



PROGRAMME OF DEVELOPMENT 2008



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1 PUSH'S VISION AND DELIVERY

The Partnership for Urban South Hampshire is comprised of eleven local authorities¹ that have come together to promote economic success supported by investment in additional housing and infrastructure. Our vision is set out in detail in our business plan², together with the outcomes we are seeking, our priorities, use of resources and detailed work programmes.

PUSH's vision

Over the next 20 years, South Hampshire will become known as an area offering:

- sustainable prosperity and a high quality of life for residents;
- a location of choice for growing businesses;
- a major centre of excellence in innovation and technology enabling smarter and more sustainable growth; and
- a place where the benefits of growth are shared by all sectors and communities.

This brighter future will be based on raising the performance of our economy.

PUSH's headline objectives are summarised as:

- promoting economic success by seeking to create a diverse economy where business, enterprise and individuals can flourish, underpinned by modern skills;
- providing the homes we need in sustainable communities;
- building more cohesive communities and reducing inequalities;
- investing in infrastructure and sustainability;
- promoting a better quality of life by safeguarding our environment and investing in our urban areas.

PUSH works with partners across the sub-region who are party to the *South Hampshire Agreement*, a Multi-Area Agreement (MAA) signed by PUSH and Government on 14 July 2008, that sets out a series of expected outcomes linked to freedoms and flexibilities for participating organisations³. Details of the MAA are in a separate document available in full and in summary on the PUSH website.

¹ The authorities are Portsmouth and Southampton unitary authorities; Eastleigh, Fareham, Gosport, Havant and Test Valley borough councils; East Hampshire and New Forest district councils, Winchester City council and Hampshire County Council. Only part of the areas of Test Valley, East Hampshire, New Forest, Winchester and the County are in the PUSH sub-region

² available on the PUSH website www.push.gov.uk

³ Partners are the eleven local authorities above, Transport for South Hampshire, Job Centre Plus, SEEDA, Learning and Skills Council and Business Links

This Programme of Development updates a similar document submitted to CLG⁴ last year. For each PUSH theme, it summarises progress and key achievements since last year; describes the allocations of Growth Fund resources to projects in 2008-09; proposes a *preferred* programme of expenditure in the next two financial years if resources permit; and sets out *new projects* for which bids for additional resources from the Growth Fund have been made. It is not a comprehensive account of the work of PUSH, to which reference should be made to the business plan and MAA.

The economic rationale for growth

Since the mid 1980's, South Hampshire's economic growth rate has been below that of the South East region. Strengthening the economy of the sub-region to match the rest of the South East by 2026 is PUSH's principal objective. The economic aspirations can be summarised as follows

	2006-2011	2011-2016	2016-2021	2021-2026
GVA growth	2.75%	3.0%	3.25%	3.5%
Productivity	2.0%	2.4%	2.6%	2.7%
Employment	+18,000	+14,000	+13,000	+14,000

In order for South Hampshire to close the gap on the South East, the sub-region needs to out-perform the region as a whole. To do this, we have adopted a separate economic strategy (see section 3) of which the *South Hampshire Agreement* (the MAA) is an essential part.

The need to improve the economic performance of the sub-region provides the rationale for the South Hampshire growth point. We need to invest in our people, their skills, in new premises, in housing and in infrastructure. Research undertaken for PUSH by DTZ concluded that in order to deliver higher levels of GVA per employee, the sub-region would need to provide around 80,000 additional homes over the period 2001-26. That level of provision has been accepted in the South East Plan.

Development proposals

Much of the economic and residential growth across the sub-region will come from improvement of existing facilities and re-use of previously developed land, reflecting our intention not only to conserve our countryside but to focus activity on Portsmouth and Southampton, which are the dual engines for growth in South Hampshire. Both cities are, however, geographically constrained – not least by their status as major ports – and development has, of necessity, to be accommodated on new sites. PUSH therefore proposes to develop two new settlements: near Fareham and in the vicinity of Hedge End (the two Strategic Development Areas or SDAs); and major urban extensions such as Whiteley, Waterlooville and in southern Test Valley. Progress is also being made on creating a major new economic hub, the South Hampshire Strategic Employment Zones (SHSEZ) largely on under-used railway land at Eastleigh. Together these form a package of strategic developments for the sub-region.

⁴ Department for Communities and Local Government

Quality and Balance

PUSH believes in creating a balanced package of economic growth, additional homes, supporting infrastructure and an improved environment, which together provide the ingredients for a better quality of life. South Hampshire has problems in relation to the age and quality of its infrastructure and we know that without investment, additional homes and businesses will overload existing capacity. For that reason, PUSH has always made growth conditional on the required investment.

In terms of housing, there are areas of deprivation, especially in Gosport, Havant, Portsmouth and Southampton, that require regeneration (and initiatives are described in this *Programme*) and the sub-region has a number of sprawling housing estates with only a poor level of service provision. We are developing complementary programmes that address physical, economic and social regeneration, to ensure a sustainable improvement to our communities that currently experience a poorer quality of life and make less of a contribution to our overall economic achievements.

Where we create new communities, our aim is to make them sustainable and, by using master planning, deliver good design and layout. We should like to add character and a sub-regional distinctiveness. Although the new communities are largely described in this *Programme of Development* in terms of residential numbers, they are conceived as mixed developments with jobs, retail and community provision and sustainable transport.

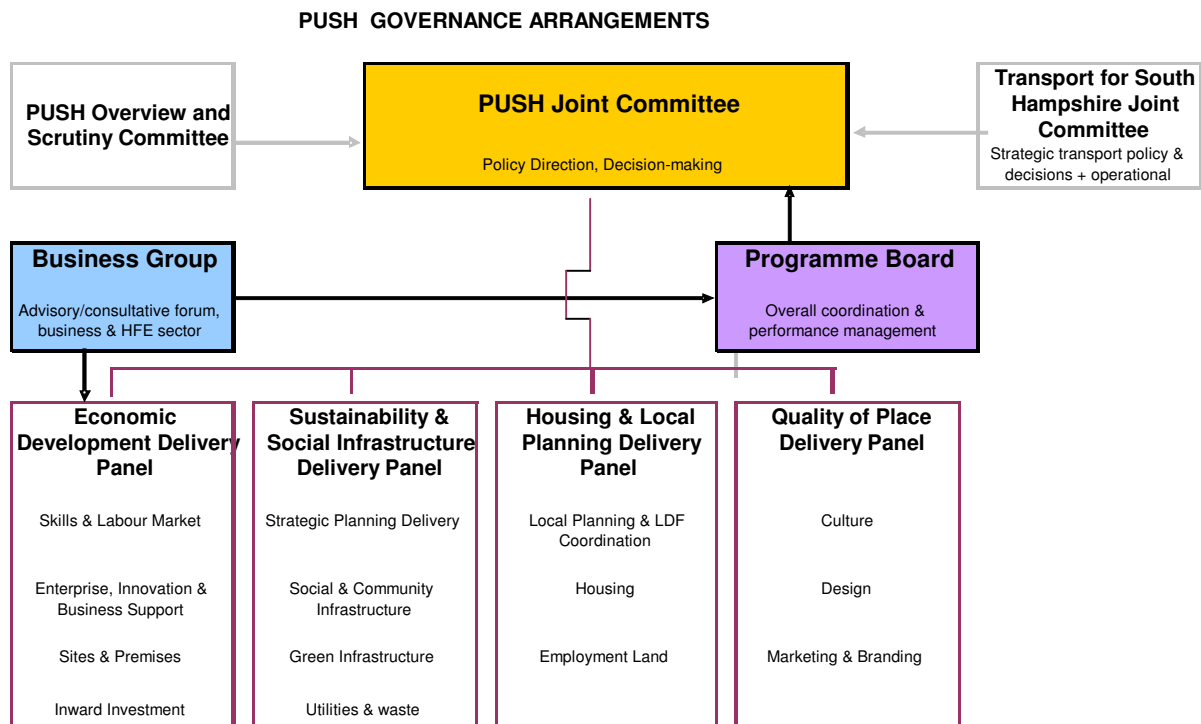
The new communities are intended to support, and link with, Southampton and Portsmouth. The strategic developments will therefore require new or improved access to the transport network: investment in public transport, either bus or commuter rail, will be essential.

The sub-region has important environmental, heritage and cultural assets that need to become more accessible to local people. Because of our long coastline, PUSH is acutely aware of climate change and the need to develop sustainably, conserve water supplies and develop renewable sources of energy. This is the challenge that PUSH is seeking to address in its comprehensive programme for the future of South Hampshire.

Structure and Governance

The PUSH governance structure is headed by a Joint Committee of elected Members of the participating PUSH local authorities, supported by a senior officers' Programme Board. The work is organised into four themes each coordinated by a Delivery Panel: a fifth theme, transport, is dealt with by a sister organisation, Transport for South Hampshire (TfSH), which is a partnership between the County and the two city unitary authorities.

PUSH also works with its partners in the *South Hampshire Agreement* (the MAA), to deliver its key objectives. As part of the MAA, a formal Memorandum of Understanding has been signed with the Department for Transport and the Highways Agency to act as a framework in which the parties will operate and develop their approaches to transport in South Hampshire.



Delivery structure

A revised governance structure and the MAA and associated agreements have been put in place since submission of the *2007 Programme*. PUSH has also appointed a new Managing Director: a Director of Economic Development will shortly take up post.

PUSH works on a subsidiarity principle in that delivery on the ground is the responsibility of one or more of the member local authorities or a PUSH partner organisation. Our small core team is therefore concerned principally with coordinating delivery with the full range of partners, focusing on sub-regional issues and coordinating the *South Hampshire Agreement*. The strategic role of PUSH is set out in more detail in the business plan.

PUSH has close working relationships with a range of partners: those who work with us in implementing the *South Hampshire Agreement*; Government agencies such as the Environment Agency, SEEDA and English Partnerships; the regional assembly, SEERA; the utilities, especially the water and power companies; and the wider private sector – businesses, developers and land owners. The concept of PUSH is of endeavour by a wide range of organisations who, by sharing common objectives, can deliver a better future for our sub-region.

3 ECONOMIC DEVELOPMENT STRATEGY

Baseline research in respect of the South Hampshire economy was carried out in 2005-06 by DTZ and presented in their report *Economic Drivers and Growth, Combined Report (January 2007)*. This document together with other research undertaken by PUSH and partner organisations, has provided the background for the Economic Development Strategy adopted by PUSH's Joint Committee on 16 September 2008.

Progress

The Strategy addresses four main themes:

- skills and the labour market, which is especially about raising the numbers of people achieving NVQ levels 2,3 and 4+;
- enterprise, innovation and business support. This theme is about developing the knowledge driven economy, identifying key growth sectors and getting a better understanding of their business needs, and targeting support tailored to their needs;
- business retention and inward investment. Despite having two international ports and an airport, South Hampshire has been relatively unsuccessful in attracting and retaining inward investment;
- sites and premises. PUSH aims to deliver around 100,000 m² a year of additional industrial and commercial floorspace, on average, over the period to 2026. A key initiative is the creation of a new South Hampshire Strategic Employment Zone (SHSEZ) on redundant and underused land at Eastleigh, close to Southampton airport and with connections to the two international ports.

The Strategy sets out 21 priority actions necessary to the delivery of desired outcomes, together with a delivery plan against each of the actions, and identifies the lead body and resources required against each. PUSH has successfully engaged with key partner agencies such as SEEDA, Business Link, Jobcentre Plus and the Learning and Skills Council who are now taking the lead role on a number of the actions alongside the local authorities. Whilst the majority of these plans are complete a few can only be finalised as other work by PUSH or partner organisations is completed.

The main recommendations and 21 action points from the Economic Development Strategy are incorporated into the PUSH Business Plan approved in March 2008. The Economic Development Strategy has been updated since that time to reflect the negotiations associated with the *South Hampshire Agreement* (the MAA) and a draft "*Skills for Employability and Growth*" strategy.

Resourcing and bids

It is anticipated that the first three of the four themes in the Strategy will largely be addressed by the mainstream funding of the relevant agencies. This will be achieved by better alignment of their programmes and by virtue of the freedoms and flexibilities granted to them under the MAA to focus on sub-regional needs and priorities, together with seeking additional funding. Progress in implementing this part of the strategy will be monitored

mainly through the *South Hampshire Agreement* which sets specific actions and targets. Achievement of some of the targets may be affected by the current economic climate.

The final theme – acquisition of premises – has been supported from the PUSH Growth Fund allocation. PUSH is in the process of acquiring two sites to secure the main access route into the SHSEZ site. We propose to use Growth Funding in 2009-10 to secure another key part of the access and we are bidding to acquire at least one further land holding which is a key parcel adjacent to the River Itchen, regarded by the Environment Agency as of particular significance both in environmental terms and for flood management purposes and as a part of the PUSH green infrastructure strategy.

PUSH is also bidding for £100,000 of revenue from the Growth Fund to support employment and skills training initiatives under the MAA. Most of the costs of these will be met by signatories to the *South Hampshire Agreement* but additional resource is necessary to establish a public-private Employment and Skills Board and to develop its role in setting the strategic framework for employment and skills delivery. A Business Group will meet for the first time in October 2008 as part of the Strategy.

Exceptional bid

PUSH will be bidding on a contingent basis for funding for a possible acquisition of land in SHSEZ. The proposed acquisition is subject to commercial negotiation and details will be provided to CLG separately.

Confidentiality

Each of the land acquisitions is subject to ongoing negotiation and the figures in relation to all of them are commercial in confidence and not appropriate to include in a publicly available document. The figures and, if necessary, site details, will be provided to CLG separately.

