



# Basingstoke and Deane Local Plan 2024 to 2042

Draft Infrastructure Delivery Plan Regulation  
18 Consultation November 2025



Basingstoke  
and Deane

## Contents

Introduction .....	3
Highways and Transport .....	9
Education.....	26
Community and Cultural Facilities.....	33
Health .....	42
Sport and Recreation .....	47
Green Infrastructure.....	51
Water and Utilities.....	55

## Introduction

1. The council is preparing an Infrastructure Delivery Plan (IDP) to support the development of its new Local Plan, which will guide growth in the borough to 2042.
2. New development often generates the need for additional or improved infrastructure to support existing and future residents, visitors, and employees. In response, the Local Planning Authority (LPA) is taking a proactive and coordinated approach to infrastructure planning and delivery. This aims to ensure that the right infrastructure is provided in the right place at the right time.
3. This draft IDP sets out a schedule of key infrastructure projects that are currently expected to be required to support the emerging growth strategy. It builds on the previous IDP prepared to support the adoption of the Community Infrastructure Levy (CIL) in 2017, as well as the consultation draft published alongside the Regulation 18 Local Plan consultation in 2024. It outlines what infrastructure is likely to be required, how it might be delivered, estimated costs, potential funding sources, and indicative timescales.
4. The IDP will inform the infrastructure required on the site allocations identified in the draft new Local Plan. It will also help guide future funding decisions by the council (including CIL allocations) and support bids for external funding. It will serve as a tool for engaging with developers and infrastructure providers to help ensure timely delivery of necessary infrastructure, in response to the Council motion (in October 2021) that the new Local Plan should ensure the delivery of 'infrastructure first and housing second'.
5. Infrastructure identified in the draft IDP includes the facilities and services necessary to make development acceptable and sustainable, support communities, and enable the local economy to thrive. Supporting residents to meet their daily needs locally is also key to encouraging low-carbon living and delivering on the council's Climate Emergency declaration.
6. At this stage, it is recognised that parts of the Local Plan evidence base and infrastructure strategies from external providers are still under development, and infrastructure requirements will continue to evolve alongside the Local Plan. As such, the IDP is a live document. The LPA will continue to work with partners to refine its contents throughout the Local Plan process. This iterative approach acknowledges that some information will only become available following the Regulation 18 consultation and during subsequent stages of plan preparation.

## Policy background

### *National Planning Policy Context*

7. The National Planning Policy Framework (2024, para 8) identifies the importance of new development being supported by appropriate infrastructure to deliver the economic, social and environmental objectives of sustainable development. In particular, the NPPF (para 20) reinforces the importance of making sufficient

provision for infrastructure, including infrastructure for transport, community facilities and the natural environment.

8. Planning Practice Guidance sets out that LPAs should work alongside infrastructure providers and service delivery organisations to understand the quality and capacity of existing infrastructure and its ability to meet forecast demands (Reference ID: 61-059-20190315). It states that where deficiencies are identified, policies should set out how those deficiencies will be addressed. The assessment should also take account of strategic infrastructure including nationally strategic infrastructure.
9. National policy and guidance (NPPF para 22 and PPG Reference ID: 61-060-20190315) also recognise that where the Plan includes sites that would be built out beyond the Plan Period (such as Southern Manydown, Popham, and Upper Swallick), policies should be set within a longer-term vision. This should include an understanding of infrastructure needs obtained through engagement with infrastructure providers to ensure that those needs can be met.

#### *Local Planning Policy Context*

10. The Regulation 18 draft Local Plan (2025) includes specific policies for each of the allocated sites. These policies provide a high-level overview of the infrastructure requirements associated with each site and cross-reference to the detailed requirements set out in the IDP.
11. The policies seek to ensure that infrastructure is planned and delivered in a coordinated and comprehensive manner. In order to achieve this, where multiple sites are dependent upon shared infrastructure, or sites are in multiple ownership, the policies require the developers to work together to prepare an Infrastructure Delivery Strategy (IDS), which must be submitted with each full or outline planning application.
12. The Regulation 18 draft Local Plan (as consulted upon in 2024) also included a suite of Development Management policies relating to infrastructure, including draft Policy INF1 (Infrastructure). This draft policy set out the Council's commitment to working proactively with infrastructure providers and operators to enable the delivery of new and improved infrastructure. It emphasises the importance of ensuring that new development is supported by appropriate services, facilities, and infrastructure, delivered at a rate and scale that meets the needs generated by that development. Other draft policies relevant to infrastructure delivery included: Policy INF2 (Transport); Policy INF3 (New and Improved Facilities); Policy ENV4 (Nitrate Neutrality); Policy ENV6 (Biodiversity, Geodiversity and Nature Conservation); and Policy ENV7 (Green and Blue Infrastructure).
13. These policies have not been republished as part of this consultation. The LPA is reviewing the comments received in response to the consultation in 2024, and these will inform the preparation of the final draft Local Plan which will be published in 2026.

## How is infrastructure funded?

14. The delivery and funding of infrastructure projects can be complex, and funding streams will vary between infrastructure types.
15. Local authorities are not expected to fund the infrastructure required to facilitate new development, as this is typically provided by developers either on-site or through financial commitments. Councils can secure infrastructure (and its funding) from developers by two means:

### Section 106

16. A Section 106 agreement is a legally binding agreement between a local planning authority and a developer, made under Section 106 of the Town and Country Planning Act 1990. It sets out the planning obligations a developer must meet to make a development proposal acceptable in planning terms. These obligations can include financial contributions, the provision of infrastructure, affordable housing, or other measures necessary to mitigate the impacts of development.
17. The council's ability to secure planning obligations through Section 106 is subject to legal limitations. In particular, any obligations must meet the tests set out in paragraph 58 of the National Planning Policy Framework (NPPF), which require that they are:
  - a) necessary to make the development acceptable in planning terms;
  - b) directly related to the development; and
  - c) fairly and reasonably related in scale and kind to the development.

### Community Infrastructure Levy (CIL)

18. The Community Infrastructure Levy (CIL) is a charge on new development based on floorspace, and is paid in accordance with the Council's adopted CIL Charging Schedule. Under the CIL Regulations, a proportion of the levy must be passed to the local community - either to the relevant parish or town council, or via neighbourhood funding mechanisms in non-parished areas. A small portion is retained for administrative purposes, and the remaining receipts (typically around 70-80% of total income) are available for the Council to spend on infrastructure that supports growth across the borough. This is referred to as Strategic CIL.
19. In February 2025, the Council adopted a CIL Spending Protocol, which sets out the process by which infrastructure providers can bid for CIL funding. It also establishes criteria to guide decision-making on how CIL is allocated. The protocol confirms that Strategic CIL will be directed towards the highest priority infrastructure of strategic importance, and that it will be used as a funding source of last resort, when other funding options have been exhausted or are unavailable.

### The council's current approach to funding infrastructure

20. As set out in Adopted Local Plan Policy CN6, and detailed in the Planning Obligations for Infrastructure Supplementary Planning Document (SPD), the council uses both Section 106 agreements and CIL to fund infrastructure. As a general principle, Section 106 is used to secure affordable housing and site-

specific infrastructure, while CIL is the primary mechanism for funding off-site measures. The Council is currently reviewing this approach as part of the new Local Plan.

## Guide to this document

21. The Infrastructure Delivery Plan is divided into thematic sections, based upon different types of infrastructure. For each theme, the document provides background information on how needs were identified (for example, the relevant evidence base strategies and discussions with partner organisations) and includes a table outlining what infrastructure is required to support the future development proposed in the Regulation 18 draft Plan. The schedule focuses on strategic infrastructure requirements, and it should be noted there may be additional site-specific local infrastructure identified at the planning application stage.
22. The following information is provided in the schedules in relation to each piece of infrastructure:

### Levels of priority

23. Each infrastructure project has been assigned a level of priority as defined by Table 1, below:

**Table 1: Infrastructure Prioritisation Categories**

Category	Definition
<b>Critical</b>	<ul style="list-style-type: none"> <li>Infrastructure that must happen to enable growth (as a prerequisite to overcome constraints without which development cannot proceed).</li> <li>These infrastructure items are typically 'blockers' or 'show-stoppers'. They are most common in relation to highway, transport and utilities infrastructure.</li> <li>They are usually linked to triggers controlling the commencement of new developments.</li> </ul>
<b>Essential</b>	<ul style="list-style-type: none"> <li>Infrastructure that is considered necessary to mitigate the impacts arising from the development.</li> <li>These mitigation schemes are typically required to make the proposed development acceptable in planning terms.</li> <li>These items are most common in relation to the increase in population generated by the development (e.g. additional school places) as well as to accommodate their future travel requirements (e.g. public transport).</li> <li>They are usually linked to triggers controlling the occupation of new developments.</li> </ul>
<b>Policy High Priority</b>	<ul style="list-style-type: none"> <li>Infrastructure that is required to support wider strategic or site-specific objectives.</li> <li>Typically set out in planning policy or subject to a statutory duty (but would not necessarily prevent development from occurring).</li> </ul>

	<ul style="list-style-type: none"> <li>• This type of infrastructure has a less direct relationship with the additional population generated by new developments and is more influenced by whether a person chooses to use this facility or service.</li> <li>• Typically including use of the likes of community facilities, libraries and sports facilities.</li> </ul>
<b>Desirable</b>	<ul style="list-style-type: none"> <li>• Infrastructure that is required for sustainable growth but is unlikely to prevent development in the short to medium term.</li> <li>• Often aligned to placemaking objectives rather than being essential for development to come forward.</li> </ul>

## Timing

24. The schedule identifies the estimated timescale for delivering the infrastructure. The IDP principally focuses upon the Local Plan period (up to 2042) but also identifies the total infrastructure requirements on the largest sites which are likely to be built-out beyond the plan period (post 2042). Where possible, the schedule includes an estimated delivery year, though the actual delivery date will frequently depend upon the pace of development.

## Costs

25. Indicative costs and proposed sources of funding have been included where they are available and not commercially sensitive. Where possible, the schedules therefore identify:
- The total cost of the infrastructure;
  - The amount of funding that has already been received or secured (for example, through national funding or a developer contribution);
  - The amount of future S106 that is expected (for example, from sites that do not yet have planning permission); and
  - The 'funding shortfall' that would remain after these sources of funding have been taken into account.
26. In those cases where infrastructure would be integral to a development, and fully funded or provided by a developer, the specific cost has not always been identified in this schedule. Although these costs are relevant to the council's understanding of the viability of development, they do not represent a funding gap for the council or its partners.
27. Each identified infrastructure item has therefore been colour-coded in relation to whether there is a funding gap (see column entitled 'Funding shortfall £' within the schedule):

	<p><b>Secured</b></p> <p>Where funding has already been secured for the infrastructure to be delivered (for example, through a signed S106 agreement).</p>
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	<p><b>Will Be Secured</b></p> <p>Where there is a high level of certainty that the infrastructure would be fully funded or delivered by others.</p>
	<p><b>Partly Funded</b></p> <p>Partial funding has been secured. Additional funding is likely to be required, dependent upon final specification.</p>
	<p><b>Funding not yet identified</b></p> <p>Funding not yet identified. CIL will be one of the main ways in which the council can address this ‘funding gap’.</p>

28. In assessing how the infrastructure is likely to be funded, the IDP assumes a continuation of the current policy approach to using S106 and CIL (as explained above). This assumes that the infrastructure required to support the delivery of the following large scale development areas (including on-site infrastructure) will principally be secured through Section 106:

- Western Basingstoke (Policies SPS5.1 to SPS5.3)
- Eastern Basingstoke (Policies SPS5.4 to SPS5.7)
- Popham Garden Village (Policy SPS5.8)
- Upper Swallick Garden Village (Policy SPS5.9)

29. As set out above, this overall approach will be reviewed ahead of the publication of the Regulation 19 draft Local Plan in 2026, and any changes to funding mechanisms would need to be reflected in an updated version of the Infrastructure Delivery Plan (IDP).

### Meeting the funding shortfall

30. Where the infrastructure would not be funded by S106 (or not wholly funded by S106), the schedule seeks to identify ‘Potential Further Funding’ opportunities from other funding sources. The columns in the schedule broadly identify where further funding may become available in the future, for example through further S106 from neighbouring sites, the future allocation of CIL funding, or from other potential funding sources (e.g. government funding etc.).

Potential further funding if shortfall		
S106	CIL	Other

### Monitoring the delivery of infrastructure

31. Full information about how much CIL and S106 have been collected, and what infrastructure has been delivered, is set out in the council’s annual Infrastructure Funding Statement. The council will also update this IDP periodically to ensure it reflects current infrastructure needs and the most up-to-date funding situation.

## Highways and Transport



### Transport Infrastructure

Draft Local Plan Policy INF2 (Transport), published as part of the 2024 Regulation 18 consultation, sets out the requirements for new developments to minimise their impacts upon the existing transport networks whilst supporting sustainable travel. This approach includes the provision of high-quality infrastructure and associated initiatives to reduce the need to travel, whilst encouraging Active Travel (walking and cycling) and public transport use. However, in some cases, developments may also need to mitigate their residual transport impacts upon the wider local and strategic transport networks.

To support this, a range of anticipated transport infrastructure needs have been identified. These have been informed by existing and emerging transport policies and strategies; engagement with the Highway Authorities (National Highways (NH)) with respect to the Strategic Road Network (M3/A303(T)/A34(T)) and Hampshire County Council (HCC) regarding the Local Road Network), Network Rail and other stakeholders; and the council's Interim Strategic Transport Assessment (2024). **An updated Strategic Transport Assessment is currently underway to inform the Regulation 19 Local Plan, and this will provide further detail about the infrastructure that is required. Updates to the IDP will also be informed by site promoters' further developed Sustainable Transport Strategies and Masterplans, in particular for the larger scale strategic sites.**

The IDP reflects the opportunities identified in the Local Cycling and Walking Infrastructure Plan (LCWIP), which has been developed by HCC and sets out a long-term strategic approach to identifying walking and cycling infrastructure opportunities across the borough. It also reflects HCC's Bus Service Improvement Plan (BSIP), which identifies opportunities to deliver high-quality public transport routes aimed at reducing journey times and improving reliability. It also includes the priorities identified by Transport for the South East (TfSE), the sub-national devolved transport body covering Hampshire in their Strategic Investment Plan for the South East (March 2023).

### Monitor and Manage

The planning consent for Northern Manydown (17/00818/OUT) includes a 'Monitor and Manage' approach to transport mitigation. This flexible strategy allows for transport infrastructure to be adapted over the longer build-out period of the development, as original assumptions may change. Future Key Phase Transport Assessments, required under the Section 106 Agreement, will inform this process. These assessments will consider updated transport network conditions, travel behaviours, and other relevant factors to determine the most appropriate infrastructure solutions. These will be agreed in consultation with the Local Highway Authority and the council. As such, going forward this approach to transport mitigation is also likely to be applicable to the LPU's draft larger scale strategic sites, and therefore also likely to be secured by their supporting Section 106 Agreements.

**Typical Sources of funding:**

- Developer highway improvements (including S278 improvements).
- Developer contributions (S106 funding) to enable improvements by the Highway Authorities (HCC & NH).
- Homes England (e.g. the former Housing Infrastructure Fund).
- Department for Transport (e.g. Bus Service Improvement Plan funding, Local Transport Grant, Zero emission bus funding (ZEBRA), Access for all).
- Active Travel England (e.g. Active Travel Fund).
- HCC improvement schemes (e.g. HCC's Local Transport Plan and other associated strategies and studies).
- National Highways (e.g. Designated Funds ([Link](#)) & Community Fund ([Link](#))).
- BDBC Capital Programme (Local Cycling and Walking Infrastructure Plan improvements, Electric Vehicle Charging Points).
- BDBC funded bus services (Service 55, etc.).
- BDBC Community Infrastructure Levy.
- Central Government and other funds (e.g. Supporting organisations Local Electric Vehicle Infrastructure Fund ([Link](#))).
- South Western Railway Customer and Communities Improvement fund.

Type	Location / Infrastructure requirement	Policy / site generating need and/or funding infrastructure	Adopted	New LP	Level of priority	Delivery timescale	Indicative cost £	Funding already received/ secured £	Funding expected through future S106s £	Funding shortfall £	Potential further funding if shortfall			Notes
											S106	CIL	Other	
Transport (T1)	<u>Basingstoke Town Centre</u> <u>Eastrop Roundabout</u> (Churchill Way/Basing View/Festival Way) - Junction improvements (inc. public transport & Active Travel enhancements).	SPS3: Delivering the Basingstoke Town Centre Masterplan. SPS9 Basing View.	√	√	<b>Policy High Priority</b>	As necessary to serve the development	To be Developer Funded/Delivered.			£0		√	√	Possible phased delivery as development comes forward with enhancements secured by S106 agreements. Potential for wider improvements by the LHA, as recognised by the Basingstoke Transport Strategy (subject to available future funding).
Transport (T2)	<u>Western Basingstoke</u> <u>A339/Roman Rd./Rooksdown Ave. Roundabout</u> - Primary northern access (inc. new A339 roundabouts) & closure of the existing Roman Rd./A339 access).	ALP SS3.10 (SPS5.1) Northern Manydown.	√	√	<b>Essential</b>	Prior to 1,500 <sup>th</sup> occupation.	To be Developer Funded/Delivered.			£0				Secured by planning condition No. 3 (17/00818/OUT) & S106 agreement. Dwg. No. 5556/OPA/006/P Rev. H.
Transport (T3)	<u>Western Basingstoke</u> <u>B3400</u> - Primary southern accesses (inc. new roundabout & signal-controlled intersection).	ALP SS3.10 (SPS5.1) Northern Manydown.	√	√	<b>Essential</b>	Prior to 1,200 <sup>th</sup> occupation	To be Developer Funded/Delivered.			£0				Secured by planning condition No. 3 (17/00818/OUT) & S106 agreement. Dwg. No. 5556/OPA/007/P Rev. A.

Type	Location / Infrastructure requirement	Policy / site generating need and/or funding infrastructure	Adopted	New LP	Level of priority	Delivery timescale	Indicative cost £	Funding already received/ secured £	Funding expected through future S106s £	Funding shortfall £	Potential further funding if shortfall			Notes
											S106	CIL	Other	
Transport (T4)	<u>Western Basingstoke</u> <u>Roman Rd./Winklebury Way</u> - Primary Access and new signal-controlled crossroads with associated improvements.	ALP SS3.10 (SPS5.1) Northern Manydown.	√	√	Essential	As necessary to serve the development	To be Developer Funded/Delivered.			£0				Secured by planning condition No. 3 (17/00818/OUT) & S106 agreement. Dwg. No. 5556/OPA/007/P Rev. A.
Transport (T5)	<u>Western Basingstoke</u> <u>New Link Road</u> - Provision of Main Street (between the A339/B3400, with associated connections).	ALP SS3.10 (SPS5.1) Northern Manydown.	√	√	Essential	As necessary to support the phased delivery of this strategic site.	To be Developer Funded/Delivered.			£0				Secured by S106 agreement (17/00818/OUT).
Transport (T6)	<u>Western Basingstoke</u> <u>Rooksdown Ln./A339/Ibworth Ln</u> - Junction improvements.	ALP SS3.10 (SPS5.1) Northern Manydown.	√	√	Essential	Monitor & Manage approach.	Monitor & Manage			£0				Subject to future Key Phase TA triggering the need for these improvements as secured by S106 agreement (17/00818/OUT).
Transport (T7)	<u>Western Basingstoke</u> <u>Trumpet Roundabout</u> (A339/ Ringway West/North) - Junction Improvements (TA).	ALP SS3.10 (SPS5.1) Northern Manydown.	√	√	Essential	As necessary to support the phased delivery of this strategic site	£7.13M	£7.13M	£0	£0				As secured by S106 agreement (17/00818/OUT).
Transport (T8)	<u>Western Basingstoke</u> <u>Roman Way Roundabout</u> (B3400 /Roman Way) - Junction improvements.	ALP SS3.10 (SPS5.1) Northern Manydown.	√	√	Essential	Monitor & Manage approach.	Monitor & Manage			£0				Subject to future Key Phase TA triggering the need for these improvements as secured by S106 agreement (17/00818/OUT).
Transport (T9)	<u>Western Basingstoke</u> <u>Old Kempshott Ln./B3400</u> - Junction improvements.	ALP SS3.10 (SPS5.1) Northern Manydown.	√	√	Essential	Monitor & Manage approach.	Monitor & Manage			£0				Subject to future Key Phase TA triggering the need for these improvements as secured by S106 agreement (17/00818/OUT).
Transport (T10)	<u>Western Basingstoke</u> <u>Buckskin Roundabout</u> (B3400/Buckskin Ln.) - Junction improvements.	ALP SS3.10 (SPS5.1) Northern Manydown.	√		Essential	Monitor & Manage approach.	Monitor & Manage			£0				Subject to future Key Phase TA triggering the need for these improvements as secured by S106 (17/00818/OUT).
		SPS5.2 Land North of Pack Lane SPS5.3 Southern Manydown		√	Essential	Monitor & Manage approach.	Monitor & Manage			£0				Potential further improvements to accommodate SPS5.3 (Northern Phase) - To be secured by S106 agreement.

Type	Location / Infrastructure requirement	Policy / site generating need and/or funding infrastructure	Adopted	New LP	Level of priority	Delivery timescale	Indicative cost £	Funding already received/ secured £	Funding expected through future S106s £	Funding shortfall £	Potential further funding if shortfall			Notes
											S106	CIL	Other	
Transport (T11)	<u>Western Basingstoke</u> <u>West Ham Roundabout</u> (B3400/West Ham Close) - Junction improvements.	ALP SS3.10 (SPS5.1) Northern Manydown.	√		<b>Essential</b>	Prior to 600 <sup>th</sup> occupation of Northern Manydown.	To be Developer Funded/Delivered.			£0				Early Phase Transport Works. Secured by S106 agreement (17/00818/OUT).
		SPS5.2 Land North of Pack Lane SPS5.3 Southern Manydown ALP SS9 Basingstoke Leisure Park (SPS11).		√	<b>Essential</b>	Monitor & Manage approach.	Monitor & Manage			£0				Potential further improvements to accommodate SPS5.2/5.3 (Northern Phase) - To be secured by S106 agreement.  Potential further enhancements in the event of development at the Basingstoke Leisure Park.
Transport (T12)	<u>Western Basingstoke</u> <u>Victory Roundabout</u> (Churchill Way West/Alencon Link/Timberlake Rd.) junction Improvements.	ALP SS3.10 (SPS5.1) Northern Manydown.	√	√	<b>Essential</b>	As necessary to support the phased delivery of these strategic sites	£2.41M	£2.41M	0	£0				Secured by S106 agreement (17/00818/OUT). Potential further enhancements to accommodate SPS5.3.
Transport (T13)	<u>Western Basingstoke</u> <u>Fiveways intersection</u> (Pack Ln./Buckskin/Kempshott Ln.) - Junction Improvements (all modes).	ALP SS3.10 (SPS5.1) Northern Manydown.	√	√	<b>Essential</b>	As necessary to support the phased delivery of these strategic sites	£4.59M	£4.59M	0	£0				Secured by S106 agreement (17/00818/OUT). Potential further enhancements to accommodate SPS5.3 (Northern Phase and future public transport services).
		SPS5.2 Land North of Pack Lane SPS5.3 Southern Manydown.		√	<b>Essential</b>	As necessary to support the phased delivery of these strategic sites	To be developer funded / delivered			£0				Further improvements likely to accommodate Southern Manydown (Northern Phase & public transport services) - To be secured by S106 agreement.
Transport (T14)	<u>Southwestern Basingstoke</u> <u>Pack Ln./Buckskin Ln./B3400</u> - Corridor improvements between Southern Manydown (SPS5.2/3) and Basingstoke Town Centre (inc. high quality public transport services).	SPS5.2 Land North of Pack Ln. SPS5.3 Southern Manydown.	-	√	<b>Essential</b>	As necessary to support the phased delivery of this strategic site.	To be Developer Funded/Delivered			£0				To be provided by the development of Southern Manydown (SPS5.3) Developer, together with potential contributions from the development of Land North or Pack Ln., to be secured by S106 agreement.
Transport (T15)	<u>Southwestern Basingstoke</u> <u>A30 west of J/W Trenchards Ln.</u> - New 4-arm roundabout, southern arm serving Oakdown Farm.	Land at Oakdown Farm, Winchester Road.	-	-	<b>Essential</b>	As necessary to support this employment site	To be Developer Funded/Delivered.			£0				Southern arm serving the Oakdown Farm development (storage & distribution). To be provided by the Developer as secured by S106 (23/03120/FUL).

Type	Location / Infrastructure requirement	Policy / site generating need and/or funding infrastructure	Adopted	New LP	Level of priority	Delivery timescale	Indicative cost £	Funding already received/ secured £	Funding expected through future S106s £	Funding shortfall £	Potential further funding if shortfall			Notes
											S106	CIL	Other	
	Northern arm providing future access with SPS5.3, (subject to further enhancements).	SPS5.3 Southern Manydown.	-	√	<b>Essential</b>	As necessary to support the phased delivery of this strategic site.	To be Developer Funded/Delivered.			£0				Future access with SPS5.3, with further enhancements to provide suitable access and connections for all mode (as appropriate), plus potential additional capacity enhancements. To be secured by S106 agreement.
Transport (T16)	<u>Southwestern Basingstoke</u> A30 adj. to J/W with Trenchards Ln. - New pedestrian & cycle controlled crossing with associated connections.	Land at Oakdown Farm, Winchester Road.	-	-	<b>Essential</b>	As necessary to support this employment site	To be Developer Funded/Delivered.			£0				New A30 pedestrian & cycle controlled crossing (Toucan) and associated connections between Oakdown Farm, Hounsome Field, Basingstoke Golf Course, etc. Secured by S106 agreement (23/03120/FUL).
Transport (T17)	<u>Southwestern Basingstoke</u> A30 Southwood Corner (north of M3 Jnt. 7) - Junction capacity improvements.	Land at Oakdown Farm, Winchester Road.	-	-	<b>Essential</b>	As necessary to support this employment site.	To be Developer Funded/Delivered.			£0				Junction capacity improvements. Secured by S106 agreement (23/03120/FUL).
		SPS5.3 Southern Manydown. SPS5.8: Popham G.V.	-	√	<b>Essential</b>	As necessary to support the phased delivery of these strategic sites.	To be Developer Funded/Delivered.			£0				Potential additional Active Travel, public transport and junction capacity improvements. To be secured by S106 agreements.
Transport (T18)	<u>Southwestern Basingstoke</u> Trenchards Ln. (C89) - Closure of through route (southeast of the J/W Oakley Rd. (U257)) to accommodate the crossing of the Southern Manydown internal movement network.	SPS5.3 Southern Manydown.	-	√	<b>Essential</b>	Post 2042 - As necessary to support the phased delivery of this strategic site.	To be Developer Funded/Delivered.			£0				Post 2042 - Possible phased delivery together with retained access to surrounding premises (as appropriate), and potential continued use for Active Travel and Emergency Access (as appropriate). To be secured by S106 agreements.
Transport (T19)	<u>Southwestern Basingstoke</u> Surrounding rural routes - Traffic management measures (inc. Trenchards Ln. (C89) - Oakley Rd. (U257), Wootton One Mile (U252), etc.).	SPS5.2 Land North of Pack Lane SPS5.3 Southern Manydown.	-	√	<b>Essential</b>	As necessary to support the phased delivery of this strategic site.	To be Developer Funded/Delivered.			£0				Provision of suitable traffic management measures (based upon Quiet Lanes principles) to prevent unacceptable highway safety impacts (as appropriate). To be secured by S106 agreement.

Type	Location / Infrastructure requirement	Policy / site generating need and/or funding infrastructure	Adopted	New LP	Level of priority	Delivery timescale	Indicative cost £	Funding already received/ secured £	Funding expected through future S106s £	Funding shortfall £	Potential further funding if shortfall			Notes
											S106	CIL	Other	
Transport (T20)	<u>Southwestern Basingstoke</u> <u>Surrounding urban routes</u> - Traffic management measures (inc. Western Way, St Michaels Rd./Brackley Way, etc.).	SPS2a: Buckskin and South Ham SPS5.2 Land North of Pack Lane SPS5.3 Southern Manydown.	-	√	<b>Essential</b>	As necessary to support the phased delivery of this strategic site.	To be Developer Funded/Delivered.			£0				Provision of suitable traffic management measures (based upon LTN 1/07 principles) to prevent unacceptable highway safety impacts (as appropriate). To be secured by S106 agreements.
Transport (T21)	<u>Southwestern Basingstoke</u> <u>North of Pack Ln.</u> - New railway crossing for Active Travel and Public Transport services (inc. suitable connections) between the new communities (SPS5.1 & 5.2/3).	ALP SS3.10 (SPS5.1) Northern Manydown SPS5.2 Land North of Pack Ln. SPS5.3 Southern Manydown	√	√	<b>Essential</b>	TBC	To be Developer Funded/Delivered			£0	√	√	√	Safeguarding for new railway crossing secured under ALP SS3.10 & S106 (17/001487/OUT). To provide connectivity across the railway between the new communities. To accommodate Active Travel, as well as potential future Public Transport services, unless alternative routing/services via the surrounding movement networks is demonstrated to adequately serve SPS5.1 & 5.2/3. To be secured by S106 agreements.
Transport (T22)	<u>Southwestern Basingstoke</u> <u>Site wide</u> - Sustainable Transport Strategy (including an Active Travel and Public Transport Corridor) together with the delivery of other transport measures, facilities and interventions to minimise transport impacts.	SPS5.2 Land North of Pack Ln. SPS5.3 Southern Manydown	√	√	<b>Essential</b>	As necessary to support the phased delivery of this strategic site.	To be Developer Funded/Delivered			£0				Covering the provision of high-quality movement networks, facilities and associated initiatives to reduce the need to travel, especially external trips (inc. trip internalisation), together with encouraging Active Travel & public transport use to minimise the residual transport impacts upon the wider local and strategic transport networks. To be secured by S106 agreements.
Transport (T23)	<u>Popham</u> <u>Overton Rd.</u> (nr. J/W Trinity Grain) - New Western Access serving the new community (SPS5.8).	SPS5.8 Popham G.V.	-	√	<b>Essential</b>	As necessary to serve this strategic site.	To be Developer Funded/Delivered			£0				New Western Access (potential new roundabout/signal-controlled junction) and associated facilities and connections for all modes (as appropriate). To be secured by S106 agreement.

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											S106	CIL	Other	
Transport (T24)	<u>Popham</u> <u>Steventon Road (C226)</u> - Closure of through route (south of J/W Overton Way (U1) to accommodate the crossing of the Popham G.V. internal movement network.	SPS5.8 Popham G.V.	-	✓	<b>Essential</b>	As necessary to serve this strategic site.	To be Developer Funded/Delivered			£0				Possible phased delivery together with retained access to surrounding premises (as appropriate), and potential continued use for Active Travel and Emergency Access (as appropriate). To be secured by S106 agreement.
Transport (T25)	<u>Popham</u> <u>Nr. existing airfield access</u> - New extended eastbound A303 on-slip (towards Basingstoke).	SPS5.8 Popham G.V.	-	✓	<b>Essential</b>	As necessary to serve the development (SPS5.8)	To be Developer Funded/Delivered			£0				New extended eastbound A303 on-slip (towards Basingstoke) and associated improvements to accommodate the SPS5.8 development traffic. Inc. stopping-up and removal of the existing A303 on-slip. To be secured by S106 agreement.
Transport (T26)	<u>Popham</u> <u>A303/Overton Rd.</u> (north of Micheldever) - A303 off slips/Overton Rd. junction improvements, inc. new Active Travel facilities towards Micheldever.	SPS5.8 Popham G.V.	-	✓	<b>Essential</b>	As necessary to serve this strategic site.	To be Developer Funded/Delivered			£0				A303 off-slips/Overton Rd. provision of traffic signals to prevent traffic leaving the A303 (via off-slips) from queuing back to the mainline (dual carriageway) together with new active travel facilities towards Micheldever. To be secured by S106 agreement.
Transport (T27)	<u>Upper Swallick</u> <u>A339</u> (south of J/W Hackwood Ln.) - New Eastern Access and associated highway improvements.	SPS5.9 Upper Swallick G.V.	-	✓	<b>Essential</b>	As necessary to serve the development	To be Developer Funded/Delivered			£0				New Eastern Access (potential 3-arm roundabout, western arm serving the development) and associated highway improvements. To be secured through S106 agreement.
Transport (T28)	<u>Upper Swallick</u> <u>New Spine Road</u> (A399/B3046/ Brighton Hill) - A399 through the new community (SPS5.9) to the B3046 (inc. new intersection), continuing to Brighton Hill (via the M3 underpass), suitable for all modes (as appropriate).	SPS5.9 Upper Swallick G.V.	-	✓	<b>Essential</b>	As necessary to serve the development	To be Developer Funded/Delivered			£0				Inc. connectivity with Northgate Ln. (towards Ellisfield). No vehicular connectivity with Hackwood Ln. (towards Cliddesden or A339). New B3046 intersection (potential staggered junction/roundabout), new junction with Woods Ln., M3 underpass improvements with segregated Active Travel facilities. To be secured by S106 agreement.

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Transport (T29)	<u>Upper Swallick</u> A339 (south of Basingstoke) - Corridor improvements (inc. connecting routes) to mitigate the impacts of the development traffic (SPS5.9).	SPS5.9 Upper Swallick G.V.	-	√	Essential	As necessary to serve the development	To be Developer Funded/Delivered			£0				Potential A339 corridor improvements (inc. connecting routes) to mitigate the impacts of the development traffic (SPS5.9). To be secured by S106 agreement.
Transport (T30)	<u>Upper Swallick</u> Cliddesden and connecting routes - Traffic management measures (inc. B3046/Woods Ln.(U259)/Church Ln.(C180)/Station Rd.(U259)/Northgate Ln. (C180)/Garlic Ln.(U259)/Farleigh Ln.(U154), etc.	SPS5.9 Upper Swallick G.V.	-	√	Essential	As necessary to serve the development	To be Developer Funded/Delivered			£0				Provision of suitable traffic management measures (based upon Quiet Lanes/LTN 1/07 principles) to prevent unacceptable highway safety impacts (as appropriate). Includes modal filters to prevent vehicular access with Hackwood Ln. (towards Cliddesden or the A339). To be secured by S106 agreements.
Transport (T31)	<u>Northwest Basingstoke</u> A340 (north of Gales Garage) - New 3-arm roundabout, western arm serving SPS5.11.	SPS5.11 Weybrook Park Golf Course.	-	√	Essential	As necessary to support the phased delivery of these sites.	To be Developer Funded/Delivered.			£0				A340 new 3-arm roundabout, inc. connections to new A340 bus stops (in both directions). To be secured via S106 agreement.
Transport (T32)	<u>Northeastern Basingstoke</u> West of Parlour Drive - New accesses to provide connectivity for all modes (as appropriate).	SPS 5.12 Land West of Upper Cufaude Farm.	-	√	Essential	As necessary to serve the development	To be Developer Funded/Delivered.			£0				New accesses via Parlour Drive for all modes (as appropriate). To be secured via S106 agreement.
Transport (T33)	<u>Wash Water (south of Newbury)</u> A343 - New accesses (with right turn lanes) and associated improvements for all modes (as appropriate).	SPS5.14 Oakley Farm. Land at Watermill Bridge.	-	-	Essential	As necessary to enable the development of this site.	To be Developer Funded/ Delivered.			£0				Existing consent (21/03394/OUT), closure of the farm access, provision for a new western access (inc. right turn lane) and connections for all uses. Also includes new right turn lane serving Penwood Rd. Potential additional access improvements to accommodate SPS5.14. To be secured by S106 Agreement.
Transport (T34)	<u>Wash Water (south of Newbury)</u> A343 Andover Road (Wash Water) access improvements and associated connections to	SPS5.14 Oakley Farm, Wash Water.	-	√	Essential	As necessary to enable the development of this site.	To be Developer Funded/ Delivered.			£0				To provide safe, suitable and convenient access for all users from the A343 Andover Road and associated connections (inc. existing /future walking and cycling facilities and public

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											S106	CIL	Other	
	provide safe, suitable and convenient access.													transport services towards Newbury). To be secured by S106 Agreement.
Transport (T35)	<u>Mortimer</u> <u>West End Road</u> - New access and associated improvements for all modes (as appropriate).	SPS5.15 West End Farm, Mortimer.	-	√	<b>Essential</b>	As necessary to enable the development of this site.	To be Developer Funded/ Delivered.			£0				New access and connections to provide suitable access for all modes (as appropriate). To be secured by S106 agreement.
Transport (T36)	<u>Tadley</u> <u>A340 north of Skates Ln.</u> - New access and associated improvements for all modes (as appropriate).	SPS5.16 Skates Ln., Tadley.	-	√	<b>Essential</b>	As necessary to enable the development of this site.	To be Developer Funded/ Delivered.			£0				A340 - New priority junction (inc. right turn lane) and connections to provide suitable access for all modes (as appropriate). To be secured by S106 agreement.
Transport (T37)	<u>Tadley</u> <u>A340 north of J/W Skates Ln.</u> - New Active Travel facilities towards Tadley Town Centre.	SPS5.16 Skates Ln., Tadley.	-	√	<b>Essential</b>	As necessary to enable the development of this site.	To be Developer Funded/ Delivered.			£0				A340 - New Active Travel facilities towards Tadley Town Centre. To be secured by S106 agreements.
Transport (T38)	<u>Northwest Basingstoke (towards Newbury)</u> <u>A339</u> - Corridor improvements.	All sites including: ALP SS3.10 (SPS5.1) Northern Manydown. SPS5.2/3 Western Basingstoke.	√	√	<b>Essential</b>	As necessary to support the phased delivery of this strategic site.	£7.0M	£7.0M.	£0	£0				'Corridor Fund' for A339 to be provided by the Developer. Secured by Manydown North S106 (17/00818/OUT).  Note: A339 (Newbury to Basingstoke) the need for potential Safety Enhancements has been identified in TfSE's Strategic Investment Plan, which may enable future of sources funding.
Transport (T39)	<u>Northeast Basingstoke (towards Reading/M4)</u> <u>A33</u> - New accesses and associated improvements to accommodate future development sites.	All sites including: SPS5.4 Land at Whitmarsh Ln. SPS5.5 Redlands. SPS5.6 Redlands Lodge. SPS5.7 Sherfield Hill Farm. SPS5.12 Land West of Upper Cufaude Farm.	√	√	<b>Essential</b>	As necessary to support the phased delivery of these sites.	TBC	£28,000	To be Developer Funded/ Delivered.	£0	√			£28,000 secured by S106 Agreement land at Redlands (ALP SS3.7). Additional improvements and contributions to be secured by S106 agreements.
Transport (T40)	<u>South of Basingstoke</u> <u>M3 Motorway Strategic Road Network (SRN) improvements, M3 Junctions 6, 7 &amp; 8.</u>	All sites including: SPS5.1-3 Western Basingstoke. SPS5.4-7 Eastern Basingstoke. SPS5.8 Popham G.V. SPS5.9 Upper Swallick G.V.	-	√	<b>Essential</b>	As necessary to support the phased delivery of these strategic sites.	TBC	£0	£TBC	£TBC	√	√	√	Potential long-term need (post 2042) for strategic scale highway capacity/safety improvements. Future background traffic growth on the SRN likely to have the most significant impacts. Potential need for

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											S106	CIL	Other	
		SPS3 Basingstoke Town Centre. SPS9 Basing View.												improvement identified at M3 J7/8 within TfSE's Strategic Investment Plan. Scale of improvement likely to be dependent upon future external funding (inc. DfT, the Road Investment Strategy etc.).
Transport (T41)	<u>A34(T)</u>  <u>A34(T)</u> - Potential longer-term junction & safety Improvements.	Developments likely to have an impact upon the future operation of the A34 (i.e. typically towards the west of the borough).	-	-	Desirable	As necessary to support the operation of the SRN.		Potential future DfT / NH improvements to the Strategic Road Network (A34)		£TBC			√	Typically, not needed to support the LP, possibly except for SPS5.14 Oakley Farm, Wash Water. Future background traffic growth on the SRN likely to have the most significant impacts. Potential wider improvements Identified in TfSE's Strategic Investment Plan.
<b>PUBLIC TRANSPORT</b>														
Public Transport (T42)	<u>Basingstoke Town Centre</u>  <u>Basingstoke Railway Station (Alencon Link)</u> - New Town Centre Transport Hub.	SPS3/4 Basingstoke Town Centre.	-	√	Policy High Priority	-	-	-	-	-	√	√	√	SPS3/4 new Transport Hub to integrate rail and bus travel in the town centre, taking into account surrounding redevelopment/future funding opportunities. Supported by Basingstoke Transport Strategy.
Public Transport (T43)	<u>Western Basingstoke</u>  <u>Northern Manydown</u> - Public Transport Strategy to/from Basingstoke Town Centre.	ALP SS3.10 (SPS5.1) Northern Manydown.	√	√	Essential	-	£1.5M	£1.5M	-	0				To be provided as secured by S106 (17/00818/OUT).
Public Transport (T44)	<u>Western Basingstoke</u>  Southern Manydown Sustainable Transport Strategy, including onsite mobility hubs, active modes and public transport corridor, waiting and boarding facilities (inc. Active Travel connections) and high-quality public transport services to Basingstoke town centre, etc.	SPS5.3 Southern Manydown.	-	√	Policy High Priority	As necessary to serve this strategic site.		To be Developer Funded/Delivered.		-	√			To include onsite mobility hubs, public transport services to higher order services and facilities (including Basingstoke town centre). To be secured on-site through masterplan and S106 agreement.

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Public Transport (T45)	<u>Eastern Basingstoke</u> Sustainable Transport Strategy, including onsite Mobility hubs, bus gates (from Pyotts Hill & Redland Avenue) connecting bus route, with waiting and boarding facilities (inc. Active Travel connections) and high-quality public transport services to Basingstoke town centre, etc., to serve development sites east of the A33.	ALP SS3.9 East of Basingstoke. SPS5.4 Land at Whitmarsh Ln. SPS5.5: Redlands. SPS5.6 Redlands. Lodge.SPS5.7 Sherfield Hill Farm.	√	√	<b>Essential</b>	As necessary to serve this strategic site.	To be Developer Funded/Delivered.	-	√				To be secured on-site through masterplan and S106 agreement.	
Public Transport (T46)	<u>Popham</u> Sustainable Transport Strategy, including onsite mobility hubs, public transport connectivity through the site with waiting and boarding facilities (inc. Active Travel connections) and high-quality public transport services to higher order services and facilities (including Micheldever Railway Station & Basingstoke Town Centre).	SPS5.8 Popham G.V.	-	√	<b>Policy High Priority</b>	As necessary to serve this strategic site.	To be Developer Funded/Delivered.	-	√				To be secured through masterplan and S106 agreement.	
Public Transport (T47)	<u>Upper Swallick</u> Sustainable Transport Strategy, including onsite mobility hubs, public transport connectivity through the site to higher order services and facilities (including Brighton Hill District Centre, Basingstoke Town Centre).	SPS5.9: Upper Swallick G.V.	-	√	<b>Policy High Priority</b>	As necessary to serve this strategic site.	To be Developer Funded/Delivered.	-	√				To be secured through masterplan and S106 agreement.	

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Public Transport (T48)	<u>Southwest Basingstoke</u> Provision of bus priority measures and associated infrastructure on the A30 southwestern corridor to support more reliable and faster journeys – between the emerging/new communities, job opportunities, hospital and associated facilities and the town centre.	ALP SS3.11 Basingstoke Golf Course. ALP SS3.12 Hounsme Fields. SPS5.3 Southern Manydown.	√	√	Essential	As necessary to serve these strategic sites.			To be Developer Funded/Delivered.	-	-	√			To serve these strategic sites. Possible additional enhancements by the LHA, subject to funding. Also supported by the Basingstoke Transport Strategy.	
Public Transport (T49)	<u>Western Basingstoke</u> Provision of bus priority measures and associated infrastructure on the B3400 western corridor and connecting routes (inc. Buckskin Ln./Pack Ln.) to support more reliable and faster journeys –between the new communities at Northern and Southern Manydown to the town centre.	ALP SS3.10 (SPS5.1) Northern Manydown. SPS5.3 Southern Manydown. SPS5.2 Land North of Pack Ln.	√	√	Essential	As necessary to serve this strategic site.			To be Developer Funded/Delivered.	-	-	√			To serve these strategic sites. Possible additional enhancements by the LHA, subject to funding. Also supported by the Basingstoke Transport Strategy.	
Public Transport (T50)	<u>Wash Water (South or Newbury)</u>  <u>New bus service - Public transport contribution.</u>	Land at Watermill Bridge. SPS5.14: Oakley Farm, Wash Water.	-	-	Essential	As necessary to serve these sites.	-	£1,800,000.	-	-	0	√			New bus service providing access to higher order services towards Newbury Town Centre. Secured by S106 Agreement (21/03394/OUT). Potential additional contributions from SPS5.14, to be secured via S106 agreement.	
<b>ACTIVE TRAVEL (Walking &amp; Cycling)</b>																
Active Travel (T51)	<u>Eastern Basingstoke</u> Active Travel infrastructure between Upper Cufau Farm and Basingstoke Town Centre.	ALP SS3.8 Land at Upper Cufau Farm. SPS5.12: Land West of Upper Cufau Farm.	√	-	Essential	2025.			-	£150,000.	-	0	√		√	Secured by S106 Agreement (Land at Upper Cufau Farm). Potential additional contribution from SPS 5.12. To be secured by S106 Agreement.

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Active Travel (T52)	<u>Western Basingstoke</u> Northern Manydown to Basingstoke town centre Active Travel scheme.	ALP SS3.10 (SPS5.1) Northern Manydown.	√	√	Policy High Priority	2025	£1.5M	£1.5M	-	-			√	Part funding secured by Northern Manydown S106 (17/00818/OUT). Initial improvements completed by the LHA in the Houndmills area. Additional improvements at the existing footbridge over the Ringway would be desirable to enable cycling (subject to external funding). Potential funding opportunities include the government's Active Travel Fund.
Active Travel (T53)	<u>Western Basingstoke</u> Manydown North - Oakley Link scheme.	ALP SS3.10 (SPS5.1) Northern Manydown.	√	√	Essential	Prior to 1,000 <sup>th</sup> occupation.	To be Developer Funded/Delivered			0				Scheme providing a route for pedestrians and cyclists to connect the development with Oakley. Secured by planning condition 53 (17/00818/OUT).
Active Travel (T54)	<u>Western Basingstoke</u> Public Right of Way improvements - Northern Manydown.	ALP SS3.10 (SPS5.1) Northern Manydown.	√	√	Essential	-	£249,750.	£249,750.	-	0				Secured by S106 (17/00818/OUT).
Active Travel (T55)	<u>Western Basingstoke</u> <u>Existing railway footbridge (nr. Dorset Gardens)</u> - Active Travel connectivity improvements between the new communities.	ALP SS3.10 (SPS5.1) Northern Manydown. SPS5.2: Land North of Pack Ln. SPS5.3: Southern Manydown.	√	√	Essential	As necessary to serve these strategic sites.	To be Developer Funded/Delivered			-				Active Travel improvements at the existing railway footbridge and associated connections (nr. Dorset Gardens), to provide improved connectivity between the new communities as well as the existing communities, services and facilities. To be secured by S106 agreements.
Active Travel (T56)	<u>Popham</u> <u>Micheldever Railway Station</u> - Active Travel connectivity & associated cycle parking facilities.	SPS5.8 Popham G.V.	-	√	Essential	As necessary to serve this strategic site.	To be Developer Funded/Delivered			-				New & improved Active Travel connectivity between SPS5.5 & Micheldever Railway Station (as appropriate). To be secured via S106 Agreement
Active Travel (T57)	<u>Upper Swallick</u> <u>Cliddesden, Brighton Hill, Basingstoke Town Centre, etc.</u> - Active Travel connectivity & associated connections.	SPS5.9 Upper Swallick G.V.	-	√	Essential	As necessary to serve this strategic site	To be Developer Funded/Delivered			-				New & improved Active Travel connectivity between SPS5.9 & the surrounding communities, facilities and services (as appropriate). To be secured via S106 Agreement

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Active Travel (T58)	<u>Wash Water (south of Newbury)</u> A343 - New Active Travel route towards Wash Common Local Centre.	Land at Watermill Bridge. SPS5.14: Oakley Farm, Wash Water.	-	-	<b>Essential</b>	As necessary to enable the development of this site.	To be Developer Funded/ Delivered			0	√			A343 Active Travel improvements secured by S106 (21/03394/OUT). Potential additional facilities & connections to serve SPS5.14 (as appropriate). To be secured via S106 agreement.
Active Travel (T59)	<u>Western Basingstoke</u> Route 110 - Aldermaston Rd./A340 to Kempshott Ln./A30 via. Rooksdown Ln., Roman Road and Old Kempshott Ln..	All surrounding sites, including windfall sites, where relevant.	√	√	<b>Policy High Priority</b>	By 2027.	-	-	-	-	√	√	√	Potential developer improvements/contributions (to be determined at the Development stage) and other funding opportunities, such as the government's Active Travel Fund.
Active Travel (T60)	<u>Tadley/A340</u> Route 120 - Tadley to Basingstoke town centre primarily along the A340/Aldermaston Rd. and Kingsclere Rd.	All surrounding sites, including windfall sites, where relevant.	√	√	<b>Policy High Priority</b>	By 2027.	-	-	-	-	√	√	√	Potential developer improvements/contributions (to be determined at the Development stage) and other funding opportunities, such as the government's Active Travel Fund.
Active Travel (T61)	<u>Southern Basingstoke</u> Route 130 - Basingstoke town centre to The Harrow Way via utilising New Road, Hackwood Road and Cliddesden Road.	All surrounding sites, including windfall sites, where relevant.	√	√	<b>Policy High Priority</b>	By 2027.	-	-	-	-	√	√	√	Potential developer improvements/contributions (to be determined at the Development stage) and other funding opportunities, such as the government's Active Travel Fund.
Active Travel (T62)	<u>Northeastern Basingstoke</u> Route 140 - Sherfield-on-Loddon to Basingstoke Railway Station.	All surrounding sites, including windfall sites, where relevant.	√	√	<b>Policy High Priority</b>	By 2027.	-	-	-	-	√	√	√	Potential developer improvements/contributions (to be determined at the Development stage) and other funding opportunities, such as the government's Active Travel Fund.
Active Travel (T63)	<u>Western Basingstoke</u> Route 220 - Basingstoke town centre, Overton and Whitchurch.	All surrounding sites, including windfall sites, where relevant.	√	√	<b>Policy High Priority</b>	By 2027.	-	-	-	-	√	√	√	Potential developer improvements/contributions (to be determined at the Development stage) and other funding opportunities, such as the government's Active Travel Fund.

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Active Travel (T64)	<u>Northeastern Basingstoke</u> Route 230 - Lychpit to Basingstoke town centre along National Cycle Network Route 23.	All surrounding sites, including windfall sites, where relevant.	√	√	Policy High Priority	By 2027.	-	-	-	-	√	√	√	Potential developer improvements/contributions (to be determined at the Development stage) and other funding opportunities, such as the government's Active Travel Fund.
Active Travel (T65)	<u>Eastern Basingstoke</u> Route 240 - Hook to Basingstoke town centre via the A30.	All surrounding sites, including windfall sites, where relevant.	√	√	Policy High Priority	By 2027.	-	-	-	-	√	√	√	Potential developer improvements/contributions (to be determined at the Development stage) and other funding opportunities, such as the government's Active Travel Fund.
Active Travel (T66)	<u>Western Basingstoke</u> Route 250 - Basingstoke (Viables) to Oakley.	All surrounding sites, including windfall sites, where relevant.	√	√	Policy High Priority	By 2027.	-	-	-	-	√	√	√	Potential developer improvements/contributions (to be determined at the Development stage) and other funding opportunities, such as the government's Active Travel Fund.
Active Travel (T67)	<u>Southwestern Basingstoke</u> Route 260 - A30 S/W to Basingstoke Town Centre.	All surrounding sites, including windfall sites, where relevant.	√	√	Policy High Priority	By 2027.	-	From Basingstoke Golf Course and Hounsom e Fields.	-	-	√	√	√	Existing contributions from surrounding developments. Potential additional funding from the Active Travel Fund. Additional S106
<b>RAIL IMPROVEMENTS</b>														
Rail (T68)	<u>Heathrow Airport Connectivity</u> Improved rail connectivity to Heathrow Airport.	N/A	-	-	Desirable	Long-term	High	To be Funded/Delivered by others.	-	-			√	Not needed to support the LP. Identified in TfSE's Strategic Investment Plan as a long-term project.
Rail (T69)	<u>Basingstoke to Reading</u> Basingstoke to Reading electrification.	All surrounding sites, including windfall sites, where relevant.	-	-	Policy High Priority	Long-term	High	To be Funded/Delivered by others.	-	-			√	Not needed to support the LP. Identified in TfSE's Strategic Investment Plan as a long-term project.
Rail (T70)	<u>Basingstoke to Salisbury</u> Basingstoke to Salisbury electrification.	All surrounding sites, including windfall sites, where relevant.	-	-	Desirable	Long-term	High	To be Funded/Delivered by others.	-	-			√	Not needed to support the LP. Identified in TfSE's Strategic Investment Plan as a long-term project.

Type	Location / Infrastructure requirement	Policy / site generating need and/or funding infrastructure	Adopted	New LP	Level of priority	Delivery timescale	Indicative cost £	Funding already received/ secured £	Funding expected through future S106s £	Funding shortfall £	Potential further funding if shortfall			Notes
											S106	CIL	Other	
Rail (T71)	Basingstoke Branch Line - Basingstoke Enhancement Scheme.	All surrounding sites, including windfall sites, where relevant.	-	-	Desirable	Long-term	High	To be Funded/Delivered by others.	-			√	Not needed to support the LP. Draft priority identified in TfSE's Strategic Investment Plan as a long-term project.	
Rail (T72)	<u>South West Main Line</u> Digital signalling improvements.	All surrounding sites, including windfall sites, where relevant.	-		Desirable	Medium (2030s) Long-term	High	To be Funded/Delivered by others.	-			√	Not needed to support the LP. Identified in TfSE's Strategic Investment Plan as a long-term project.	
Rail (T73)	<u>Basingstoke Station</u> South West Main Line / Basingstoke Branch Line - Enhancements, including potential new bi-directional Basingstoke Regulation Loop.	All surrounding sites, including windfall sites, where relevant.	-	-	Desirable	Medium (2030s)	TBC	To be Funded/Delivered by others.	-			√	Not needed to support the LP. Could provide additional facility for freight services as well as operational benefits for passenger services. Identified in TfSE's Strategic Investment Plan as a medium term project.	
Rail (T74)	<u>Basingstoke, Bramley, Overton &amp; Whitchurch</u> <u>Existing Railway Stations</u> - Accessibility and multi-modal connectivity improvements.	All surrounding sites, including windfall sites, where relevant.	-	√	Desirable	Long-term	TBC	HCC working with public transport operators and network providers	-			√	Potential improvements identified by HCC's Station Interchange Improvement Plan (2024).	
Rail (T75)	<u>Micheldever Station</u> <u>Micheldever Railway Station</u> - Accessibility and multi-modal connectivity improvements (inc. accommodating connecting public transport services).	SPS5.8: Popham G.V.	-	√	Essential	As necessary to serve this strategic site	TBC	To be Developer Funded/Delivered	-		√		To be secured via S106 Agreement to ensure suitable access for the new community (SPS5.8) to the rail services. Taking into account HCC's Station Interchange Improvement Plan (2024).	
Rail (T76)	<u>Western Basingstoke - South of Pack Ln.</u> Safety enhancements or closure of existing pedestrian level crossings and associated diversions.	SPS5.2: Land North of Pack Ln. SPS5.3: Southern Manydown.	-	√	Essential	As necessary to serve this strategic site	TBC	To be Developer Funded/Delivered	-		√		To be secured via S106 Agreement to ensure suitable access for the new communities at SPS5.2/3.	

**RELEVANT TO ALL**

Type	Location / Infrastructure requirement	Policy / site generating need and/or funding infrastructure	Adopted	New LP	Level of priority	Delivery timescale	Indicative cost £	Funding already received/ secured £	Funding expected through future S106s £	Funding shortfall £	Potential further funding if shortfall			Notes
											S106	CIL	Other	
Transport Access (T77)	<u>Borough Wide</u> <u>Means of access</u> – Provision of safe, suitable and convenient access for all users, including public transport services (where applicable).	All sites.	√	√	<b>Essential</b>	As sites are developed.	As sites are developed.			-				To be secured by planning condition /S106 Agreements.
Transport Access (T78)	<u>Borough Wide</u> <u>Public Rights of Way</u> - Provision of measures to protect and enhance (as appropriate).	All sites (where relevant).	√	√	<b>Essential</b>	As sites are developed.	As sites are developed.			-				With regard to HCC's Countryside Access Plan 2025-35 & opportunities to provide better facilities for users. To be secured by planning condition /S106 agreements.
Transport EV Chargers (T79)	<u>Borough Wide</u> Provision of off-street public EV charging points.	All sites.			<b>Desirable</b>		Supported by BDBC capital funding. Additional facilities provided by commercial operators.			-				BDBC - Electric Vehicle Charging Strategy (Feb. 2025).
Transport EV Chargers (T80)	<u>Borough Wide</u> Provision of on-street public EV charging points.	All sites.			<b>Desirable</b>		Supported by BDBC capital funding			-				By HCC, including a joint working/funding with BDBC.

## Education

The Department for Education's *Securing Developer Contributions for Education (2023)* guidance states that residential development should mitigate its impact on schools and other childcare facilities. Where necessary, developer contributions should be used to fund the expansion of existing facilities or the delivery of new ones.

Hampshire County Council (HCC) is the Local Education Authority (LEA) for the borough. It is responsible for the provision of primary and secondary education, early years facilities, post-16 education, and services for children with Special Educational Needs and Disabilities (SEND). To assess future demand for school places, the LEA analyses a range of data sources including historical and current school admissions, birth rates, and projected pupil yields from planned housing developments. This information is compared against existing school capacity in areas affected by proposed development to determine whether additional provision is required.

Further detail on how educational needs are assessed and calculated is set out in HCC's *Guidance on Planning Obligations and Developer Infrastructure Contributions (2023)*. This document includes a formula for estimating pupil yields from new housing, minimum areas for schools, and indicative costs for new schools and expansions. All cost estimates set out in this document (and as used below) are based on 2022 figures and will need to be adjusted for inflation. The LEA is intending to publish updated cost guidance in winter 2025. Developers are encouraged to engage with the LEA at the earliest opportunity to confirm infrastructure requirements and associated costs.

HCC also publishes an annual *School Places Plan*, and the current plan identifies the short-term needs up to 2029. This highlights the opening of a new primary school at Hounsome Fields in September 2025 (as allocated in the adopted Local Plan), along with other key infrastructure requirements anticipated over the next five years.

On the strategic sites, developments will be expected to provide school places to meet their own needs. However, outside these sites, there is less certainty about the specific infrastructure required and when it will be needed. This will depend on various factors, including the timing and cumulative impact of developments, as well as the mix of housing types. In many cases, there may be multiple options for meeting identified needs, which will only become clear as development progresses. The requirements outlined below have been identified through engagement with the LEA but will need to be kept under review as the Local Plan is implemented.

In addition to school places, this section of the Infrastructure Delivery Plan (IDP) also addresses the anticipated need for early years (childcare) provision. This is informed by HCC's *Childcare Sufficiency Guidance* and includes both pre-school places (typically provided within development or community facilities) and nursery school places (delivered commercially). The balance between these types of provision may shift over time. Demand for nursery places is currently high, particularly following recent national policy changes that allow working parents to access up to 30 hours of funded childcare per week for 38 weeks a year.

Type	Location / Infrastructure requirement	Policy/site generating need and/or funding for infrastructure	Adopted	New Plan	Level of priority	Delivery timescale	Indicative cost £	Funding already received/ secured £	Funding expected through future S106s £	Funding shortfall £	Potential further funding if shortfall			Notes
											S106	CIL	Other	
<b>SECONDARY</b>														
Secondary Education (E1)	<u>Western Basingstoke</u> <ul style="list-style-type: none"> <li>Northern Manydown - New secondary school (Up to 12FE).</li> <li>Southern Manydown – New School (Up to 12FE).</li> </ul>	ALP SS3.10 (SPS5.1) Northern Manydown. SPS5.2 Land North of Pack Ln. SPS5.3 Southern Manydown.	√	√	<b>Essential</b>	<p>When population thresholds are met.</p> <p>Secondary school on Northern Manydown expected to be delivered in the Plan period.</p>	£57.6M	£18.95M (index linked) (S106)	To be developer funded	£0				<p>The sites in Western Basingstoke will be planned comprehensively, and in total they will require 15FE of additional secondary school places. 10FE are expected to be required in the plan period.</p> <p>Needs arising within the plan period are expected to be met on Northern Manydown. This site generates a requirement for a 5FE school and the Manydown North S106 (17/00818/OUT) secures:</p> <ul style="list-style-type: none"> <li>£18.95M.</li> <li>5.83ha site.</li> <li>Land safeguarded for possible expansion to 12FE.</li> </ul> <p>A site for another secondary school has been reserved on Southern Manydown, on land that is expected to be delivered beyond the plan period. Land and contributions would be required from this development.</p> <p>Indicative cost calculation based upon 1x7FE and 1x8FE. Schools to include SEND provision.</p>
Secondary Education (E2)	<u>Popham</u> Up to 8FE secondary school.	SPS5.8 Popham G.V.		√	<b>Essential</b>	Plan period – depending upon build rate	£23.76M	£0	To be developer funded	0				<p>Development generates a need for 6FE. Land and contributions would be required from the developer.</p> <p>School to include SEND provision.</p>

Type	Location / Infrastructure requirement	Policy/site generating need and/or funding for infrastructure	Adopted	New Plan	Level of priority	Delivery timescale	Indicative cost £	Funding already received/ secured £	Funding expected through future S106s £	Funding shortfall £	Potential further funding if shortfall			Notes
											S106	CIL	Other	
Secondary Education (E3)	Expansion of existing secondary schools to meet needs arising from new development (Up to +9FE in plan period).	SPS2 Neighbourhood Renewal. SPS3 Basingstoke Town Centre. SPS5.4-8 Eastern Basingstoke. SPS5.9 Upper Swallick G.V. SPS5.10 West of Marnel Park. SPS5.11 Weybrook Park Golf Course. SPS5.12 West of Upper Cufaude Farm. SPS5.13 65 New Road. SPS5.14 Oakley Farm. SPS5.15 West End Farm. SPS9 Basing View.	√	√	Essential	2027-2042	£44.1M	£0	£0	£44.1M		√	√	Needs informed by timing and location of development.  The LEA has undertaken a high-level desk top assessment of the existing secondary schools in Basingstoke and has identified that there would be potential options for these schools to be expanded to meet this need, if required.  HCC guidance indicates the cost of extending existing secondary schools is £4.9M/FE.  This may include expansions to schools in West Berkshire, subject to needs.
<b>PRIMARY</b>														
Primary Education (E4)	<u>Northern Manydown.</u>  Two new primary schools on-site (1 x 3FE, and 1 x 2FE with scope to expand to 3FE if required).	ALP SS3.10 (SPS5.1) Northern Manydown.	√	√	Essential	First school after approx. 400-500 occupations	£20.9M	Fully developer funded (S106)	£0	£0				Manydown North S106 (17/00818/OUT) secures developer contribution and two sites of 2.8ha and 2.2ha (1 x 3FE and 1 x 2FE).  Additional pupils from other development within the Northern Manydown allocation could be accommodated by increasing size of 2FE school to 3FE (with developer contributions required).

Type	Location / Infrastructure requirement	Policy/site generating need and/or funding for infrastructure	Adopted	New Plan	Level of priority	Delivery timescale	Indicative cost £	Funding already received/ secured £	Funding expected through future S106s £	Funding shortfall £	Potential further funding if shortfall			Notes
											S106	CIL	Other	
Primary Education (E5)	<u>Southern Manydown.</u> Three new primary schools (2 x 3FE and 1 x 2FE with scope to expand to 3FE if required).	SPS5.3 Southern Manydown.		√	<b>Essential</b>	2 schools within plan period (2027-2042).  First school after approx. 400-500 occupations.  3 <sup>rd</sup> school beyond plan period.	£29.5M	£0	To be developer funded	£0				In Plan period: 2 x up to 3FE schools (one at either end of the site) to reflect build-out in two locations.  Third primary school required beyond the plan period.
Primary Education (E6)	<u>Eastern Basingstoke.</u> New 3FE primary school on Land at Whitmarsh Ln.	ALP SS3.8 Upper Cufaude Farm. ALP SS3.9 (SPS5.4) Land at Whitmarsh Ln. SPS5.5 Redlands. SPS5.6 Redlands Lodge. SPS5.7 Sherfield Hill Farm.	√	√	<b>Essential</b>	First school after approx. 400-500 occupations	£12.3M	£0	To be developer funded	£0				3FE school to be provided on Land at Whitmarsh Ln. to meet wider needs arising from Eastern Basingstoke development area. To be comprehensively planned and developments to provide pro-rata contributions.  School to include Special Educational Needs provision.
Primary Education (E7)	<u>Popham G.V..</u> Two new primary schools (2 x 3FE, with scope to expand 1 school to 3.5FE).	SPS5.8 Popham G.V.		√	<b>Essential</b>	1 x 3FE school within plan period (2027-2042).  First school after approx. 400-500 occupations  2nd school beyond plan period.	£26.38M	£0	To be developer funded	£0				1 x 3FE school required to meet needs within Plan period.  Funding or on-site provision to be secured through S106.  School to include Special Educational Needs provision.
Primary Education (E8)	<u>Upper Swallick</u> 1.5FE expansion to Cliddesden Primary School (with increased land provided by developer).  + New 2FE primary school.	SPS5.9 Upper Swallick G.V.		√	<b>Essential</b>	In line with development	£14.84M	£0	To be developer funded	£0				Depending upon build out rates and location either school expansion or new school required in plan period.  School to include Special Educational Needs provision.

Type	Location / Infrastructure requirement	Policy/site generating need and/or funding for infrastructure	Adopted	New Plan	Level of priority	Delivery timescale	Indicative cost £	Funding already received/ secured £	Funding expected through future S106s £	Funding shortfall £	Potential further funding if shortfall			Notes
											S106	CIL	Other	
Primary Education (E9)	<u>Overton</u> 0.5FE expansion of Overton Primary School.	SPS6 Neighbourhood Planning Planning permissions in Overton.		√	<b>Essential</b>	In line with development	£1.87M	£0	£0	£1.87M		√	√	Extra capacity likely to be required to meet needs generated by new development, depending upon numbers expected and forecast at the time. Policy SPS6 requirement for 410 homes would result in 123 extra primary children.
Primary Education (E10)	Expansion of existing primary schools to meet needs arising from new development (Up to +6FE in plan period).	SPS5.10 Land West of Marnel Park. SPS5.11 Weybrook Park Golf Club. SPS5.12 Land West of Upper Cufaude Farm. SPS5.13 65 New Road. SPS5.14 Oakley Farm. SPS5.15 West End Farm. SPS5.16 Skates Ln. SPS2 Neighbourhood Renewal. SPS3 Basingstoke Town Centre. SPS9 Basing View.	√	√	<b>Essential</b>	2024-2040	£26.22M	£0	£0	£26.22M		√	√	The need for schools' expansion will be assessed based upon the size and location of development, and the amount of spare capacity in local schools at that time. This may include the need to expand facilities to accommodate additional school places, or in exceptional cases, to provide short term provision to accommodate bulge classes.  HCC guidance indicates the cost of extending existing primary schools is £4.37M/FE.  This may include expansions to schools in West Berkshire, subject to needs.
Primary Education (E11)	Expansion of Park View primary School to 3FE.	Local housing plans/increases in school population.			<b>Essential</b>	2026 or later	£622,000	£622,000 (S106)	£0	£0				Scheme included in HCC School Places Plan.
Primary Education (E12)	Extension of Whitchurch Primary School by 0.5FE.	Sites in Whitchurch.	√		<b>Essential</b>	2026 or later	£2.51M	£1.7M (S106)	£0	£805,470		√	√	Timing to be reviewed linked to availability of places locally.
<b>SPECIAL NEEDS</b>														
Special Needs Education (E13)	<u>Southern Manydown</u> New SEND school.	SPS5.3 Southern Manydown.		√	<b>Essential</b>	2030 or later	£20M	£0	Pro-rata developer contributions	£0		√		2ha site required. Pro-rata contributions to be secured from Southern Manydown and other development.
<b>EARLY YEARS</b>														

Type	Location / Infrastructure requirement	Policy/site generating need and/or funding for infrastructure	Adopted	New Plan	Level of priority	Delivery timescale	Indicative cost £	Funding already received/ secured £	Funding expected through future S106s £	Funding shortfall £	Potential further funding if shortfall			Notes
											S106	CIL	Other	
Early Years Education (E14)	<u>Northern Manydown</u> On-site nurseries and pre-schools.	SS3.10 (SPS5.1) Northern Manydown.	√	√	Desirable	2024-2040	n/a	Developer delivery secured (S106)	£0	£0				S106 requires at least 3 nurseries to be marketed (with capacity for 360 places) and delivered on a commercial basis.  Pre-school places for 120 children to be provided within development or community facilities.
Early Years Education (E15)	<u>Basingstoke Golf Course</u> On-site nursery.	SS3.11 (SPS5.2) Basingstoke Golf Course.	√	√	Desirable	2026	n/a	Developer delivery secured (S106)	£0	£0				S106 requires nursery (350sqm) to provide 90 places.
Early Years Education (E16)	<u>Hounsome Fields</u> On-site nursery and pre-school.	ALP SS3.12 (SPS5.3) Hounsome Fields.	√		Desirable	2026	n/a	Developer delivery secured (S106)	£0	£0				S106 requires 325 sqm nursery (to provide 70 places) plus 40 preschool places.
Early Years Education (E17)	<u>Southern Manydown</u> On-site early years.	SPS5.2 Land North of Pack Ln. SPS5.3 Southern Manydown.		√	Desirable	2029-	n/a	£0	To be provided by developer	£0				Development in plan period (3,050 dwellings) would require 343 early years places.  Full build out requires 720 childcare places (based on 6,300 dwellings). Mixture of nursery and pre-school places.
Early Years Education (E18)	<u>Eastern Basingstoke</u> On-site early years.	ALP SS3.9 (SPS5.4-5.7) Sites in Eastern Basingstoke.	√	√	Desirable	2029-	n/a	£0	To be provided by developer	£0				Development would require 185 early years places. Mixture of nursery and pre-school places.
Early Years Education (E19)	<u>Popham G.V.</u> On-site early years.	SPS5.8 Popham G.V.		√	Desirable	2029-	n/a	£0	To be provided by developer	£0				Development in plan period (1,800 dwellings) would require 202 places.  Full build out requires 502 childcare places. Mixture of nursery and pre-school places.
Early Years Education (E20)	<u>Upper Swallick</u> On-site early years.	SPS5.9 Upper Swallick G.V.		√	Desirable	2029-	n/a	£0	To be provided by developer	£0				Development in plan period (1,200 dwellings) would require 134 places.  Full build out requires 280 childcare places. Mixture of nursery and pre-school places.

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											S106	CIL	Other	
Early Years Education (E21)	<u>Basingstoke (town area)</u> On-site early years.	SPS2 Neighbourhood Renewal. SPS3 Basingstoke Town Centre. SPS5.10 Land West of Marnel Park. SPS5.11 Weybrook Park Golf Club. SPS5.12 Land West of Upper Cufaude Farm. SPS9 Basing View.	√	√	Desirable	2029-	TBC	£0	£0	TBC		√	√	Additional childcare places likely to be required off-site. Precise needs will depend upon timing of development and other nursery provision within the town.
Early Years Education (E22)	<u>Tadley</u> Nursery.	SPS5.16 Skates Ln.	√	√	Desirable	2026-	n/a	£0	£0	TBC		√	√	To increase capacity of existing nursery at Hurst Community School.
Early Years Education (E23)	<u>Kingsclere</u> Nursery	SPS6 Sites in Kingsclere.	√	√	Desirable	2026-	n/a	£0	£0	TBC		√	√	To increase capacity of existing nursery.

## Community and Cultural Facilities



Draft Local Plan Policy INF3 (New and Improved Facilities), published as part of the 2024 Regulation 18 consultation, sets out a requirement for development to deliver new community facilities where existing provision is insufficient to meet the needs generated by growth. These facilities must be delivered in accordance with adopted standards.

To support this policy, the Council commissioned a review of existing community buildings as part of the Leisure and Recreational Needs Assessment (LRNA) 2022. This work has helped to identify requirements for new provision on strategic sites in the emerging Local Plan, alongside opportunities to expand or enhance existing facilities to improve capacity. The evidence base will inform a revised Community Buildings Policy, expected to be finalised and adopted in winter 2025, which will set out detailed standards, including indicative floor areas.

In addition to physical infrastructure, the Council recognises the importance of supporting community cohesion and enabling early activation. For major developments, there is an expectation that temporary community facilities will be delivered early in the development process, and that a dedicated community development role (e.g. a Community Development Officer) will be secured to help new communities establish and connect. Where appropriate, the Council will also encourage the co-location of community facilities with other uses, such as nurseries or health services, to support viability and multifunctional use. Where co-location is proposed, additional internal and external space will be required to accommodate shared functions.

The Council supports a coordinated and collaborative approach to site delivery. Where feasible, developers will be encouraged to work together to enable integrated planning and timely provision of infrastructure across sites.

The following requirements have been developed in consultation with the Council's Community and Property Teams, with costings informed by BCIS cost modelling. These requirements are indicative and subject to further refinement. Additional work will be needed to finalise the scope and specification of provision, address potential funding shortfalls (including consideration of Strategic CIL, Neighbourhood CIL and other capital funding sources), and establish the approach to upgrading and expanding existing facilities.

- Developer S106 obligations (inc. provision of new community buildings and associated infrastructure).
- BDBC Capital Programme.
- BDBC Community Infrastructure Fund ([Link](#)).
- BDBC Community Infrastructure Levy.
- Supporting organisations, foundations and platforms (e.g. HCC, Housing Associations, Carbon Trust, National Lottery Community Fund, Greenham Trust Ltd, The Good Exchange, etc.).
- Neighbourhood CIL

Type	Location / Infrastructure requirement	Policy/site generating need and/or funding infrastructure	Adopted	New LP	Level of priority	Delivery timescale	Indicative cost £	Funding already received/ secured £	Funding expected through future S106s £	Funding shortfall £	Potential further funding if shortfall			Notes
											S106	CIL	Other	
Community Centres (CF1)	<u>Kempshott, Basingstoke</u> Improvements to Old Down Hall.	ALP SS3.2 Kennel Farm.	√		Policy High Priority	2026-2028	£750,000	£477,720 (S106)	£0	£272,280		√	√	Funding from S106 contribution received for Kennel Farm. Project underway.  Subject to options appraisal, there may be a shortfall in funding which will need to be met from other sources.
Community Centres (CF2)	<u>North of Popley Fields, Basingstoke</u> New community facility.	ALP SS3.4 North of Popley Fields. SS5.10 Land West of Marnel Park.	√	√	Policy High Priority	2026-2030	TBC	£869,000 (S106)	£0	TBC		√	√	Land and S106 contribution received from North of Popley Fields. Project at initial options stage so costs TBC.  Subject to options appraisal, there may be a shortfall in funding which will need to be met from other sources.  Priority project as residents already in situ.  Consideration should also be given to the impact of LP site SPS5.10 and any potential mitigation of this [as development would require an additional c. 115sqm of community space based on 250 units].
Community Centres (CF3)	<u>Upper Cufaude Farm</u> New 375 sqm community facility on-site.	ALP SS3.8 Upper Cufaude Farm. SPS5.12 Land West of Upper Cufaude Farm.	√	√	Policy High Priority	2026-2029 (Trigger of 250 <sup>th</sup> dwelling)	£1,912,500	£0	Developer funded/ delivered	£0		√	√	Funding or on-site provision of 375sqm being sought through planning application. Developer is likely to deliver facility directly so it is anticipated that full costs will be covered.

Type	Location / Infrastructure requirement	Policy/site generating need and/or funding infrastructure	Adopted	New LP	Level of priority	Delivery timescale	Indicative cost £	Funding already received/ secured £	Funding expected through future S106s £	Funding shortfall £	Potential further funding if shortfall			Notes
											S106	CIL	Other	
														Consideration should also be given to the impact of site SPS5.12 and any potential mitigation of this [as development would require an additional c. 102sqm of community space based on 220 units].
Community Centres (CF4)	<u>Northern Manydown</u> New 750 sqm community centre and two 375 sqm satellite community centres.	ALP SS3.10 (SPS5.1) Northern Manydown.	√	√	Policy High Priority	1 <sup>st</sup> community facility or temporary facility required prior to 25 <sup>th</sup> occupation	n/a	To be developer delivered	£0	£0				Developer delivery required by S106.  If temporary provision provided, community facilities required: 1st facility prior to 450th occupation 2nd facility prior to 1700th occupation 3rd facility prior to 2,580th occupation.
Community Centres (CF5)	<u>Basingstoke Golf Course</u> New 375 sqm community facility on-site.	ALP SS3.11 Basingstoke Golf Course.	√	-	Policy High Priority	2027-2031	£2,224,000	£1,398,000 (S106)	£0	£826,000		√	√	Developer has provided funding and land to enable council to deliver.  Subject to negotiations and options appraisal, there may be a shortfall in funding which will need to be met from other sources.
Community Centres (CF6)	<u>Hounsome Fields</u> New 750sqm community facility on-site.	ALP SS3.12 Hounsome Fields.	√	-	Policy High Priority	2026-2029	TBC	£1,273,000 (plus indexation) or developer delivery (S106)	£0	TBC		√	√	Developer to provide funding and land for council to deliver, although option for direct developer delivery subject to Deed of Variation.  Subject to negotiations and options appraisal, there may be a shortfall in funding which will need to be met from other sources.

Type	Location / Infrastructure requirement	Policy/site generating need and/or funding infrastructure	Adopted	New LP	Level of priority	Delivery timescale	Indicative cost £	Funding already received/ secured £	Funding expected through future S106s £	Funding shortfall £	Potential further funding if shortfall			Notes
											S106	CIL	Other	
Community Centres (CF7)	<u>Southern Manydown</u> New community facilities on-site. 3 buildings anticipated, subject to phasing and walking distances.	SPS5.3 Southern Manydown. SPS5.2 Land north of Pack Ln.	-	√	Policy High Priority	2029-2042  Temporary facility would be required prior to 25 <sup>th</sup> occupation.	n/a	£0	To be developer delivered / funded	£0				Total development of 6,300 dwellings to require up to 2,910sqm of community floorspace. Additional space would be required if early years provision is included in facilities.  2,750 dwellings anticipated within Plan Period, which would require up to 1,270sqm of floorspace (in two buildings, one at either end of the site).
Community Centres (CF8)	<u>Eastern Basingstoke</u> New community facility centrally located on the eastern side of the A33 to serve all developments.	ALP SS3.7 Redlands. ALP SS3.9 (SPS5.4) Land at; Whitmarsh Ln. SPS5.5 Redlands. SPS5.6 Redlands Lodge. SPS5.7 Sherfield Hill Farm.	√	√	Policy High Priority	2029-2042	£5M	£329,000 (S106)	To be developer delivered /funded	£0	√			£329,000 secured from Redlands S106. Further S106 is required by the resolution to approve the planning application for 350 dwellings at Sherfield Hill Farm.  Total of 2,135 dwellings in Eastern Basingstoke would require up to 986sqm of community floorspace. Additional space would be required if early years provision is included in facilities.  Infrastructure requirements on the eastern side of Basingstoke to be comprehensively planned and developer delivered. To maximise access and viability, it will be beneficial to take a coordinated approach to delivery and consider how community provision can be provided in an efficient and timely manner, whilst taking

Type	Location / Infrastructure requirement	Policy/site generating need and/or funding infrastructure	Adopted	New LP	Level of priority	Delivery timescale	Indicative cost £	Funding already received/ secured £	Funding expected through future S106s £	Funding shortfall £	Potential further funding if shortfall			Notes
											S106	CIL	Other	
														account of the various emerging sites in this area, how new community facilities could serve multiple sites, and how they should be funded.
Community Centres (CF9)	<u>Popham G.V.</u> New community facilities on-site.  Two buildings, subject to phasing and walking distances.	SPS5.8 Popham G.V.	-	√	<b>Policy High Priority</b>	2029-2042  Temporary facility would be required prior to 25 <sup>th</sup> occupation.	n/a	£0	To be developer delivered / funded	£0				Total development of 4,250 dwellings would require up to 1,964sqm of community floorspace. Additional space would be required if early years provision is included in facilities.  1,800 dwellings anticipated within Plan Period, which would require up to 830sqm of community floorspace (potentially one larger building). Preferred provision will be subject to location/s, catchment/s and phasing.
Community Centres (CF10)	<u>Upper Swallick</u> New community facility centrally located to serve all residents.	SPS5.9 Upper Swallick G.V.	-	√	<b>Policy High Priority</b>	2029-2042  Temporary facility would be required prior to 25 <sup>th</sup> occupation.	n/a	£0	To be developer delivered / funded	£0				Total development of 2,500 dwellings would require up to 1,155sqm of community floorspace. Additional space would be required if early years provision is included in facilities.  1,200 dwellings anticipated within Plan Period, which would require c. 554sqm community floorspace.  Preferred provision will be subject to location/s, catchment/s and phasing.

Type	Location / Infrastructure requirement	Policy/site generating need and/or funding infrastructure	Adopted	New LP	Level of priority	Delivery timescale	Indicative cost £	Funding already received/ secured £	Funding expected through future S106s £	Funding shortfall £	Potential further funding if shortfall			Notes
											S106	CIL	Other	
Community Centres (CF11)	<u>Rooksdown, Basingstoke</u> Expansion/improvement of Rooksdown Community Centre or other local facility.	SPS5.11 Weybrook Park Golf Course.	-	√	Policy High Priority	2025-2042	TBC	£1.01M (S106)	Developer funded / delivery	TBC		√	√	New or expanded infrastructure required to mitigate impact of development. Specific mitigation not yet determined.
Community Centres (CF12)	<u>Norden, Basingstoke</u> Redevelopment of Oakridge West Community Centre.	ALP SS2 Regeneration. SPS2 Regeneration.	√	√	Policy High Priority	2025-2029	£1.32M	£920,700 (S106)	£0	£405,000		√	√	S106 allocated for spend from 25/26. Work underway to establish specification of facility and determine costings.
Community Centres (CF13)	<u>Overton</u> New/expanded/improved community facilities.	ALP SS5 Neighbourhood. SPS6 Neighbourhood Planning permissions in Overton.	√	√	Policy High Priority	2026-2042	TBC	£0	£0	TBC		√	√	New or expanded infrastructure required to mitigate impact of development as no existing capacity. Mitigation not yet determined.  Additional residents from 410 dwellings allocated by SPS6 would require 190sqm floorspace to mitigate impacts. Potential cost of £969,000 identified based upon current costs. Cost would be refined when a specific scheme has been identified.
Community Centres (CF14)	<u>Whitchurch</u> New/expanded/improved community facilities.	ALP SS3.6 Bloswood Ln. ALP SS5 Neighbourhood. SPS6 Neighbourhood Planning permissions in Whitchurch.	√	√	Policy High Priority	2025-2042	TBC	£169,500 (S106)	£0	TBC		√	√	New or expanded infrastructure required to mitigate impact of development as no existing capacity.

Type	Location / Infrastructure requirement	Policy/site generating need and/or funding infrastructure	Adopted	New LP	Level of priority	Delivery timescale	Indicative cost £	Funding already received/ secured £	Funding expected through future S106s £	Funding shortfall £	Potential further funding if shortfall			Notes
											S106	CIL	Other	
														Mitigation not yet determined.  Additional residents from 99 dwellings at Boswood Lane and 185 dwellings required by SPS6 would require c. 131sqm floorspace to mitigate impacts. Potential cost of c. £500,000 identified based upon current costs. Cost would be refined when a specific scheme has been identified.
Community Centres (CF15)	<u>Basingstoke Town Centre</u> New/expanded/improved community facilities.	SPS3 Basingstoke Town Centre. SPS5.13 16 Southern Road. SPS5.14 65 New Road. SPS9 Basing View.	-	✓	Policy High Priority	2026-2042	TBC	£0	£0	TBC		✓	✓	New or expanded infrastructure required to mitigate impact of developments in town centre. Mitigation not yet determined.
Community Centres (CF16)	<u>Tadley</u> New/expanded/improved community facilities.	SPS5.17 Skates Ln., Tadley	-	✓	Policy High Priority	2026-2042	TBC	£0	£0	TBC		✓	✓	New or expanded infrastructure required to mitigate impact of development as no existing capacity. Mitigation not yet determined.  Additional residents from 235 dwellings would require c. 108sqm of floorspace to mitigate impacts. Potential cost of £550,800 identified based upon current costs. Cost would be refined when a specific scheme has been identified.
Community Centres (CF17)	<u>Kingsclere</u> New/expanded/improved community facilities .	ALP SS5 Neighbourhood. SPS6 Neighbourhood Planning Requirements. Planning permissions in Kingsclere.	✓	✓	Policy High Priority	2026-2042	TBC	£0	£0	TBC		✓	✓	New or expanded infrastructure required to mitigate impact of development as no existing capacity.

Type	Location / Infrastructure requirement	Policy/site generating need and/or funding infrastructure	Adopted	New LP	Level of priority	Delivery timescale	Indicative cost £	Funding already received/secured £	Funding expected through future S106s £	Funding shortfall £	Potential further funding if shortfall			Notes
											S106	CIL	Other	
														Mitigation not yet determined.  Additional residents from 165 dwellings would require c. 76sqm of floorspace to mitigate impacts. Potential cost of £389,000 identified based upon current costs. Cost would be refined when a specific scheme has been identified.
Community Centres (CF18)	<u>Wash Water</u> New/expanded/improved community facilities	SPS5.14 Wash Water	√	√	Policy High Priority	2026-2042	TBC	£0	£0	TBC		√		To meet the needs of the proposed site and Watermill Bridge. To include consideration of a new on-site facility as needed or the expansion/improvement of facilities in the vicinity (subject to further discussion with West Berkshire and partners).
Community Centres (CF19)	<u>Mortimer</u> New/expanded/improved community facilities	SPS5.15 Land at West End Farm		√	Policy High Priority	2026-2042	TBC	£0	£0	TBC		√		To expand/improve facilities in the vicinity of the site, or if this is not possible consideration could be given to a new on-site facility co-located with other uses. Subject to further discussion with West Berkshire and partners.
Community Centres (CF20)	<u>Sycamore Hall, Winklebury, Basingstoke</u> Expansion/improvement of community facilities.	ALP SS2 Regeneration. SPS2 Neighbourhood Renewal.	-	√	Policy High Priority	2026-2042	TBC	£0	£0	TBC		√		New or expanded infrastructure required to mitigate impact of development. Mitigation will depend upon scale of development and is not yet determined.
Community Centres (CF21)	<u>South Ham, Basingstoke</u> Replacement of Westside Community Centre/new community provision in South Ham.	ALP SS2 Regeneration. SPS2 Neighbourhood Renewal. SPS2a Buckskin and South Ham Neighbourhoods.	-	√	Policy High Priority	2030-	TBC	£0	TBC	TBC		√	√	New community infrastructure required as part of regeneration of area.

Type	Location / Infrastructure requirement	Policy/site generating need and/or funding infrastructure	Adopted	New LP	Level of priority	Delivery timescale	Indicative cost £	Funding already received/ secured £	Funding expected through future S106s £	Funding shortfall £	Potential further funding if shortfall			Notes
											S106	CIL	Other	
Community Centres (CF22)	<u>Buckskin, Basingstoke</u> New/expanded/improved Buckskin community facilities.	ALP SS2 Regeneration. SPS2 Neighbourhood Renewal. SPS2a Buckskin and South Ham Neighbourhoods.	-	✓	Policy High Priority	2030-	TBC	£0	Developer funded / delivery	TBC				New or expanded infrastructure required to mitigate impact of development. Mitigation will depend upon scale of development and is not yet determined.

## Health

The Hampshire and Isle of Wight Integrated Care Board (ICB) is the statutory body with responsibility for the planning and commissioning of health care services across the majority of Basingstoke and Deane. There is a small area in the Northwest of the Borough where healthcare provision is covered by Buckinghamshire, Oxfordshire and West Berkshire Integrated Care Board.

The Local Planning Authority (LPA) has been liaising with the ICB to understand the potential impacts upon healthcare of the proposed spatial strategy. This takes into account the levels of capacity in existing practices and the new population arising from development. Where a need for new or expanded facilities has been identified on the strategic sites, these will be secured through the site allocation policies. The ICBs work in collaboration with the network of multiple General Practice contractors, within Primary Care Networks, to identify the impact of additional housing on patient list growth, and where possible the table below lists requirements of affected surgeries to accommodate additional patients. The Council has worked closely with the ICBs to identify the nearest primary care facilities likely to be impacted by new development in the Local Plan.

NHS England does not allocate dedicated capital or revenue funding to ICBs to support estate expansion arising from housing growth, and there is only a small capital pot which is shared across HIOW and also funds GPIT (General Practice Information Technology) as well as premises improvement grants and is highly competitive. The council will support the ICB in pursuing all opportunities for healthcare infrastructure funding by working in partnership to find solutions including One Public Estate.

The National Planning Policy Framework 2024 (para 100) states that: *'Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, **health**, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan. Engagement between plan-making bodies and relevant organisations will help ensure that local strategies to improve health and wellbeing and the provision of the required health infrastructure are supported and considered in plans'*

Any potential developments will impact on future health infrastructure requirements and put additional pressures on existing resources across all healthcare settings including acute, community and primary care settings, and also pharmacy, optometry and dentistry. This IDP focuses mainly on Primary Care infrastructure. The Council will continue to work with both ICBs to establish the latest position on suitable expansion of primary care facilities and these are identified in the table below. The preferred approach is for expansion to primary care facilities in the main population growth areas, rather than new isolated branch practices however new surgeries will be required where there are larger settlements. Prior to Regulation 19, the ICB will undertake further work with existing practices to identify their potential for expansion and reconfiguration.

The ICB will seek financial contributions towards expanding the existing primary care provision, which may include extending, reconfiguring or re-providing expanded or consolidated existing premises. The ICB has a S106 methodology to calculate the cost of new/expanded primary care facilities where primary care facilities in the borough are over capacity, and these costs have been reflected in the table below.

Following the publication of the NHS 10 Year Plan in July 2025 the ICB is currently reviewing the primary care infrastructure requirements and will update the planning authority with any changes once this review has been completed including a recognition that the way people will access healthcare in the future is changing including a focus on identifying neighbourhoods.

Type	Location / Infrastructure requirement	Policy/site generating need and/or funding infrastructure	Adopted	New LP	Level of priority	Delivery timescale	Indicative cost £	Funding already received/ secured £	Funding expected through future S106s £	Funding shortfall £	Potential further funding if shortfall			Notes
											S106	CIL	Other	
Health (H1)	<u>Southern Manydown</u> Proposed new hospital building and health campus.	All sites.	√	√	<b>Policy High Priority</b>	End of plan period	TBC - Subject to final project specification.	Funding to be allocated from the national New Hospital Programme	£0	To be funded nationally			√	<p>The New Hospitals Programme identifies that the Hampshire scheme is in Wave 3 and construction of a proposed new hospital building is scheduled to start between 2037 and 2039.</p> <p>The site in Southern Manydown (Policy SPS5.3) is identified as an option for the location of the proposed new hospital building.</p> <p>The Trust is progressing the purchase of the land, as a mechanism to secure this site option for the future. The land purchase is subject to approval of a business case and funding from the New Hospital Programme.</p> <p>The new hospital building is proposed as part of a scheme that may cost '£2 billion or more', with funding expected from the national New Hospital Programme.</p>

Type	Location / Infrastructure requirement	Policy/site generating need and/or funding infrastructure	Adopted	New LP	Level of priority	Delivery timescale	Indicative cost £	Funding already received/ secured £	Funding expected through future S106s £	Funding shortfall £	Potential further funding if shortfall			Notes
											S106	CIL	Other	
Health (H2)	<u>Southern Manydown</u> New surgery.	SPS5.2 Land North of Pack Ln. SPS5.3 Southern Manydown.		√	<b>Essential</b>	2034+ however an earlier trigger is beneficial depending on cumulative housing growth.	£9.3M	£0	To be developer funded	£0				There is likely to be insufficient primary care capacity within the immediate area to support the needs of the development.  A new surgery will be required to support this development.
Health (H3)	<u>Winklebury / Northern Manydown</u> New satellite surgery at Winklebury, Basingstoke.	ALP SS3.10 (SPS5.1) Northern Manydown. SPS2 Neighbourhood Renewal.	√	√	<b>Essential</b>	2028+	£6.5m	TBC	TBC	TBC				The North Manydown S106 (17/00818/OUT), details the health contribution that would be required. The ICB's preference would be for North Manydown residents' needs (requiring c. 700m2 floorspace) to be met by a new facility in Winklebury and for the site to include land to allow the facility to potentially be extended to 900m2 in the future.
Health (H4)	<u>Popham</u> New Surgery for Popham G.V.	SPS5.8 Popham G.V.		√	<b>Essential</b>	2027-2042	£5M	£0	To be developer funded	£0				A turn-key solution will be required. A temporary facility would be required early in the development.
Health (H5)	<u>Basingstoke</u> Gillies Health Centre.	SPS5.9 Upper Swallick G.V. SPS2 Regeneration.		√	<b>Essential</b>	2027-2042	TBC	£0	£0	TBC		√		The ICB is reviewing the cumulative impacts of the allocated sites in and around Basingstoke to determine the options for increasing the capacity.
Health (H6)	<u>Basingstoke</u> St Andrew's Surgery.	SPS2 Regeneration.		√	<b>Essential</b>	2027-2042	TBC	£0	£0	TBC		√		The ICB is reviewing the cumulative impacts of the allocated sites in and around Basingstoke to determine the options for increasing the capacity.

Type	Location / Infrastructure requirement	Policy/site generating need and/or funding infrastructure	Adopted	New LP	Level of priority	Delivery timescale	Indicative cost £	Funding already received/ secured £	Funding expected through future S106s £	Funding shortfall £	Potential further funding if shortfall			Notes
											S106	CIL	Other	
Health (H7)	<u>Basingstoke</u> New/expanded surgeries in town centre.	SPS3 Basingstoke Town Centre. SPS5.9 Land West of Marnel Park. SPS5.12 Land adj. to Weybrook Park Golf Course. SPS5.13 16 Southern Road. SPS5.14 65 New Road. SPS5.15 Land off Ashwood Way. SPS9 Basing View. SPS2 Regeneration.		√	Essential	2027-2042	TBC	£0	£0	TBC		√		The ICB is reviewing the cumulative impacts of the allocated sites in and around Basingstoke to determine the options for increasing the capacity.
Health (H8)	<u>Chineham</u> Chineham Medical Centre	ALP SS3.9 (SPS5.4) Land at Whitmarsh Ln. SPS5.5 Redlands. SPS5.6 Redlands Lodge. SPS5.7 Sherfield Hill Farm. SPS5.8 Land West of Marnel Park.		√	Essential	2027-2042	TBC	£0	£0	TBC		√		The Practice is currently undersized. The ICB are exploring an immediate solution on-site and investigating further opportunities for an additional site over the plan period.
Health (H9)	<u>Old Basing</u> Odiham Health Centre, Old Basing Surgery.	ALP SS3.9 (SPS5.6) Land at Whitmarsh Ln. SPS5.5 Redlands. SPS5.6 Redlands Lodge. SPS5.7 Sherfield Hill Farm. SPS5.8 Land West of Marnel Park.	√	√	Essential	2027-2042	TBC	£0	£0	TBC		√		The Practice currently has capacity although the site allocations will lead to it becoming over capacity.  There are opportunities to expand to increase capacity which will be explored over the plan period.
Health (H10)	<u>Kingsclere, