activities and responsibilities include:

- Finance: Accountable Body Function
- Legal: Monitoring Officer Function
- Democratic Service Function for JC and O&S
- External Relations: communications, marketing, events, website management
- Monitoring and information

Transport for South Hampshire

Activities and responsibilities include:

- Delivery of PUSH strategic transport objectives
- Delivery mechanisms for TfSH Business Plan
- Stakeholder engagement and partnership management