<i>Economic development theme</i>	2008-09 Growth Fund allocation	Proposed Growth Fund allocation 2009-10/ 2010-11	Expected outputs	Commentary
SHSEZ land assembly	figures to be provided separately to CLG		Land purchase to secure main access route to SHSEZ	See text
Environmental and technical studies	£0.062m			Preparatory work for SHSEZ
SHSEZ project manager	£0.040m	£0.09/0.09m capital	Assisting delivery of SHSEZ	The Joint Committee has agreed recruitment of this post in 2008

BIDS		Proposed Growth Fund allocation 2009-10/ 2010-11	Expected outputs	Commentary
SHSEZ land assembly: environmental parcel		figures to be provided separately to CLG	Land purchase for environmental mitigation	See text
Support to delivery of MAA initiatives		£0.1/0.1m revenue	Employment and skills training, business support	Partners are seeking additional funding to establish the Employment and Skills Board and develop its role in setting the strategic framework for employment and skills delivery. Critical to the MAA, to multi-agency working and to delivery of employment and skills targets

EXCEPTIONAL BID		Proposed Growth Fund allocation 2009-10/ 2010-11	Expected outputs	Commentary
SHSEZ land assembly		details to be provided separately to CLG	Land purchase for future development	See text

4 TRANSPORT INFRASTRUCTURE

Transport across the sub-region is the responsibility of Transport for South Hampshire (TfSH), a partnership between Portsmouth and Southampton City and Hampshire County Councils. TfSH has a published strategy to:

- *Reduce* the need to travel by, for example, good land use and travel planning;
- *Manage* the capacity of the network by encouraging use of public transport and technology to regulate traffic flow;
- *Invest* in the network, recognising the need to access new PUSH developments across South Hampshire; and
- *work in Partnership* with providers, businesses and transport users.

Progress

The challenges for transport in the sub-region are to:

- access new developments. Access studies are underway for the two SDAs at Fareham and N/NE of Hedge End, urban extensions and SHSEZ, all of which are likely to require new or improved junctions with the M27. Design work on junction 5 is now being undertaken in conjunction with the Highways Agency. PUSH has contributed capital and revenue resources to these projects;
- provide public transport improvements across the sub-region. A bus rapid transit (BRT) network is being designed to link Portsmouth, Fareham and Gosport town centres commencing with the £20m Gosport project. A CIF business case is now being worked up. The full network will need resourcing and will cost around £200m. PUSH has contributed to BRT preparation costs;
- implement soft demand management measures and better traffic control systems. PUSH/TfSH is bidding in this *Programme* for a new project to develop real time traffic information and travel planning and traffic management measures at junctions on the M27;
- develop improved rail transport. The challenge is to improve commuter rail services and create a direct linkage between Southampton and Portsmouth city centres. PUSH/TfSH believes an improved rail system could be a major driver for improved economic growth and sustainable transport in the sub-region.

TfSH has already agreed a Memorandum of Understanding in respect of cooperative working with the Highways Agency as part of the *South Hampshire Agreement*. TfSH will wish to extend the MAA to apply to public transport. In that context, we invite Government to encourage greater engagement with the rail industry in planning both passenger and goods movement within the sub-region.

Resourcing and bids

The preferred budget and bids each relate to one of the challenges for PUSH. In terms of access, PUSH's preferred budget includes access studies to the two SDAs at Fareham and

N/NE of Hedge End (together 16,000 homes) and to other strategic development sites. This work is essential to delivery in both the medium and longer terms. PUSH has provisionally allocated £3.225m over two years to undertake work to junction 5 of the M27 which is critical to access to the major employment zone, SHSEZ and which will also unlock housing potential in the south west of the sub-region. Junction 5 is already heavily congested in that it serves both Southampton and Eastleigh as well as Southampton airport. Failure to improve the junction could have repercussions on proposals for growth in this part of the sub-region. The project is expected to cost £7.7m and we have included a bid for a further £3m.

A second bid for a new project reflects the MOU between TfSH, the Highways Agency and DfT, and is about the need to manage the existing network more efficiently by providing real time information, travel planning, and an integrated approach to managing traffic at junctions along the M27. We are bidding for resource to work up the project.

As part of the challenge to improve public transport provision, PUSH is bidding to acquire a key site for a bus interchange, for which provision has been made in the South East Plan, that will link the Bus Rapid Transit project into the redevelopment of Fareham station and the West Street project, that has already had support from New Growth Point funding. The intention is to provide a public transport interchange serving the Fareham SDA in the longer term.

A bid is included to develop options for an enhanced public transport services in Havant intended to link the 13 ha Dunsbury Hill Farm strategic employment site currently allocated in the Local Plan, through Leigh Park to Waterlooville and Havant town centres. Leigh Park is a sprawling interwar estate with few services and social deprivation: proposals for regeneration involving 1000 additional homes are being drawn up. Action is required to reduce car usage and to link the residential area with employment opportunity. Early implementation is planned as part of the Dunsbury Hill and Leigh Park developments.

PUSH is also bidding for funding to improve commuter links between Romsey, Southampton and Eastleigh to provide a more sustainable option. The core strategy proposing around 2,300 new homes in two urban extensions at Romsey will go before an Examination in Public next year and these proposals will facilitate greater use of a direct rail link from Romsey to Eastleigh serving the new employment zone at SHSEZ. This would be gap funding in support of a larger financing package involving the private sector.

<i>Transport Infrastructure</i>	2008-09 Growth Fund allocation	Proposed Growth Fund allocation 2009-10/ 2010-11	Expected outputs	Commentary
Junction 5 M27	£0.1m capital	£3.225m capital 2009-11	Access to SHSEZ and unlock local housing potential	For design and commissioning works by TfSH to provide an improved junction to serve SHSEZ and Eastleigh town
Access to strategic sites	£0.7m capital	£0.6m capital	Access to the two SDAs	For technical work on access to the strategic

			(16,000 homes)	development sites
Transport studies	£0.285m revenue	£0.15/0.15m revenue	Related to enabling growth and redevelopment	Includes transport modelling required to establish traffic flows to the two SDAs; bus rapid transit

BIDS		Proposed Growth Fund allocation 2009-10/ 2010-11	Expected outputs	Commentary
Junction 5 M27		£3.0m capital 2009-11	Access to SHSEZ and unlock local housing potential, as above.	Secures construction of the junction improvements
Traffic management, information systems for Strategic Development Areas/SHSEZ		£0.3/0.3m capital	Traffic management measures relating directly to SDAs (16,000 homes)	Development work by TfSH on a new package of traffic reduction and demand management measures at M27 junctions. Full project cost £9m, to include signage, real time traffic information and travel planning. In line with MOU under South Hampshire Agreement. Would start to unlock capacity for strategic housing and economic development
Fareham transport interchange (Prague Junction)		£0.5/0.5m capital	Facilitates bus rapid transit link to Fareham SDA	TfSH bid for funding to acquire land as part of wider redevelopment of Fareham Station site. Bid will support a transport interchange serving Bus Rapid Transit linking Fareham retail centre to new SDA (10,000 homes)
Havant public transport route		£0.05/0.05m capital	Linking employment, new and existing homes	New route would link new 13 ha strategic employment site to deprived Leigh Park estate (scheduled for 1000 additional homes), to Havant and

				Waterlooville town centre. Has regeneration as well as sustainability benefits
Romsey and southern Test Valley sustainable transport		£0.15/0.15m capital	Sustainable commuter transport improvement	To link Romsey town and the proposed urban extension to Southampton employment centre and to utilise the rail link from Romsey to Eastleigh and SHSEZ employment zone

5 INFRASTRUCTURE AND SUSTAINABILITY

(i) Water supply and sewerage

Progress

Consultants (Atkins) are now finalising an Integrated Water Management Study undertaken as a partnership project,¹ to understand the implications of the proposed levels of growth on water supply, sewerage and the environment across the sub-region. Over 70 supply options have been considered and the conclusions are broadly:

- the proposed development of 80,000 additional dwellings is at the limit of what can be served from existing resources assuming current rates of water abstraction and treatment. The current rates of abstraction are not, however, sustainable in the longer term and will have to be reduced (for Southern Water) by 35% to achieve Habitats Directive requirements;
- there needs to be a consequent reduction in water consumption per individual in both the new and existing housing stock in order to reduce the need for new resources;
- new water resources need to be commissioned, including the proposed new Havant Thicket reservoir;
- the Environment Agency's Review of Consents under the Habitats Directive will have major implications for water supply as a result of the need to reduce abstraction from the River Itchen in particular.

Investment of between £165-220m in seven main initiatives will be required in order to provide sufficient water supply over the longer term. At present, the two water companies in the PUSH area, Southern and Portsmouth, are consulting on water management plans but, crucially, these do not address the major reductions in abstraction rates required for environmental protection.

The picture is similar in relation to sewerage. Improved discharge water quality will be required from all treatment plants and some increases in capacity will be required. These are thought to be technically possible but the cost of the works is not yet known.

Resourcing and bids

Current thinking is that the costs of improving capacity should be met by the water industry's investment strategies, now being considered by OFWAT, or by the Environment Agency.

PUSH has allocated Growth Fund resources to the Spice Island drainage project, a pilot being undertaken by Southern Water and Portsmouth City Council to prevent the sewerage system from being overwhelmed by seawater. The project directly relates to the future provision of housing in the city (up to 1000 homes) in that, unless an effective strategy is

¹ involving PUSH authorities, Portsmouth and Southern Water, the Environment Agency, Natural England the Hampshire and Isle of Wight Wildlife Trust

devised to deal with the storm overload, constraints will be placed on the redevelopment of central Portsmouth.

A bid is submitted for a further sewerage project in Portsmouth to consider the engineering feasibility of enhancing sewerage capacity to the major development sites at Tipner and Port Solent (3500 dwellings over the longer term) and to determine how to exclude highway drainage from the system. These projects, like Spice Island (which is the priority and which is principally about seawater ingress) are about providing capacity within the sewerage system to facilitate development.

(ii) Strategic flood risk

Progress

PUSH has undertaken a sub-regional strategic flood risk assessment and this is available as a web-based mapping tool to assist PUSH planning authorities in their preparation of LDF core strategies. In the light of the SFRA, a review of the spatial distribution of development is being undertaken with the Environment Agency. The current position is that the Agency is considering PUSH's evidence base.

The headline conclusions are that there will be insufficient land in flood zone 1 in Southampton and Portsmouth to accommodate all the proposed development. This affects around 11,000 proposed dwellings two cities which are proposed in flood zones 2 and 3. The evidence presented by PUSH is that there are sound reasons not to seek reallocation of the housing distribution elsewhere in South Hampshire. Focusing development in the two cities is essential to the PUSH strategy in order to secure economic growth and regeneration. It has been agreed with the Environment Agency that a policy protocol should be prepared to manage allocations and applications on a consistent basis to minimise flood risk and ensure that existing dwellings in these locations also have improved sea defences. This will be developed shortly.

Resourcing and bids

The expectation is that flood defences, where required, will be financed by a combination of developer contributions and the Environment Agency, with possible contributions from the Growth Fund. At this stage however, there are no costed proposals.

(iii) Energy

Progress

Consultants (Arup) have completed an energy study for the sub-region with a remit to provide for the proposed growth in the most sustainable way. PUSH will be objecting to proposed modifications of the South Hampshire environmental sustainability policy in the South East Plan that deletes our proposal to achieve higher levels of the Code for Sustainable Homes in advance of the Government timetable and a 100MW renewable energy generation target.

The consultants have provided a comprehensive review of the present position and an action plan for tackling climate change and moving towards a low carbon economy. A new £400m gas combined cycle generator is being built at Marchwood capable of producing 840MW of power. There are two waste-to-energy projects near Southampton and Portsmouth providing around 14MW each.

The consultants propose that either one, or a number of local energy companies should be established to deal with the generation and supply of energy to new developments. An advantage of this approach is to develop alternative sources of energy, including biomass.

Resourcing and bids

PUSH has earmarked Growth Fund resources in 2009-11 to work with Utilicom, an energy supply company (ESCO), to expand the Southampton Energy Project that already distributes energy in central Southampton to over 40 major businesses using ground source and CHP, which has saved over 12,000 tonnes of carbon. The project is internationally renowned, provides renewable energy, offers experience of working with an ESCO and has the potential to expand to provide heat to developments in Southampton city centre, including new housing.

PUSH wishes to start to implement the Arup recommendation to establish one or more energy companies to supply new residential and economic developments. These will each have significant design and set up costs and we are therefore bidding for revenue resource to the Growth Fund for resources to undertake this activity, estimated to cost around £100,000

(iv) Social infrastructure

Progress

A comprehensive submission was prepared in November 2006 as a submission to the Examination in Public of the South East Plan (*South Hampshire sub-region study background document: critical other-infrastructure requirements*) that set out the estimated additional infrastructure requirements of growth in the sub-region. Work is currently being undertaken to update that assessment by Hampshire County Council (reflecting all the growth areas in the county) and this is being informed for education by the County *School Places Plan 2008* that looks at school rolls and likely demands to 2026 by local planning authority area.

PUSH proposes to build what will effectively be two new towns at Fareham and near Hedge End, as well as major urban extensions. Establishing the full social infrastructure needs of PUSH's development programme is challenging and may only become clear once master planning for each development has been undertaken. Broadly, the position is:

- for some service providers, the impact of changing demographics and service standards is the major variable affecting their planning for new facilities. In education for example, the ageing population is creating surplus school places in some localities while new developments will create shortages elsewhere;
- police and health authorities (and others) work on a per capita basis and there is concern that once major urban extension and the SDAs start to place demands on these services, the population-based resource allocation formulae will lag behind the new requirements;
- there will be significant new requirements for community facilities such as leisure facilities and local halls.

As a guide, the *School Places Plan* considers that the proposed new SDA N/NE of Hedge End is likely to require 3 new primary schools and 1 secondary; the Fareham SDA is likely to

require 4 new primaries and 1 secondary. The Police Authority sees a need for additional facilities and proposes that it shares with other emergency services.

Resourcing and bids

The issue for PUSH is to ensure that infrastructure provision and new development run in tandem. It is possible that serious shortfalls in funding will become apparent as major development progresses. Sources of funding for social infrastructure will include the proposed Community Infrastructure Levy and mainstream funding but it is essential to the sub-region that Government's per capita funding should keep pace with development.

(v) South Hampshire Green Network

Progress

One of PUSH's key objectives is to improve access to its coastline and countryside in a way that complements proposed new development. In July 2008, consultants (TEP) completed a report *Towards a Green Infrastructure Strategy for South Hampshire*, which complemented an earlier report setting out the evidence base. PUSH is now converting this work to a strategy that will allow us to create a programme of investment in a South Hampshire Green Network. The aim is to develop the strategy at sub-regional level and ensure that the policies are reflected in LDFs. Working with relevant partners, we intend to strengthen recreational and learning opportunities as well as offer environmental protection to important habitats and introduce new habitats to encourage bio-diversity.

PUSH will be objecting to the proposed modifications to the South East Plan that would remove our policy of providing strategic gaps between settlements. The removal of this would undermine our policy of maintaining distinct settlement boundaries and creating green corridors between built-up areas.

Resourcing and bids

PUSH is bidding to acquire a stretch of land in SHSEZ alongside the River Itchen which has high environmental value and is important for flood protection (see section 3). That land will be used primarily for environmental mitigation measures but also to enhance the quality and attractiveness of the new employment area.

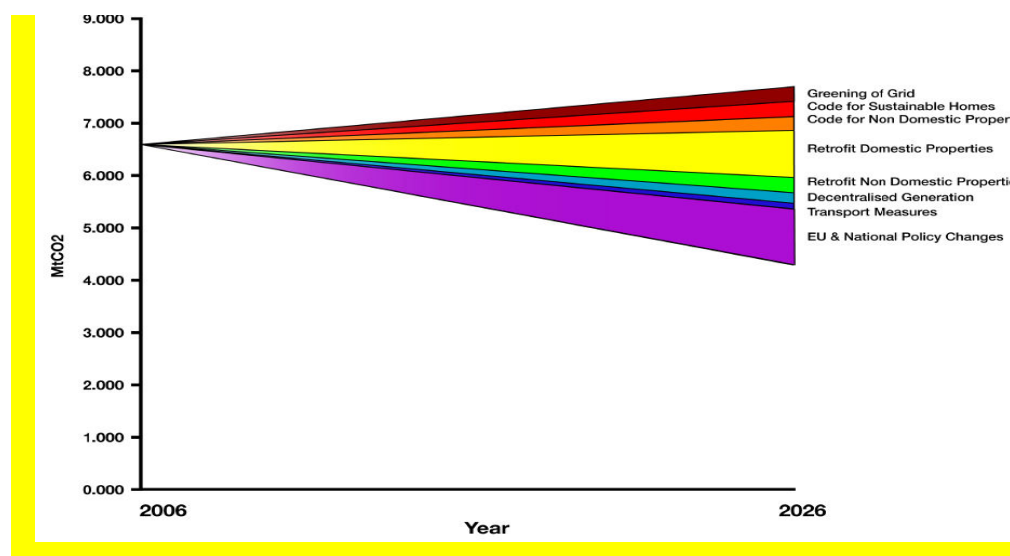
PUSH is bidding for Growth Fund revenue resources to develop projects for the Green Network and capital funding to acquire sites, open up access and create visitor facilities. A bid is submitted to create a new Lordswood Forest Park in an area bounded by the built up area of Southampton and new developments of 3900 dwellings proposed in southern Test Valley. It will bring together four existing tracts of woodland in private ownership, most of which is leased to the Forestry Commission, create new access and a visitor centre. The project is supported by the Forestry Commission, Natural England and the New Forest National Park Authority. The view of the statutory conservation agencies is that proposed residential development in Test Valley and in the New Forest District Council area is not acceptable without compensating provision of recreational land to help relieve over-use of the eastern edge of the New Forest.

(vi) Sustainability

Progress

PUSH is developing a Climate Change strategy that will be finalised by the end of the year. It uses the approach recommended by Arup, which is to look for a range of solutions – wedges (as illustrated below) - that cumulatively make an impact, including:

- sustainable transport solutions, seeking to reduce travel demand and increase use of public transport by, for example, investment in bus rapid transport;
- retrofitting existing properties and making them more energy and water efficient;
- investing in sources of renewable energy and creating innovative solutions.



Resourcing and bids

All new homes in the sub-region will be developed to at least to level 3 of the Code for Sustainable Homes but PUSH would like to move to a higher standard as soon as possible. Our experience is that housebuilders do not have the expertise to build to these higher standards and we propose to commit £200,000 in each of the next two years from the Growth Fund to a demonstration project to build homes to Code level 6. Discussions with a housebuilder are already well advanced.

PUSH would like to link sustainability with the employment and skills strategy. There is an opportunity to use the expertise in Southampton and Portsmouth Universities to design and commission new energy-generating technologies, especially tidal power. We have identified an opportunity in our economic strategy to create a specific focus in South Hampshire for environmental technology. We propose a small project to develop this policy for which PUSH would welcome funding. A bid is included below.

The tables below show projects proposed by PUSH and new project bids. The revenue bid has been aggregated into a single envelope because of the difficulty of accurately costing particular projects until they are tendered.

<i>Sustainability and Social Infrastructure</i>	2008-09 Growth Fund allocation	Proposed Growth Fund allocation 2009-10/2010-11	Expected outputs	Commentary
Spice Island drainage, Portsmouth	£0.1m capital	£0.3/£1.4m capital	Provides sewerage capacity for 500-1000 dwellings in Portsmouth	A pilot project to prevent seawater infiltration into a main sewer that can overload storm water drainage. Without remedial action, the system will not be able to accommodate housing growth in the City. The Committee has agreed funding for a feasibility study this year. Southern Water in partnership.
Carbon zero homes		£0.2/£0.2m capital	Construction of small housing development to level 6 of the Code for Sustainable Homes	Housing across PUSH is normally being developed to Code level 3 but environmental standards must rise if PUSH is to meet its sustainability objectives. Discussions are underway with developer to design and build Code 6 homes. Project will be ready to start 2009
Southampton local energy network		£0.4/£0m capital	Extension of the existing network of renewable energy	A project with Utilicom and Southampton City to extend the existing network within the city. Besides being innovative, the project helps with renewable energy targets.

BIDS		Proposed Growth Fund allocation 2009-10/2010-11	Expected outputs	Commentary
Lordswood Forest Park		£0.5/1.5m capital	Key project in S Hants Green Network. Directly relates to delivery of 3,900 new	Would create a new country park on the Southampton/Chandlers Ford urban margin to provide recreational/conservation use of 4 areas of woodland. Close to 3

			homes	strategic housing development sites. Strongly supported by Natural England/Forestry Commission concerned about pressures on New Forest National Park. Project feasibility being tested and some prep work required. Full project cost to be confirmed
Portsmouth sewerage project		£0.18/0m capital	Unlocking development potential for Portsmouth housing	Two companion projects to Spice Island, also supported by Southern Water: <ul style="list-style-type: none"> • engineering study to establish feasibility of a new connection from Western to Eastern Interceptor Sewers to serve Tipner/Port Solent redevelopment (3,600 homes) • to investigate separation of highways drainage from sewerage to increase capacity of sewers in central Portsmouth
Revenue contributions to projects		£0.15/0.15m revenue	Implementing delivery strategies	Includes: <ul style="list-style-type: none"> • planning the Green Network • planning and establishing energy companies • renewables and low water usage project

6 HOUSING AND PLANNING

Progress

The South East Plan commits the sub-region to the provision of 80,000 additional homes from 2006-26. PUSH housing authorities undertook a comprehensive Housing Needs Assessment in 2005-06 and a new sub-regional Strategy for 2007-11 *Homes for Growth* was published earlier this year. This has enabled a more unified approach to housing to be taken across the 10 housing authorities in the sub-region.

Homes for Growth: objectives

- support economic growth by increasing the supply of housing to deliver a balanced housing market including family and affordable homes;
- improve the condition and management, and make better use of the existing housing stock;
- drive long-term economic prosperity through the principles of sustainable development;
- meet the needs of everyone including homeless and vulnerable people.

On average, PUSH will be adding around 4,000 new dwellings to the stock each year: the emphasis is on creating and maintaining a **balanced** housing market and that requires delivery of a range of dwelling types and sizes, and tackling affordability. The PUSH target is that 30-40% of new homes should be affordable, of which 65% should be for rent. This target is subject to the ability to negotiate affordable units in a depressed housing market.

The new sub-regional housing strategy also covers progress towards meeting the Decent Homes standard by 2010 and making better use of the stock by, for example, improving choice and tackling empty homes. PUSH housing authorities are seeking to reduce the numbers in temporary accommodation by 50% by 2010 and increase the range of choices open to older people to maintain independent living.

Housing and planning delivery strategy

The PUSH housing delivery strategy was set out in the business plan and remains:

- in the short term, delivery through existing planning permissions and plan allocations, supplemented by windfall sites;
- in the longer term to 2016, to develop major greenfield urban extensions together with urban previously-developed sites and city regeneration projects;
- post 2016 and up to 2026, the two Strategic Development Areas at Fareham and N/NE of Hedge End will be delivering new homes. Urban renewal projects will continue to deliver additional homes.

PUSH is concerned with the delivery of **all** the proposed housing but has a specific role in relation to strategic developments that have sub-regional implications. Progress is monitored by the Housing and Planning Delivery Panel, which is supported by a Housing Group and a Planning Officers' Group that each coordinate detailed and professional matters. Planning delivery is monitored for PUSH by a unit at Hampshire County Council.

The delivery schedule for strategic developments, including the two SDAs at Fareham and N/NE of Hedge end (16,000 homes and other development) is shown in the matrix at annex B together with a trajectory. This does not adequately demonstrate the contribution from *clusters* of redevelopment sites in Portsmouth and Southampton (such as Southampton's City Centre North and South programmes, and Portsmouth's Somerstown) or from the two cities' housing stock renewal programmes. The phasing of delivery of these two groups is less predictable and therefore included in the delivery schedules as memorandum items.

The location of strategic residential and economic development sites in the sub-region are shown on the map at annex C.

In order to keep the programme on track, PUSH also monitors the progress of the planning process. All planning authorities in the sub-region are in the process of putting in place their core strategies and local development frameworks. This work is very much on the critical path if PUSH is to ensure continuity of new housing development and the chart at annex D shows the current position, including the timetable for producing Area Action Plans where required. The extent of this activity, fundamental to delivering PUSH's objectives, is putting the local planning authorities under strain and there is an urgent need for further revenue funding.

Health warnings

The trajectory and the schedule showing the phasing of housing delivery is subject to a number of uncertainties. The biggest of these is the state of the housing market (a further Housing Needs and Market Assessment is underway and it is envisaged that this work will now be undertaken annually to keep abreast with market developments). While local planning authorities in PUSH can process planning applications, there is some doubt about the ability of house builders to develop consented sites and market new housing. We therefore take a cautious view about the trajectory and whether or not Hampshire as a whole will be able to continue to exceed annual housing targets as it has in recent years.

Equally, developers are less willing to resource feasibility and master planning work for strategic developments and the costs are likely to transfer to the public sector (see section 7 on Risk). PUSH needs to buy in the expertise to undertake some of this work and needs to strengthen project management capacity. Our ability to do this at present is severely constrained at present by the lack of revenue resource with the potential consequence that, unless additional funding can be provided, preparatory work for the two SDAs and the urban extensions will slow down. PUSH will charge project costs to the capital account wherever possible but the long term nature of some of these projects precludes that possibility for significant tranches of expenditure.

The timetable for putting all LDFs in place has largely proved resilient but there are concerns about the volume of work required of local planning authorities and the amount of supporting evidence required as core strategies move towards public examination. The programme of putting core strategies and LDFs in place is largely funded by the Housing and Planning Delivery grant to local planning authorities.

Resourcing and bids

PUSH is using Growth Fund resources to:

- undertake necessary preparatory work for strategic residential and mixed use developments, including the two SDAs. This includes transport access studies;
- opening up access to the major brownfield land reclamation and regeneration project at Tipner;
- three estates renewal projects at Rowner in Gosport, Hinkler (a pilot project as part of establishing a Local Housing Company to promote wider renewal) in Southampton and Somerstown in Portsmouth.

Rowner is one of the most seriously deprived estates in the country and PUSH is providing the final piece of gap funding to secure the project, which is being delivered by the Rowner Regeneration Company, a consortium including a major housebuilder. The two city projects each represent a start on major programmes of renewal of the social housing stock that will provide a flow of additional brownfield residential units over the longer term.

PUSH has chosen to support these projects from the Growth Fund because they each have a strong social housing component, they are joint ventures (English Partnerships is involved in all three projects) and the package of funding is complete or largely in place. Delivery is therefore less likely to be affected by market conditions.

PUSH has also allocated Growth Funding for the current and (provisionally) future years for work on designing the access to the major brownfield Tipner site in Portsmouth. The Tipner contribution is important to unlocking the potential of the site in the longer term for housing and mixed development.

Two bids for additional capital resources are submitted to support two smaller projects delivering new homes:

- Drivers Wharf/Meridian site in Southampton which has been purchased for mixed residential development by a private developer. PUSH proposes to help fund improved access to the site in order that its full potential can be realised (650 rather than 250 dwellings). The project has a provisional place in the PUSH programme but is presently unfunded. The likelihood that it will proceed even in a depressed market;
- Strouden Court in Havant (the project is a redevelopment by Portsmouth City of its property) that will provide 66 new homes. The project is not market-dependent;

PUSH is bidding for £0.5/0.5m for additional revenue resources. This is to support project management, feasibility studies and master plans for the two SDAs at Fareham and N/NE Hedge End and the major programme of urban extensions, including Whiteley and southern Test Valley, that are scheduled to come on stream in the period before 2016. A project management team has been created for the Fareham SDA and a further project team will be put in place for the SDA at N/NE of Hedge End. Delivery of the Fareham SDA is being supported by ATLAS.

As has been stated, one of the highest risks to delivery for PUSH is the ability to plan and implement the proposed strategic developments at these locations. Without being able to

deliver project management and provide the right expertise, that risk is judged to be high. **For that reason PUSH gives this revenue bid the highest priority.**

Housing and Planning	2008-09 Growth Fund allocation	Proposed Growth Fund allocation 2009-10/ 2010-11	Expected outputs	Commentary
Rowner renewal project	£2.0m capital	£1.4/£0m capital	700 homes (199 net), supermarket and other retail	Regeneration of one of the worst estates in Southern England. Five partners including English Partnerships in a JV. PUSH/Growth Fund contribution of £3.4m by way of gap funding to £140m project. Project underway
Estate regeneration (Hinkler) Southampton	£0.080m capital	£0.35/2.37m capital £0.1/0.1 revenue	In short term, 100 new homes (62 net)	Initial project to set up Local Housing Company to regenerate five shopping parades into 1000 mixed tenure homes. English Partnerships in support. Full project cost £14.1m, to come mainly from RSL and developer. Project underway
Somerstown Estate regeneration	£1.115m capital	£1.435/0.75m capital	Net increase of between 240 and 967 dwellings, improved open space and infrastructure	This is gap funding for a much larger project (£29m but full estates renewal £100m+) funded by City Council, Housing Corpn, energy grants and developers. SPV established. The project is strongly orientated to social housing. Start Q4 2008
Tipner regeneration	£0.4m capital	£0.6/3.9m capital	Masterplan is for 1,600 homes, 25,000 sqm employment space for around 1,500 jobs, hotel, open space	To design and con-struct a new junction on the M275, and infrastructure works, to access this 22ha brownfield site. Construction start estimated Q2 2011. Tipner Regeneration Company SPV set up with SEEDA. Full project cost £68.5m to ready site for development. Total scheme investment

				c£500m. This difficult project will not be possible without new road access
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BIDS		Proposed Growth Fund allocation 2009-10/ 2010-11	Expected outputs	Commentary
Strouden Court, Havant		£0.375/0.5m capital	100+ new homes (66 in phase 1), new retail/ commercial, local employment and training project	Regeneration in Havant by Portsmouth CC. Contribution to full project cost of £11.7m. Master planning already complete, construction start proposed Q2 2010, subject to funding. Housing is 75% social so project resilient to current market conditions. Potential for 100 further homes in future phase
Drivers Wharf/Meridian		£2.453/0m capital	650 homes plus marine employment floorspace, reclamation of 20.6 acres of brownfield, improved traffic flow	A project to unlock housing and employment on prominent Southampton waterfront site. Full project cost £9.864m. Without the investment, around 400 homes can be developed and loss of employment space. Package of funding includes s106 to be finalised. Feasibility undertaken and ready to spend in time period
Support to the feasibility and delivery of the two SDAs and other strategic projects		£0.45/0.45m revenue	Support capacity and expertise with project managers, master planning and site studies	PUSH authorities need additional capacity, expertise and resource to make progress with the two SDAs and proposed urban extensions. The current budget nowhere near meets the scale of the task and does not reflect the current unwillingness of developers to incur preparation costs

7 QUALITY OF PLACE

PUSH has created a Delivery Panel to address quality of place. One of the key objectives, set out in the business plan, is to create greater consciousness of place-shaping by raising the knowledge, skills and aspirations of those involved in creating new, or renewing existing places.

Progress

PUSH has been working with the Solent Centre for Architecture and Design (one of CABE's regional architecture centres) to develop a training programme for officers and members involved in planning and highways work, and developers, emphasising the principles of good urban design and design awareness. CABE has commissioned consultants (Tibbalds) to prepare a 'diagnostic framework' for the sub-region looking at, for example, the costs and benefits of good design and to organise CABE-supported seminars for PUSH authorities and partners.

PUSH is also seeking to stimulate the creative and cultural offer of South Hampshire in support both of its economic and quality of life objectives. PUSH is one of five growth areas identified as a 'Priority Place' under the Government's Living Places initiative.

Resourcing and bids

Our aim is to develop the quality places agenda and to prepare guidance about 'place shaping'. This is partly about embedding consciousness of good design across the whole of PUSH's activities ranging from housing and planning to transport and sustainability. However, we should like to go further and add a degree of South Hampshire identity to our strategic developments and expanded communities. Master planning for some of these developments is already underway but we should like to establish some unifying themes across our new communities. South Hampshire already suffers from large areas of bland development and PUSH believes it important to raise the stakes for developers and challenge them with new ideas. With that in mind, we also think it important to reward success and we propose to introduce design awards. PUSH is seeking revenue funding to support this work.

PUSH is making a bid for capital resources to create a Guildhall master plan in Portsmouth. This would involve relocating the museum to the city centre to create an area of culture. The consequence would be to free up an area for additional housing and other development.

Quality Places		Proposed Growth Fund allocation 2009-10/ 2010-11	Expected outputs	Commentary
BIDS				
Guildhall masterplan, Portsmouth		£0.05/0.15m capital	Provides plans for 1200 homes, new museum in mixed use development	This would fund master planning for comprehensive redevelopment of central Portsmouth, complementing redevelopment of city

				centre. Proposal identified in core strategy. Housing would come forward in 2013-15 and the masterplan is required to provide for continuity of development
Creating quality places by promoting better design		£0.05/0.05m revenue	Supports developing good design to create sustainable communities	<p>PUSH seeks support for a programme of design education, training and promotion, developed with CABE and the Regional Architecture Centre, based on:</p> <ul style="list-style-type: none"> • support for training costs (to match-fund LA contributions) • promotion of a sub-regional design award • preparation of sub-regional design guidance (also supported by CABE) • preparation of 'quality places' guidance to inform master planning of new communities

RISK AND THE MARKET

Risk

The two key risks for PUSH are our own delivery capacity and the state of the market.

There are ten planning authorities in PUSH and the workload involved in undertaking all the strategic functions of preparing, consulting on, and implementing core strategies, Area Action Plans and all the other Local Development Documents, is immense and costly. As annex D indicates, we are monitoring progress because, without this work, PUSH authorities will be unable to deliver many of the major developments proposed.

Additionally, the planning authorities have master planning responsibilities for strategic developments. At the moment, the cost of putting LDFs in place is supported by Housing and Planning Delivery Grant. PUSH is however, having great difficulty in resourcing planning support and project management for the strategic development proposals. We work closely with private sector landowners and developers and our aim wherever possible is to agree shared objectives and work with them to develop balanced and distinctive communities. Nonetheless, significant forward planning costs for the large developments are starting to fall on the public sector as the development industry finds itself less able to pick up these expenditures.

The difficulty of financing adequate capacity and expertise is PUSH's major controllable risk to delivery. A bid for more revenue resource is included in this *Programme*. The PUSH Programme Board gives this bid the highest priority.

Market conditions and the PUSH strategy

The sub-region is being affected by the national slowdown in the housing market. Nonetheless, there are major PUSH sites where momentum is being maintained, such as the Centenary Wharf development, a waterfront site for 1600 dwellings in Southampton that has recently received planning consent.

PUSH does not believe that, for the next couple of years at least, we can proceed as if it is business as normal. We are engaged in a major programme of economic and residential development across the sub-region and we want to be *proactive* and maintain momentum.

For that reason, PUSH is taking steps to address market conditions by the following approaches. We are:

- supporting projects where delivery is less dependent on the market. This includes those that deliver social housing and involve a funding consortium (typically involving local authorities, RSLs, Government agencies and the private sector). On one project, we have both sought and obtained a board-level assurance from the developer that they will proceed with the scheme;
- by investing in long term projects such as the two estates renewal projects in Southampton and Portsmouth. The initial outputs may not be high but the projects in our programme will initiate a series of decants that will continue to deliver in the longer term;

- seeking to acquire land of strategic significance **now** while the market is depressed. Bids for land assembly are included in this *Programme* and we have included an exceptional project that may represent a major investment for future years;
- seeking to resolve some of the infrastructure problems that could hold us back in future years. These include water and sewerage issues;
- investing in long term projects such as the major urban extensions and strategic development areas. The urban extension will deliver in the medium term and the SDAs are for the long term. PUSH will continue to work with developers and land owners to get the right planning frameworks in place and undertake master planning;
- using innovative financing mechanisms to secure access to finance now and over the longer term, as set out below.

Innovative financing

PUSH proposes to explore a number of approaches to innovative financing in order to resource its programmes over the longer term. These include:

- using Special Purpose Vehicles (SPVs) and gap funding as, for example, in the Rowner project in Gosport and Tipner;
- proposals are being considered with SEEDA to create a fund for economic development, including the strategic employment zone SHSEZ, financed by prudential borrowing against assets. This will provide up-front funding for infrastructure investment, such as the main SHSEZ access and spine road. Bids for land acquisition are included in this *Programme* that will enable the future appreciation in land values to be ploughed back into the fund;
- Southampton and Portsmouth City Councils are developing local housing companies to deliver the long term plans of both cities to replace or repair their housing stock by raising funding and recycling it between development phases. PUSH has allocated Growth Fund resources to commence two first-phase projects: Somerstown in Portsmouth and Hinkler in Southampton;
- Community Infrastructure Levy. PUSH will be considering proposals that are likely to be focused on delivering infrastructure of sub-regional importance. In the meantime, Hampshire County Council already operates social infrastructure and transport tariff and local planning authorities make full use of their existing powers under s106;
- other potential investment models to maintain continuity of investment in a depressed market. PUSH would welcome help in devising and implementing these.

8. BIDS AND PRIORITIES

PUSH's Joint Committee has approved firm Growth Fund allocations to projects in 2008-09 and provisional allocations of continued funding for these projects in 2009-11 on the basis of indicative resources from the Growth Fund. In addition, the business plan has identified a number of *existing* projects already identified in the business plan that PUSH would like to undertake. Taken together this *preferred programme* represents a potential demand of £17.775m capital over the two years. This represents a capital deficit of £4.884m if indicative Growth Fund allocations are confirmed but before new capital bids are included. As a consequence, PUSH's Growth Fund capital bidding priorities are:

- first, to confirm the indicative allocations for 2009-11;
- secondly, to make up the funding shortfall on PUSH's preferred programme;
- thirdly, to finance new projects that have been identified and prioritised.

The position on revenue is that the available funding is already far short of the cost of the programme needed to implement the PUSH initiative. Our new bids are to provide greater capacity and expertise to design and commission the major urban extensions planned to deliver housing in the period before 2016, as well as further support to the two proposed SDAs. Bids are also submitted to help finance the *South Hampshire Agreement*, specifically the creation of an Employment and Skills Board; and to provide funding for a range of important studies in respect of our Green Network, energy companies and other sustainability initiatives. PUSH's revenue programme, including these bids will cost £2.176m over the years 2009-11. If Growth Fund indicative allocations are confirmed, we shall still have an unfunded deficit of £1.155m. Our revenue bid is therefore to meet the full cost of this shortfall.

The bids are summarised below and more detail is at annex A.

Capital	2009-10	2010-11	Total
Funding requirement for preferred programme	£7.450	£10.325	£17.775
Funding requirement for new projects	£5.958	£5.150	£11.108
Total funding requirement	£13.408	£15.475	£28.883
<i>Indicative allocation*</i>	<i>£6.445m</i>	<i>£6.446m</i>	<i>£12.891m</i>
Total bid	£6.963	£9.029	£15.992

Revenue	2009-10	2010-11	Total
Funding requirement for preferred programme	£0.613	£0.613	£1.226
Funding requirement for new projects	£0.475	£0.475	£0.950
Total funding requirement	£1.088	£1.088	£2.176
<i>Indicative allocation*</i>	<i>£0.510m</i>	<i>£0.511m</i>	<i>£1.021m</i>
Total bid	£0.577	£0.578	£1.155

* 2009-11 indicative allocation divided equally between financial years for programming purposes.

Additionally, PUSH is submitting an exceptional bid to purchase land in SHSEZ. The possible acquisition has yet to be negotiated but would significantly reduce the development risk of the new employment zone. PUSH will make a separate case for this project given the confidential nature of the potential transaction.

Nature of projects

PUSH has noted the emphasis in the *Programme* guidance on small projects that unlock sustainable housing. As explained elsewhere in this document, PUSH has deliberately targeted projects that either maintain delivery in a depressed market or that put us in a strong position to deliver in the future. However, we also believe in a balanced programme of economic and residential development, supported by the right transport and non-transport infrastructure, the right environment and the right place-making. Because a lot of development in the sub-region will be on strategic sites, it is relatively unusual for PUSH to be able to identify small discrete projects that deliver immediate economic or residential deliverables: much of our preferred investment is in projects that incrementally unlock major development potential – for example, Portsmouth sewerage improvements, access to Tipner and land purchases to secure access to major employment sites.

Prioritisation process

PUSH's Joint Committee, at its meeting on 16 September 2008, approved criteria for selecting bids. The Committee agreed that priority should be given to projects that:

- deliver against one or more PUSH objectives, in relation to the delivery of the economic strategy, housing or infrastructure;
- have genuinely strategic rather than local significance;
- secure tangible outputs such as jobs, homes, environmental benefit or land;
- have synergies with other projects. For example, projects that unlock financial contributions from other partners (such as in gap-funding) or which help enable other projects to meet their objectives (eg a construction project that assists in skills development);
- are demonstrably deliverable in that they have firm costings, are ready to spend and are not subject to a series of uncertainties or delivery risks;
- unlock future delivery or maintain continuity of delivery in the current market, including innovative funding mechanisms.

Additionally, the Committee agreed that the revenue bid should prioritise:

- supporting the feasibility and delivery of strategic projects by way of supplementing capacity and expertise. These will include the two SDAs, the major development areas and SHSEZ and would include funding for additional capacity to support master planning, development document preparation and related feasibility/technical studies;
- transport feasibility testing, improving the evidence base and consultation, where the expenditure cannot be charged to capital;

- funding for studies of non-transport infrastructure requirements, sustainability, greening and quality of place;
- maintaining the PUSH core team, in particular to implement and further develop the MAA and external funding bids on behalf of PUSH.

ANNEX A(i) GROWTH FUND CAPITAL BIDS

Theme/Project	Proposed bid to Growth Fund 2009-10/2010-11	Expected outputs	New or Existing project	Commentary
<i>Economic development</i>				
SHSEZ land assembly	Commercial in confidence	Land purchase to secure the future of SHSEZ, for site access and environmental mitigation	New project Priority 1	Commercial in confidence. Acquisition of a parcel of land between the junction of Chickenhall Lane/Bishopstoke Road and the River Itchen. Safeguarding sought by Environment Agency because of high environmental sensitivity. An area exceeding 4 ha would be used principally for sustainable drainage, habitat protection and leisure. The land for the junction improvements and the additional parcel is under the same ownership and it is proposed to undertake a single negotiation for the full site
SHSEZ land assembly	Commercial in confidence	Land purchase to secure main access to SHSEZ	Existing project	Commercial in confidence Acquisition of access to SHSEZ
SHSEZ project manager	£0.09/0.09m	Assisting delivery of SHSEZ	Existing project	The Joint Committee has agreed to this post being recruited in 2008. It is essential to deliver capital projects in SHSEZ
<i>Sustainability and Social Infrastructure</i>				
Spice Island drainage, Portsmouth	£0.3/£1.4m Full project cost: same	Provides sewerage capacity for 500-1000 dwellings in central Portsmouth	Existing project	This is a pilot project to prevent seawater infiltration into a main sewer that can overload storm water drainage. Without remedial action, the system will not be able to accommodate

				housing growth in the City. The Committee has agreed funding for a feasibility study (cost £0.1m) this year. Southern Water in partnership.
Portsmouth sewerage project	£0.18/0m	Unlocking development potential for Portsmouth housing	New project Priority 1	Two companion projects to Spice Island, also supported by Southern Water: <ul style="list-style-type: none"> engineering study to establish feasibility of a new connection from Western to Eastern Interceptor Sewers to serve Tipner/Port Solent redevelopment (3,600 homes) to investigate separation of highways drainage from sewerage to increase capacity of sewers in central Portsmouth
Carbon zero homes	£0.2/0.2m Full project cost: same	Construction of small housing development to level 6 of the Code for Sustainable Homes	Existing project	Housing across PUSH is normally being developed to Code level 3 but environmental standards must rise if PUSH is to meet its objectives. Discussions are underway with developer to design and build Code 6 homes. Project will be ready to start 2009
Southampton local energy network	£0.4/0m Full project cost: same	Extension of the existing network of ground source energy	Existing project	A project with Utilicom and Southampton City to extend the existing network within the city. Besides being innovative, the project helps with renewable energy targets.
Lordswood Forest Park	£0.5/1.5m	Key project in S Hants Green Network. Directly relates to delivery of 3,900 new homes in southern Test Valley	New project Priority 1	Would create a new country park on the Southampton/Chandlers Ford urban margin to provide recreational/ conservation use of 4 areas of woodland. Close to three strategic housing development sites. Strongly supported by Natural England/Forestry Commission concerned about pressures on New Forest National Park. Project feasibility being tested and some prep work required. Full project cost to be confirmed

Housing and Planning

Rowner renewal project	£1.4/£0m Full project cost: £140m	700 homes (199 net), supermarket and other retail	New project agreed for 2008-09	Regeneration of one of the worst estates in Southern England. Five partners including English Partnerships in a joint venture. PUSH/Growth Fund contribution of £3.4m agreed by Joint Committee by way of gap funding, of which £2m in current year. Project underway
Estate regeneration (Hinkler) Southampton	£0.35/2.37m Rev contribution of £0.1/0.1 also sought Full project cost: £14.1m (inc rev)	In short term, 100 new homes (62 net). Four other projects planned for 1,000 dwellings (750 net) as part of long term estates renewal project	Existing project reprofiled	Initial project to set up Local Housing Company to regenerate five shopping parades into 1000 mixed tenure homes. English Partnerships in support. Full project cost £14.1m, to come mainly from RSL and developer. Project underway and allocated PUSH/Growth Funding of £0.08 this year
Somerstown Estate regeneration	£1.435/0.750m Full project cost: £29m but overall exceeding £100m	Net increase of between 240 and 967 dwellings, improved open space and infrastructure	Existing project reprofiled	Gap funding for a much larger project funded by City Council, Housing Corporation, developers and energy grants. Portsmouth has established SPV for delivery with CLG encouragement. The project is strongly orientated to social housing. The Joint Committee agreed £1.115m this year to enable project to start Q4 2008
Tipner regeneration	£0.6/3.9m Full project cost: £68.5m to ready site for development. Total scheme investment c£500m	Masterplan is for 1,600 homes, 25,000 sqm employment space for around 1,500 jobs, hotel, open space	Existing project	The project is to design and then construct a new junction on the M275 and infrastructure works, to access this 22ha brownfield site. Tipner Regeneration Company SPV set up with SEEDA. Design and project fees will be around £6m and construction costs £29m. Construction start estimated Q2 2011. Full project cost £68.5m to ready site for development. This is a huge and difficult project but will not be possible without a new road access. The Joint Committee has agreed £0.4m expenditure from PUSH/Growth Fund for this project this year to TfSH/Portsmouth CC

Drivers Wharf/Meridien	£2.453/0m Full project cost: £9.854m	650 homes plus marine employment floorspace, reclamation of 20.6 acres of brownfield, improved traffic flow	Existing project but not in funding programme Priority 1	A transport access project on Northam Road to unlock housing and employment on prominent waterfront site. Without the investment, around 400 fewer homes can be developed and loss of employment space. Package of funding includes s106 to be finalised. Feasibility undertaken and ready to spend over next two years. Development expected even in flat market
Strouden Court, Havant	£0.375/0.5m Full project cost: £11.7m	100+ new homes (66 in phase 1), new retail/commercial, local employment and training project	New project Priority 2	Regeneration in the Warren Park area of Havant by Portsmouth CC. Master planning is already complete, construction start proposed Q2 2010, subject to funding. Housing is 75% social so project resilient to current market conditions. Potential for 100 further homes in future phase.

Transport

Junction 5 M27	£3.225m 2009-11 (£1.614/1.615m)	Access to SHSEZ and to unlock other development potential in the Eastleigh area	Existing project	Critical project to deal with access to strategic employment and residential site, SHSEZ. This is for design and commissioning works by TfSH. The JC has approved first tranche of expenditure this year
Junction 5 M27	£1.0/2.0m	As above. Access to SHSEZ and to unlock other development potential in the Eastleigh area	Extended funding for existing project Priority 1	Secures construction of the junction improvements

Fareham transport interchange (Prague Junction)	£0.5/0.5m	Facilitates bus rapid transit link to Fareham SDA	New project Priority 1	TfSH bid for funding to acquire land as part of wider redevelopment of Fareham Station site. Bid will support a transport interchange serving Bus Rapid Transit linking Fareham retail centre to new SDA (10,000 homes)
Traffic management, information systems for Strategic Development Areas/SHSEZ	£0.3/0.3m capital	Traffic management measures relating directly to SDAs (16,000 homes) and to SHSEZ)	New project Priority 2	TfSH propose to develop a new package of traffic reduction and management measures at jcts 7,8,10,11 of M27. Full project would cost £9m, to include signage, real time traffic information and travel planning. In line with TfSH strategy and DfT/Highways Agency interest in demand management. Would start to unlock capacity for strategic housing and economic development
Havant cross borough public transport route	£0.05/0.05m	Sustainable transport linking new employment, housing and town centres	New project Priority 1	New route would link new proposed 13 ha strategic employment site to deprived Leigh Park estate (scheduled for 1000 additional homes), Waterlooville (2000 additional homes) to Havant and Waterlooville town centre. Has regeneration as well as sustainability benefits
Romsey and southern Test Valley sustainable transport	£0.15/0.15m	Sustainable commuter transport improvements relating to 2300 homes and existing town	New project Priority 2	This project in southern Test Valley is to improve utilisation of the direct rail link from Romsey to Southampton and Eastleigh. This provides sustainable commuting to both existing employment opportunities and those that will be created at the SHSEZ employment zone. A major urban extension is proposed for Romsey

Quality Places

Guildhall Masterplan, Portsmouth	£0.05/0.15m	Provides plans for 1200 homes, new museum in mixed use development	New project Priority 1	This would fund master planning for comprehensive redevelopment of central Portsmouth, complementing redevelopment of city centre. Proposal identified in core strategy. Housing would be coming forward in 2013-15 and the masterplan is required to provide continuity of development
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Totals: Capital

Funding requirement for preferred programme	£7.450/10.325m			
Bids for new projects	£5.958/5.150m			
Total identified requirement	£13.408/15.475m			
<i>Indicative allocation</i>	<i>£6.445/6.446m</i>			
Bid	£6.963/9.029m			
Total bid 2009-11	£15.992m			

ANNEX A(ii) GROWTH FUND REVENUE BIDS

Theme/Project	Proposed bid to Growth Fund 2009-10/2010-11	Expected outputs	Current status	Commentary
<i>Economic Development</i>				
Support to delivery of MAA initiatives	£0.1/0.1m	Employment and skills training, business support	New project Priority 1	Partners are seeking additional funding to establish the Employment and Skills Board and develop its role in setting the strategic framework for employment and skills delivery. Critical to the MAA, to multi-agency working and to delivery of employment and skills targets
<i>Sustainability and social infrastructure</i>				
Revenue contributions to projects	£0.025/0.025m	Implementing delivery of strategies	Existing project	Business plan allocation for Green infrastructure work
Revenue contributions to projects	£0.125/0.125m	Implementing delivery of strategies	New projects Priority 1	Includes: <ul style="list-style-type: none"> • planning the Green Network • planning and establishing energy companies • renewables and low water usage project
<i>Housing and Planning</i>				
Support to the delivery of the two SDAs and other strategic projects	£0.2/0.2m	Delivery capacity for the two SDAs	Existing project	To support the two proposed SDAs and urban extensions
Support to the delivery	£0.25/0.25m	Support capacity and	Increased	PUSH's <i>highest priority</i> revenue bid. The

of the two SDAs and other strategic projects		expertise with project management, feasibility work, master planning and site studies	expenditure requirement	<p>components are</p> <ul style="list-style-type: none"> strengthened capacity, expertise and resource to plan for the strategic developments including urban extensions and the two proposed SDAs; access to more specialist expertise, especially master planning, for urban extensions such as Whiteley and southern Test Valley in order to maximise their potential and maintain the delivery schedule. These will start delivering before the SDAs; the current state of the market means that developers are less willing to resource forward planning resulting in increased pressure on public sector costs. The current budget is insufficient to meet the scale of the delivery task
Revenue contributions to projects	£0.1/0.1m	Provides set-up costs and for feasibility studies	Existing projects	<p>Includes:</p> <ul style="list-style-type: none"> establishing local housing companies Southampton/ Portsmouth

Transport

Transport for South Hampshire projects	£0.15/0.15m	To include modelling and preparatory work	Existing projects/ new project	<p>TfSH charges most costs to capital but some studies require revenue. Includes:</p> <ul style="list-style-type: none"> transport modelling required to establish traffic flows in connection with the two SDAs and other strategic developments <p>£0.05/0.05 required to support TfSH's proposed new traffic management information project (see capital bid)</p>
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Quality Places

Creating quality places by promoting better design	£0.05/0.05m	Supports employing good design to create sustainable communities	Existing project	<p>PUSH seeks support for a programme of design education, training and promotion, developed with CABE and the Regional Architecture Centre, based on:</p> <ul style="list-style-type: none"> • support for training costs (to match fund LA contributions) • promotion of a sub-regional design award • preparation of sub-regional design guidance (also supported by CABE) • preparation of 'quality places' guidance to support and inform master planning of new communities
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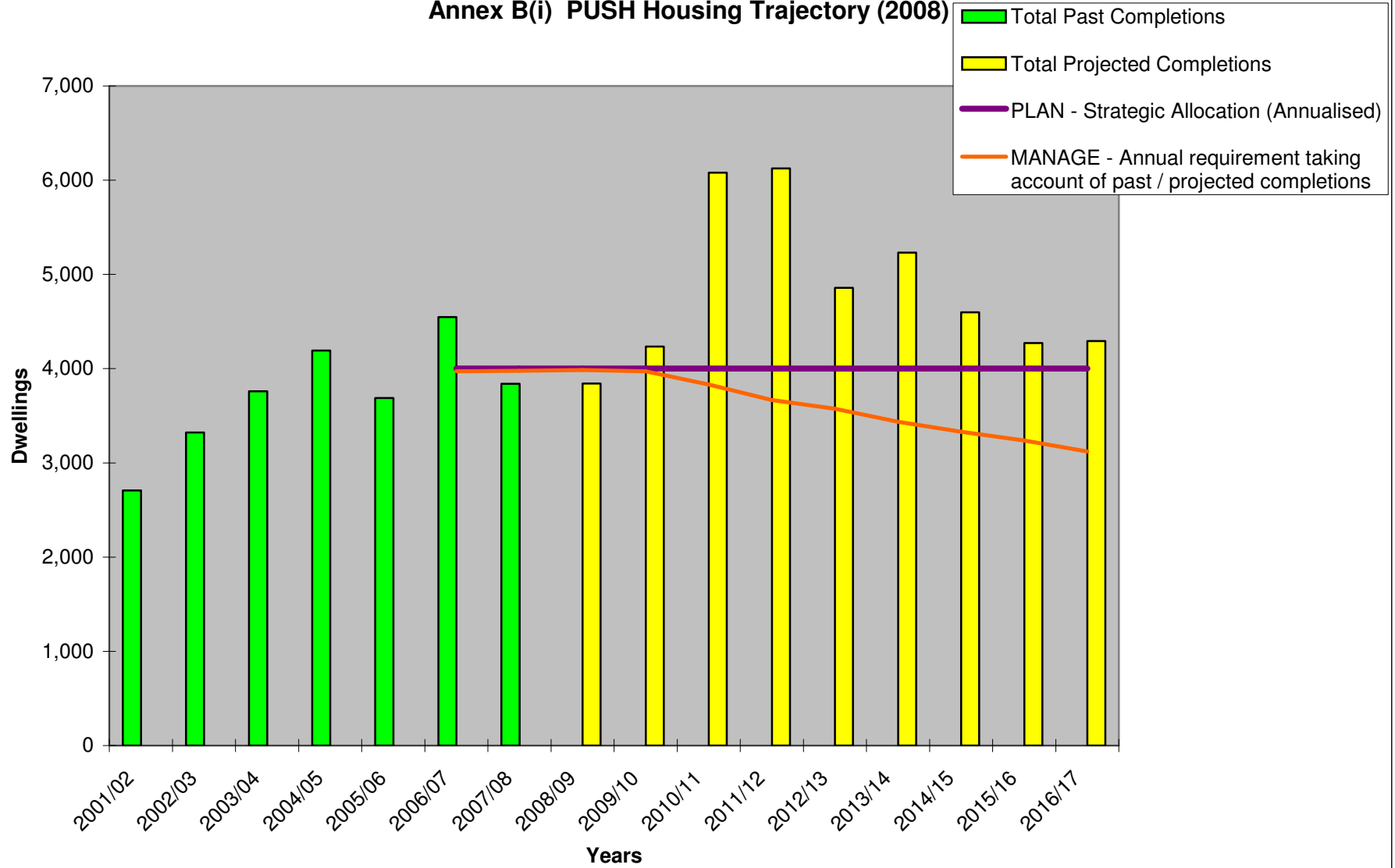
PUSH

Core costs	£0.176m (two years)	Financing core staff	Existing project	Continuing funding contribution to cost of PUSH administration
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Totals: Revenue

Funding requirement for preferred programme	£0.613/0.613m			
Bids for new projects	£0.475/0.474m			
Total identified requirement	£1.088/1.088m			
<i>Indicative allocation</i>	<i>£1.021 (2009-11)</i> <i>(£0.511/0.510m)</i>			
Bids	£0.577/0.578m			
Total bid 2009-11	£1.155m			

Annex B(i) PUSH Housing Trajectory (2008)



Annex B(ii) Site allocations

	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2006/26
Projections - Large Sites-allocated or with planning permission								2827	2738	3730	3700	2538	2315	1401	549	478	
Projections - Unallocated including all small sites								1016	1496	2349	2426	2319	2917	3198	3722	3816	
Total Past Completions	2,708	3,323	3,760	4,192	3,689	4,547	3839										
Total Projected Completions								3843	4234	6079	6126	4857	5232	4599	4271	4294	
Cumulative Completions	2,708	6,031	9,791	13,983	17,672	4,547	8,386	12,229	16,463	22,542	28,668	33,525	38,757	43,356	47,627	51,921	
Plan - Strategic Allocation (annualised)						4000	4000	4000	4000	4000	4000	4000	4000	4000	4000	4000	
Cumulative strategic Allocation						4,000	8,000	12,000	16,000	20,000	24,000	28,000	32,000	36,000	40,000	44,000	80,000
Monitor - No. dwellings above or below cumulative allocation						547	386	229	463	2542	4668	5525	6757	7356	7627	7921	

Manage - Annual requirement taking account of past/projected completions						3971	3979	3987	3971	3831	3667	3575	3437	3331	3237	3120	
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Annex B(iii) Strategic Housing Sites in PUSH Business Plan

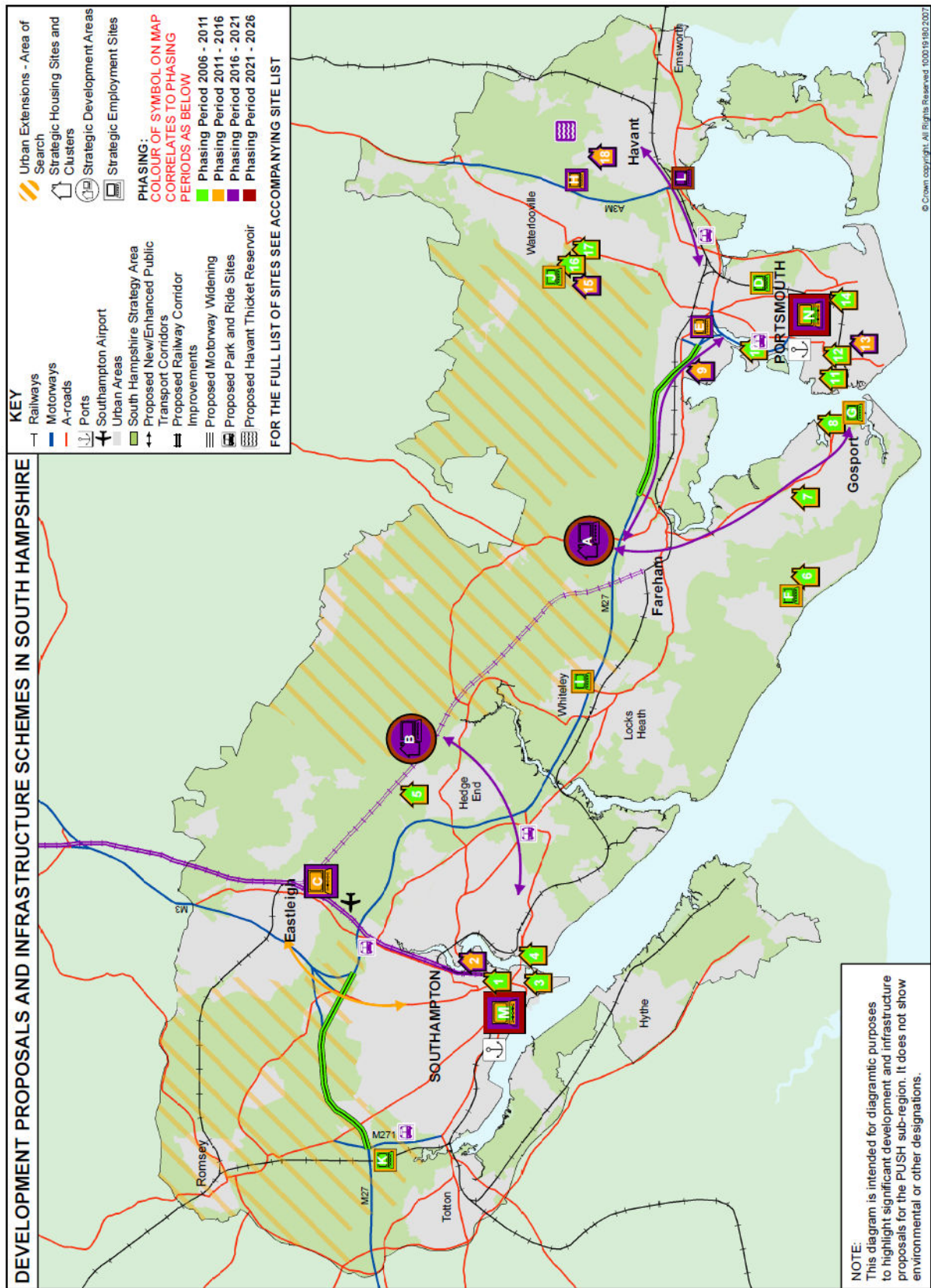
Estimated net optimum dwelling completion rates

Housing Sites*	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	Total 2008/17	Total 2008/ 26
1 Southampton City Centre North											1118
2 Drivers Wharf/ Meridian, Southampton				50	100	100	100	100	150	600	1025
3 Southampton City Centre South											1269
4 Centenary Quay (Vosper Thorneycroft) Southampton				100	150	200	200	200	200	1050	1653
5 Dowds Farm, Hedge End	100	100	150	150	22					522	522
6 Daedelus, Lee on the Solent		50	50	52	25	50	50	50	25	352	352
7 Rowner, Gosport			38	37	31	31	31	31		199	199
8 Gosport Waterfront	60	50	100	100	75	52					437
9 Port Solent, Portsmouth				50	100	150	200	200	350	1050	2000
10 Tipner, Portsmouth					100	200	200	200	200	900	1600
11 Historic Ships Car Park, Portsmouth	174	131								305	305
12 Station Square, Portsmouth			100	100	100	100	50	50		500	500

13	Somerstown, Portsmouth			10	20	20	20	20	20	20	110	240
14	Fratton Park (Pompey Village), Portsmouth						50	100	50		200	200
15	West of Waterlooville (extension)					50	100	250	250		650	1000
16	West of Waterlooville (Winchester)	100	249	299	300	300	200	59			1507	1507
17	West of Waterlooville (Havant)	40	100	150	150	100	60				600	600
18	Leigh Park											1500
	Urban extensions in Winchester CC area (including Whiteley)				50	250	300	330	330		1260	2820
	Urban extensions in Test Valley BC area		100	200	275	275	250	325	300		1725	3100
A	North of Fareham SDA					200	325	475	800		1800	10000
B	North/ north east of Hedge End SDA					100	150	250	420		920	6000
	other sites											
	Southampton Estates renewal 1st phase											800
	Portsmouth City Centre (excluding Station Square)			50	50	100	100	100	120		520	1600

* numbers in column 1 refer to the map at annex C

ANNEX C Indicative Map of Development Proposals and Infrastructure Schemes in South Hampshire



List of Development Proposals and Infrastructure Schemes in South Hampshire

Strategic Housing Sites and Clusters

1. Southampton City Centre North
2. Drivers Wharf/Meridian
3. Southampton City Centre South
4. Vosper Thorneycroft/Woolston
5. Dowds Farm
6. Daedalus
7. Rowner
8. Gosport Waterfront
9. Port Solent
10. Tipner
11. Historic Ships Car Park
12. Station Square
13. Somerstown
14. Pompey Village
18. Leigh Park



Urban Extensions

15. West of Waterlooville (extension)
16. West of Waterlooville (Winchester)
17. West of Waterlooville (Havant)



The map shows area of search for urban extensions in those parts of Winchester district and Test Valley borough that are in the PUSH area. The locations shown have been identified by the respective authorities in documents published for consultation and have yet to be confirmed through the planning process:

- Winchester City Council is consulting on 3 options: Expansion of Bishops Waltham, Wickham and Knowle; and expansion of West of Waterlooville; concentration of growth at Whiteley;
- Test Valley Borough Council is consulting on 3 options: Romsey; North Baddesley; and Nursling and Rownhams

Strategic Development Areas

- A. North of Fareham Strategic Development Area
- B. North/North East of Hedge End Strategic Development Area



Strategic Employment Sites

- C. South Hampshire Strategic Employment Zone
- D. Hilsea Gasworks
- E. IBM Headquarters
- F. HMS Daedalus
- G. Gosport Waterfront
- H. Dunsbury Hill Farm
- I. Whiteley
- J. West of Waterlooville
- K. Nursling
- L. Broadmarsh
- M. Southampton City Centre Focus
- N. Portsmouth City Centre Focus



Annex D Planning Delivery Timetable

The Planning Delivery Timetable has been prepared to gather the most up-to-date thinking on how to deliver the PUSH strategy. It has been prepared following discussions with officers in each Authority as to their likely response to the new LDF arrangements outlined in PPS12, findings of previous consultation rounds and ongoing discussions with GOSE. The content and timescales for LDFs are not the official LDS proposals for each Authority, nor have they been fully discussed with the Government Office.

PLANNING MILESTONES	2007-08	2008-09	2009-10	2010-11	2011-13	2013-
East Hampshire						
Core strategy	Issues and options consultation Feb 2008		Consultation April 2009	Submission June 2010, EiP Sept 2010	Adoption May 2011	
Development allocations			Issues consultation April 2009	Consultation June 2010	EiP July 2011, Adoption Jan 2012	
Eastleigh						
Core strategy		Issues and options consultation Nov 2008	Emerging options consultation Jun 2009, Submission consultation Nov 2009. Submission February 2010.	EiP April 2010, Adoption Nov 2010		
Allocations and related policies DPD			Issues consultation June 2009, emerging options consultation Jan 2010.	Submission consultation Oct 2010, Submission Jan 2011.	EiP April 2011, adoption Nov 2011	
Proposed Hedge End SDA AAP (joint with WCC)			I	Issues consultation July 2010, emerging options consultation Oct 2010. Submission consultation March 2010.	Submission June 2011, adoption Mar 2012.	

PLANNING MILESTONES	2007-08	2008-09	2009-10	2010-11	2011-13	2013-
Fareham						
Core strategy	Issues and options consultation Feb	Preferred options consultation Jan 2009	Submission summer 2009	Adoption May 2010		
Development allocations	Issues and options consultation Jan		Preferred options consultation April 2009	Submission April 2010, adoption Autumn 2010 (estimated)		
Fareham SDA		Issues and options consultation May	Preferred options consultation July 2009, Submission autumn 2009 (estimated)	EIP Dec	Adoption	
Gosport						
Core strategy	Issues and options consultation Feb	Consultation Jan 2009	Submission Sept 2009, EiP Jan 2009	Adoption Sept 2010		
Development allocations			Issues consultation summer 2009 (estimated) – document to follow Core Strategy			
Havant						
Core strategy (timetable under review)	Preferred options consultation Mar		Submission (estimated)	Adoption (estimated)		
Development allocations (timetable and approach under review)	Issues and options consultation Mar		Submission (estimated)	Adoption (estimated)		
New Forest						
Core strategy	Preferred options consultation Dec	Submission consultation Nov 2008.	Submission April 2009, EiP June 2009,			

PLANNING MILESTONES	2007-08	2008-09	2009-10	2010-11	2011-13	2013-
			Adoption Oct 2009			
Development allocations and DC policies	Issues and options consultation Feb		Consultation summer 2009	Submission (estimated)	Adoption April 2011 (estimated)	
Portsmouth						
Core strategy	Issues and options consultation Nov	Preferred options consultation Sept 2008	Submission Sept 2009, EIP March 2010	Adoption Oct 2010.		
Development allocations		Issues and options consultation March 2008	Consultation summer 2009 , document to follow core strategy.			
Somerstown AAP		Consultation Nov 2008	Submission consultation May 2009, Examination January 2010.	Adoption July 2010.		
Southampton						
Core strategy		Submission consultation Dec 2008, Submission early 2009	EiP summer 2009	Adoption April 2010.		
Development allocations	Issues and options consultation Dec		Further consultation April 2009.	Adoption 2010 (estimated)		
City centre AAP	Issues and options consultation May, preferred options consultation Feb		Further consultation on draft plan.	Submission and EiP 2010/11	Adoption 2011/12	
Test Valley						
Core strategy	Issues and options consultation Mar	Submission consultation Oct 2008,	EiP summer 2009, adoption early 2010			

PLANNING MILESTONES	2007-08	2008-09	2009-10	2010-11	2011-13	2013-
		submission early 2009.	(estimated)			
Southern Test Valley AAP			Issues and options consultation Mar 2010	Submission consultation November 2010, Submission early 2011, EiP summer 2011.	Adoption April 2012.	
Winchester						
Core strategy	Issues and options consultation Feb	Submission consultation Jan 2009	Submission summer 2009	EiP 2010, adoption early 2011.		
Development allocations		Issues and options consultation Mar	Preferred options consultation Mar	Submission Jul, EIP Jan	Adoption Sept 2011.	

ANNEX E BID PROFORMAS

Project title: South Hampshire Strategic Employment Zone (SHSEZ): Land Assembly

Lead organisation

Eastleigh Borough Council
Hampshire County Council

Project sponsor

Ms Bernie Topham
Chief Executive
Eastleigh Borough Council

Contact Officer: Kevin Warren

Description of project objectives

This project is to acquire an area of environmentally sensitive land adjacent to the Barton River which borders on the internationally important River Itchen Strategic Area of Conservation and SSSI and an area of high environmental sensitivity. The environmental impact of the development of the SHSEZ site for employment uses on the Itchen can be mitigated if this buffer site is managed correctly. The Environment Agency strongly support acquisition so as to avoid current and future unsuitable uses.

If the land were acquired, up to 4.34 hectares would be used as mitigation land which might involve sustainable drainage systems, habitat improvements, the felling of trees which currently shade the Barton River, potential leisure uses and cattle grazing. A further 0.09 hectares would be used for highway works.

PUSH plans to redevelop the SHSEZ site, previously in use as a railway carriage and engine works, for high quality employment and housing. The land will be opened up for development by construction of a new link road giving improved access to junction 5 of the M27. There will also be new and improved public transport, pedestrian and cycle links between the new employment areas, housing areas and Eastleigh town centre, which lies immediately to the west. The development will include the potential to provide housing at a number of locations including adjoining Eastleigh Railway Station, overlooking the river valley and adjoining the existing housing in Campbell Road. The SHSEZ Area Action Plan Issues and Options document identifies that there is the potential for housing to be developed within the site.

Estimate of cost

2009-10	2010-11
Revenue	Revenue
Capital figure withheld because of commercial confidentiality	Capital

Contribution from Growth Fund requested

2009-10	2010-11
Revenue	Revenue
Capital figure withheld because of commercial confidentiality	Capital

Reason why Growth Fund contribution is sought

The first tranche of funding (£88,000) has been allocated in 2008 by PUSH. The Environment

Agency is concerned about the potential impact the redevelopment will have on the Itchen Valley. This would provide an environmental offset of the development of the road.

Potential other sources of funding

There are no other sources of funding currently available. Innovative funding mechanisms are being considered for funding SHSEZ and the link road itself.

Timeframe for delivery

It is intended to open negotiations immediately funding is authorised and to proceed if possible with the purchase of the land over the next 12 months.

Project title: Portsmouth sewerage project**Lead organisation**

Portsmouth City Council

Project sponsor

Kathy Wadsworth, Strategic Director, Portsmouth City Council

Description of project objectives

These are two related sewerage projects. They complement the Spice Island project that is about sea water infiltration into the Portsmouth drainage system. All three relate directly to the ability of Portsmouth to deliver additional development.

Surface Water Separation

The existing highway drainage within Portsmouth predominantly outfalls to combined adopted sewers (foul and storm water) managed by Southern Water. This existing drainage system operates above capacity during storms of short duration and high intensity. This was demonstrated in part by the extensive flooding that took place in the city in September 2000 and has been repeated to a lesser degree since with additional frequent near misses.

An on-going issue for the city and Southern Water is the impact of projected housing growth and the type of housing provided. This has the potential, without remedial action, to further compromise the capacity of the existing sewer system and increase the incidents of pluvial flooding. Accordingly Portsmouth City Council are working in partnership with Southern Water to identify ways of mitigating the effects of housing growth in the city and build resilience into the existing drainage system.

One solution being investigated is to separate out highway drainage from the combined drainage system. Mapping the highway drainage system and developing integrated urban drainage solutions to remove surface water could bring forward schemes for releasing capacity in the existing sewers for additional foul flows generated by housing growth.

North Portsmouth: East-West Sewer

Southern Water has identified that there is a lack of sewer capacity to accommodate the proposed developments at Port Solent and Tipner and that a connection will be needed to the eastern interceptor sewer if the developments are to go ahead. The provision of a new connection would need to be requisitioned from Southern Water at the developers' expense. But an engineering study is required first to establish feasibility. The two developments will provide up to 3,600 dwellings long term as well as employment and extensive mixed development.

Estimate of total cost

2009-10		2010-11	
Revenue		Revenue	
Capital	£180,000	Capital	nil

Contribution from Growth Fund requested

2009-10		2010-11	
Revenue		Revenue	
Capital	£180,000	Capital	nil

Reason why Growth Fund contribution is sought

These projects are both cases where neither the water authority nor developer has the incentive to investigate solutions that may seriously damage development potential. Where the sewerage network is at capacity such as in Portsmouth, the viability of incremental housing growth can be prejudiced. One option to overcome this to reduce existing flows in the sewers by separating out highway drainage. However, the Highway Authority has other priorities for expenditure relating to its core functions.

The allocation of growth point funding to the E/W sewerage project will help to establish the cost of the infrastructure required to bring the sites forward, delivering some 3,600 dwellings. Early definition of the scope and cost of this sewer connection will help to speed up the delivery of housing.

Potential other sources of funding.

None. The partner in this work is Southern Water

Timeframe for delivery

This feasibility work could be commenced at short notice. It is anticipated that a full study will take 6 months to produce.

Project title: Lords Wood Forest Park**Lead organisation**

Test Valley Borough Council

Project sponsor

Steve Lees

Description of project objectives

This project is to create a new country park on the northern built-up area of Southampton and to the west of the urban area at Chandlers Ford. It would bring together four areas of woodland in private ownership managed by the Forestry Commission. The proposal would be to manage public access with forestry activities and enhancing the biodiversity of the area.

The proposed country park is in a place that suffers vandalism at present and there is a major opportunity to create a popular new facility offsetting the take of greenfield land for housing development.

The project could involve a possible visitor and education centre, and provision for enhanced public access. The Forestry Commission would be a key partner and other partners would be sought. The project is supported in principle by the New Forest National Park Authority and Natural England.

The outputs from the project are:

- This would be a key project in the emerging South Hampshire green network in that it would create a recreational and environmental facility in an urban fringe location;
- It underpins new housing development in southern Test Valley;
- Concern has been expressed that the scale of development in Test Valley might impact adversely on the New Forest National Park. Without commitment to the Lords Wood Country Park, the conservation interests may find it necessary to resist the proposed developments.

A feasibility report is to be commissioned by TVBC in 2008-09.

Estimate of cost

2009-10		2010-11	
Revenue		Revenue	
Capital	£0.5m	Capital	£1.5m

Contribution from Growth Fund requested

2009-10		2010-11	
Revenue		Revenue	
Capital	£0.5m	Capital	£1.5m

Reason why Growth Fund contribution is sought

This is a key project that starts the process for PUSH of creating a green network. It delivers a facility in the right place on Southampton/Eastleigh's urban boundary and directly relates to the delivery of 2,400 new homes in TVBC

Potential other sources of funding.

This would be a partnership between TVBC and the Forestry Commission. Other partners would be sought. Land would be acquired by land swaps. The funding would not cover the full cost of a visitor centre and access.

Timeframe for delivery

The details of the project would be finalised in 2009 and work would commence in 2010-11

Project title: Strategic road improvements and access to Drivers Wharf/Meridian Site, Southampton

Lead organisation

Southampton City Council

Project sponsor

Mark Evans, City Development Manager, SCC

Description of project objectives

Drivers Wharf/Meridian are adjoining sites on the Southampton waterfront. The proposed Strategic Road improvements to Northam Road south of Northam Bridge will enable 20.6 acres of underused and vacant brownfield land, with a water frontage, to be redeveloped for residential and for mainly marine employment purposes.

The works will facilitate the Meridian site (on the north side of Northam Road) being redeveloped for around 500+ new homes. Without the road improvements this scheme is only likely to generate 150 new homes. This reduced scheme is not a viable option and would result in the site being mothballed.

The road improvements will also facilitate the Driver's Wharf site (on the south side of Northam Road) to be redeveloped for mainly marine employment purposes and residential (in the order of 100 – 150 units). This could be realised once a developer partner is selected.

Meridian and Drivers Wharf will not only provide around 650 residential units but also marine employment floor space – actual quantum to be determined through a master plan process. The Marine sector is a key element of the South Hampshire economy but for which there is a lack of waterfront sites and is important to PUSH's Economic Development Strategy.

Transport Outcomes

- Improved management of the road network to optimise its effectiveness
- New and improved junction capacity on strategic highways to access major employment sites

Housing and planning outcomes

- facilitates delivery of major housing and mixed development schemes including urban extensions that will start to deliver new homes

Economic outcome:

- Improved provision of premises for the marine employment sector

Estimate of total cost

2009-10		2010-11	
Revenue		Revenue	
Capital	£8,311,613	Capital	£1,541,613

Contribution from Growth Fund requested

2009-10		2010-11	
Revenue		Revenue	
Capital	£2,453,226	Capital	£0

Reason why Growth Fund contribution is sought

These funds will fill a funding gap that will allow strategic infrastructure improvements to be delivered. This improved infrastructure will unlock and allow a comprehensive residential development to be realised by developers on the Meridian site and make the Drivers Wharf site a more attractive proposal to any future developer partner.

Potential other sources of funding

These are potentially:

- S106 contributions from the developer of the Meridian site: potentially £3.7m;
- SEEDA re-investment fund: £2m. This is not secured and relies upon the Council realising a capital receipt;
- Development Value. Pro-rated development value to be realised equates to £950k. This assessment is a result of a feasibility exercise and no agreement has been reached with SEEDA in relation to this;
- A capitalised rent could be realised to the value of 700k. This is as a result of a feasibility valuation exercise with no detailed investigation undertaken.

Timeframe for delivery

A full project delivery timetable has been drawn up. Commencement (subject to funding) Q4 2008, completion Q1 2011

Project title: Strouden Court, Borough of Havant													
Lead organisation Portsmouth City Council													
Project sponsor Owen Buckwell – Head of Housing Management													
Description of project objectives This is an important regeneration scheme in the Warren Park area of Havant. Planning for the area first commenced in 2002 and this project is now eagerly awaited by the community. Extensive consultation and master planning has already been completed in the period 2003 to 2006. The overall scheme is expected to deliver around 100+ new homes and a new sustainable shopping/commercial heart to the estate. Local employment and training opportunities will be central to this project. The project is resilient to the housing market. The first phase will produce 66 new homes. The project is expected to have a follow-on phase of 34 homes and potentially another 100, dependent on the adjacent development of Havant Thicket Reservoir project and a new link road to the A3.													
Estimate of total cost													
<table border="1"> <thead> <tr> <th colspan="2">2009-10</th> <th colspan="2">2010-11</th> </tr> </thead> <tbody> <tr> <td>Revenue</td> <td></td> <td>Revenue</td> <td></td> </tr> <tr> <td>Capital</td> <td>£1.6m</td> <td>Capital</td> <td>£10.1m</td> </tr> </tbody> </table>		2009-10		2010-11		Revenue		Revenue		Capital	£1.6m	Capital	£10.1m
2009-10		2010-11											
Revenue		Revenue											
Capital	£1.6m	Capital	£10.1m										
Contribution from Growth Fund requested													
<table border="1"> <thead> <tr> <th colspan="2">2009-10</th> <th colspan="2">2010-11</th> </tr> </thead> <tbody> <tr> <td>Revenue</td> <td></td> <td>Revenue</td> <td></td> </tr> <tr> <td>Capital</td> <td>£0.375m</td> <td>Capital</td> <td>0.5m</td> </tr> </tbody> </table>		2009-10		2010-11		Revenue		Revenue		Capital	£0.375m	Capital	0.5m
2009-10		2010-11											
Revenue		Revenue											
Capital	£0.375m	Capital	0.5m										
Reason why Growth Fund contribution is sought To support the front-end costs of project management/design fees and enabling works of demolition and minor road re-alignment													
Potential other sources of funding Funding will be a combination of housing corporation funding, private housing cross subsidy to social units, energy grant and PCC cross-site funding													
Timeframe for delivery The first phase will produce 66 new homes Phase 1 Construction start date 2 nd quarter 2010, completion 4 th quarter 2011													

Project title: M27 Junction 5 Improvement Scheme – design and construction

Lead organisation

Transport for South Hampshire

Project sponsor

Keith Willcox

Description of project objectives

Improvements to Junction 5, M27 will assist in furthering the growth objectives of the South East Plan and PUSH's the strategic development proposals. Junction 5 serves Southampton, Eastleigh and Southampton Airport and is frequently heavily congested. Infrastructure improvements are essential to enable the planned growth in the south western part of the sub-region to take place.

The South East Plan (SEP) identifies the South Hampshire Strategic Employment Zone (SHSEZ) as a regionally significant employment zone and regeneration area located directly north of the M27 Junction 5. SHSEZ covers an area of approximately 130ha of which around 100ha are proposed for development or redevelopment. An element of housing will be included as part of the development of SHSEZ. The SEP also includes growth at Southampton International Airport as a policy objective.

The Regional Transport Strategy proposals identify a regionally significant transport hub around Southampton International Airport designated as an International Gateway and adjacent to Southampton Airport Parkway Station and Eastleigh Station, which are both accessed via the M27 Junction 5.

The need to provide an improvement at the M27 Junction 5 is high on both Hampshire County Council and TfSH's list of priorities. The proposed access road for SHSEZ connects directly into junction 5 and is being progressed as a priority transport scheme to open up the allocated employment zone and enable the development to take place. Hampshire County Council confirm their commitment to the scheme in their second Local Transport Plan (LTP2) 2006-2011. The scheme is included in the TfSH 'Towards Delivery Statement' April 2007 as part of a package of improvements for access to SHSEZ. The access road will cost around £60m and is dependent on the improvements to junction 5 being in place.

The proposed improvement to junction 5 involves full signalisation and the provision of dedicated left slip roads on all arms. The scheme takes into account the future proposals for the region to meet needs up to around 2020. Beyond 2020, wider works will be needed at this location which take into account the surrounding motorway network requirements as a whole including both additional link and junction capacity. Studies are ongoing to determine the timing and potential for future works.

Estimate of total cost

£7.963m including fees for design, construction costs. Excludes land costs

Contribution from Growth Fund requested

2009-10		2010-11	
Revenue		Revenue	
Capital	£1.0m	Capital	£2.0m

Reason why Growth Fund contribution is sought

The full project is around £8m. PUSH has already committed £0.1m to commence the project

in 2008-09 and proposes a further £3.225m in 2009-11, subject to funding being available. The bid is for a further £3m to ensure that the project is securely financed.

The project underpins PUSH's Economic Development Strategy as well as being important to transport and housing delivery

Potential other sources of funding.

Possible LTP contributions, developer contributions

Timeframe for delivery

Work has commenced on design. The proposed scheme has been developed as an essential stand alone junction improvement that will enable traffic to be more effectively managed at this important motorway junction and to enable planned regional growth to commence. The scheme will operate effectively in the mid-term without being detrimental to any longer term works.

Project title: Fareham Station - Land Assembly for Proposed Transport Interchange - Prague Junction

Lead organisation

Transport for South Hampshire

Project sponsor

Keith Willcox

Description of project objectives

This project will fund the acquisition of a third party land holding sited centrally within Fareham Station together with feasibility studies and works.

The redevelopment of Fareham Station is a multi-million pound larger project that links up with redevelopment of West Street, a previous NGP project. The redevelopment as a key transport interchange will have enormous benefits for both proposed new housing in the SDA north of Fareham (10,000 homes), with a Bus Rapid Transit (BRT) link to the station being part of a key access strategy but also for existing residents on the Gosport/Fareham peninsula where access is constrained by limited on/off highway routes and public transport solutions are the only viable alternative. The station will provide a key connection interface between rail, BRT, pedestrian and cycle and highway for all residents, providing links between housing, employment, retail and other key destinations.

The project will facilitate:

- 1) a major new transport interchange which will provide key links between the proposed new Bus Rapid Transit scheme and existing bus and rail services. The proposed BRT will provide direct connections to the proposed Fareham SDA as well as existing key destinations and town centres at Fareham, Gosport, and Portsmouth etc
- 2) wider commercial/business/residential development on the site as part of Fareham Borough Council's Local Development Framework

Estimate of total cost

2009-10		2010-11	
Revenue		Revenue	
Capital	£0.5	Capital	£0.5

Contribution from Growth Fund requested

2009-10		2010-11	
Revenue		Revenue	
Capital	£0.5	Capital	£0.5

Reason why Growth Fund contribution is sought

The acquisition of this site is required to facilitate the proposed re-development of the Fareham Station site. It will support not only the interchange project but also the wider Bus Rapid Transit project which is a key component of the access strategy for the proposed Fareham SDA of 10,000 houses

Potential other sources of funding

Full Business Case being developed to seek to secure £20 million CIF2 funding for BRT Early

Phases; funding being sought from RFA for BRT wider scheme; private sector funding anticipated from Strategic Development sites to assist with development of BRT wider scheme. No funding secured as yet.

Timeframe for delivery

As this is a stand-alone site acquisition it could take place at any time in advance of the main project. Ideally purchase could be arranged in 2009, subject to agreement with landowners

Project title: Traffic Management, Information systems and personalised travel plans for SDA's, North Fareham and North/North East Hedge End.

Lead organisation
Transport for South Hampshire

Project sponsor
Keith Willcox

Description of project objectives

To provide local traffic management measures, information systems and personalised travel plans in order to link the SDA's with the Strategic and Local road networks. The effect will be better use of the motorway network and increased public transport usage. Ideally, we should like to pursue the full project but the bid is for preparatory work. Delivery of benefits for travel planning and information provision is low risk

Measures would include signage, traffic management measures around junction 7, 8, 9, 10 and 11 of M27 and real time information and personalised travel planning. This project would serve 16,000 houses in the two new SDA's and the strategic employment zone at Eastleigh (SHSEZ).

Estimate of total cost

2009-10		2010-11	
Revenue	£100,000	Revenue	£100,000
Capital	£3m	Capital	£6m

Contribution from Growth Fund requested

2009-10		2010-11	
Revenue	£50,000	Revenue	£50,000
Capital	£0.3m	Capital	£0.3m

Reason why Growth Fund contribution is sought

This is essential small scale works and information provision that directly relate to the SDAs and SHSEZ and will support larger Active Traffic Management projects on the Motorway network. This is an important project to deliver the 'Reduce' and 'Manage' strand of the TfSH strategy and responds to the Memorandum of Understanding signed with the Highways Agency and DfT as part of the South Hampshire Agreement (the MAA). The project would be delivered in conjunction with the Highways Agency.

Potential other sources of funding
RFA

Timeframe for delivery

Phased approach, personalised travel plans and other information strands to start Q3 2009/10. If capital works can be financed, start from Q1 2010/11.

Project title: Havant cross borough public transport**Lead organisation**

Havant Borough Council

Project sponsor

Frank Campbell, Corporate Services Director

Description of project objectives

The bid is to develop options for an enhanced bus service linking Dunsbury Hill Business Park, Leigh Park, and Havant and Waterlooville town centres as part of a wider proposal for a cross borough route linking the MDA at Waterlooville (2,000 dwellings), Waterlooville Town Centre, Dunsbury Hill Business Park, Leigh Park, Havant Town Centre and the Broadmarsh Business Area. This proposed route will link all of the Borough's major residential and job creation developments and provide onward linkage to the wider strategic rapid bus network in Portsmouth and South East Hampshire.

Dunsbury Hill Business Park is one of PUSH's proposed strategic employment sites of 13 hectares, currently allocated in the Local Plan with potential to expand. A development partner has been selected and development is anticipated to start in 2009/10. It is adjacent to Leigh Park, a large interwar housing estate developed (and largely owned) by Portsmouth City Council. This has few facilities and is well recognised as a deprived area with low adult skill levels. Up to 1000 additional homes are being planned within and on the edges of Leigh Park as part of a regeneration programme.

The new route would link Dunsbury Hill Business Park and Leigh Park into the two town centres in a sustainable way and allow modal shift away from the car. The wider linkage to the strategic rapid bus network is also critical in this respect. It is also very important to enable the most socially excluded in Leigh Park to access the employment opportunities at Dunsbury Hill and wider facilities in central Havant and Waterlooville.

Estimate of cost

2009-10		2010-11	
Revenue		Revenue	
Capital	£0.050m	Capital	£0.050m

Contribution from Growth Fund requested

2009-10		2010-11	
Revenue		Revenue	
Capital	£0.050m	Capital	£0.050m

Reason why Growth Fund contribution is sought

This project is about linking new employment opportunity with new and existing housing, and town centre facilities. It is important to the existing residents but will be essential for the new dwellings planned for Leigh Park and other locations in the Borough to open up sustainable travel options and give those residents access to local jobs.

Potential other sources of funding

Developer Contributions from the Dunsbury Hill Business Park

Timeframe for delivery

PUSH would like to start this project in the current financial year and complete over the next 18 months, with the objective of implementing as part of the development of Dunsbury Hill and Leigh Park

Project title: Romsey and southern Test Valley sustainable transport**Lead organisation**

Test Valley Borough Council

Project sponsor

Steve Lees

Description of project objectives

This project will seek to improve utilisation of rail facilities to encourage sustainable commuting to Southampton and, in due course, the new employment zone at SHSEZ. The bid is for resources to work with Network Rail to improve the station and car parking. The outputs are to facilitate development of 2,400 homes and help provide sustainable transport choices.

Under core strategy proposals, Romsey's population is likely to increase by 5700 and the expectation is that a significant proportion of the workforce will travel to Southampton for employment. Equally, development of SHSEZ will provide a new employment destination which Romsey is well-placed to serve given that it has good rail connections directly to Eastleigh and Southampton Airport Parkway stations.

There are no other sustainable transport choices available to serve the commuting needs of Romsey other than local rail. This project would start to create an integrated transport solution using public bus transport to collect from new housing developments in Romsey and its environs, connecting with rail services to employment and leisure destinations.

Estimate of cost

2009-10		2010-11	
Revenue		Revenue	
Capital	£0.250 (est)	Capital	£0.250 (est)

Contribution from Growth Fund requested

2009-10		2010-11	
Revenue		Revenue	
Capital	£0.150	Capital	£0.150

Reason why Growth Fund contribution is sought

The Romsey project will be a partnership with Network Rail and Transport for South Hampshire as part of a larger project. The train operating company (SW Trains) has recently started offering improved services and this project would encourage them to further investment. The project is uncosted as yet although plans are already available for the station/car parking improvements. The funding would serve as a trigger for Network Rail investment.

Potential other sources of funding

Major proportion of funding from a private partner

Timeframe for delivery

Given need for land acquisition by private partner, P&R could not realistically start before end 2009

Project title: Guildhall master plan													
Lead organisation Portsmouth City Council													
Project sponsor John Slater Head of Planning Services													
Description of project objectives <p>This project will lay the foundations for the major regeneration of the area immediately to the south of the Portsmouth and Southsea station. This is identified in the Core Strategy – Preferred Options, which is out for consultation for up to 1200 new homes as well as new civic offices and cultural facilities (eg museum) in a mixed use development. This is part of the wider regeneration of Portsmouth City Centre to allowing it to strengthen its role as a sub-regional centre. The housing could be coming forward in the period 2013–15.</p> <p>The master plan will provide the framework for a major private/public partnership involving a cultural and residential quarter in a highly sustainable location. As this is a plan-making exercise, it will enable the housing to be delivered once market conditions improve</p>													
Estimate of total cost													
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	2009-10		2010-11										
Revenue		Revenue											
Capital	£50,000	Capital	£150,000										
Reason why Growth Fund contribution is sought <p>The project supports the Core Strategy and the master plan will help provide the evidence base to justify the proposal following the Public Examination. Growth funding will allow the Council to prepare the wider project before entering into agreements with developers and enable the City to deliver the vision it thinks appropriate for this key area in the heart of Portsmouth</p>													
Potential other sources of funding <p>The Council is already investigating the economics of the scheme and initial discussions have taken place with potential private sector developers</p>													
Timeframe for delivery <p>The master plan will facilitate the main project and is capable of being commenced as soon as practicable</p>													

Project title: South Hampshire Agreement (MAA): support to Economic Development Strategy													
Lead organisation: PUSH													
Project sponsor Dawn Baxendale, Economic Director, PUSH													
Description of project objectives Partners in the MAA, including SEEDA, the LSC, Business Link, Jobcentre Plus, are seeking additional funding to establish the Employment and Skills Board that will set a strategic framework for delivery. The agencies will be aligning their mainstream funding in support of targets set out in the MAA for the sub-region. The Employment and Skills Board will, subject to sufficient evidence of its robustness and traction, assume powers to set a binding strategy for adult skills in the PUSH area. Additional revenue funding is required in order to resource the Board to deliver its executive functions.													
Estimate of total cost													
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2009-10		2010-11											
Revenue	£100,000	Revenue	£100,000										
Capital		Capital											
Reason why Growth Fund contribution is sought This bid reflects PUSH's role in delivering and managing the South Hampshire Agreement and the need to make progress on one of its key elements, relating to improving adult skills in the sub-region													
Potential other sources of funding None readily available. Partners to the MAA are already using their funding in support of the agreed Economic Development Strategy and its targets													
Timeframe for delivery It is intended to establish the Employment and Skills Board by April 2009													

Project title: Sustainability revenue projects**Lead organisation** PUSH**Project sponsor**

Frank Campbell, Corporate Director, Havant Borough Council

Description of project objectives

A number of projects have been identified that require further resource. These are

- developing the South Hampshire Green Network. Consultants have completed research on the scope for a green infrastructure strategy, identifying sites and potential habitats. The next stage of this work is to determine a strategy that will enable PUSH to create a programme of investment in the Green Network for the long term. This work is needed in order to feed into core strategies currently being prepared. The project will then develop specific proposals for sites and their funding;
- planning and establishing energy supply companies (ESCO) in line with the Arup recommendations. The bid is to finance the process of establishment, legal and set-up costs;
- renewables projects, including addressing the potentially serious position in respect of household water consumption which must be resolved if Habitats Directive requirements are to be met.

The cost of these projects will not be finally known until they have been tendered but the bid reflects advice about the cost of establishing one or more ESCOs.

Estimate of cost

2009-10		2010-11	
Revenue	£175,000	Revenue	£175,000
Capital		Capital	

Contribution from Growth Fund requested

2009-10		2010-11	
Revenue	£150,000	Revenue	£150,000
Capital		Capital	

Reason why Growth Fund contribution is sought

The projects under this heading directly relate to the ability to deliver growth in the sub-region sustainably. Water consumption and energy usage are serious issues for the sub-region and these, together with the failure to put a Green Network in place, will potentially undermine LDFs/core growth strategies being put in place by PUSH planning authorities, especially when they are subject to Examination in Public

Potential other sources of funding

These projects would not be funded by the private sector and at the moment there are no contributions from other public agencies.

Timeframe for delivery

Work on the Green Strategy would commence as soon as funding is available. Other projects would follow in 2009-11.

Project title: Support to the delivery of the Strategic Development Areas and urban extensions

Lead organisation

PUSH

Project sponsor

Stuart Jarvis, Managing Director, PUSH

Description of project objectives

The two highest risks to PUSH are the current state of the property market and under-resourcing of its development programme. PUSH proposes to deliver two new settlements in the Strategic Development Areas that will come on stream in the long term, generally after 2016. Feasibility and forward planning work has to be undertaken now. In the medium term however, much of PUSH's additional housing will be delivered by urban extensions, especially Whiteley, Romsey and Waterlooville. In order to plan and deliver these successfully, additional capacity and expertise is required by PUSH authorities, including project management but especially design and master planning.

Generally, PUSH works in partnership with developers and landowners to develop sites. However, the ability of the private sector to resource forward planning work is increasingly constrained by the market. PUSH also believes that there has been far too much low quality development in South Hampshire and we wish to raise the quality and give more identity to both new and existing communities. That means having the resource to challenge developers with better designs and master plans. Master planning means commissioning experts and is expensive.

The PUSH business plan budget (£0.2/0.2m) is proving inadequate and the bid is for the cost of strengthening the team, buying in specialist expertise for a range of development functions, undertaking feasibility and site investigation studies, and master planning for the urban extensions and the two mixed use SDAs.

Estimate of cost

2009-10		2010-11	
Revenue	£450,000	Revenue	£450,000
Capital		Capital	

Contribution from Growth Fund requested

2009-10		2010-11	
Revenue	£250,000	Revenue	£250,000
Capital		Capital	

Reason why Growth Fund contribution is sought

To provide for continuity and quality of development over the medium and long terms

Potential other sources of funding

PUSH already works with English Partnerships, principally on regeneration projects, CABE, and other agencies. ATLAS is advising on the Fareham SDA

Timeframe for delivery

Resourcing PUSH's forward planning of housing delivery is urgent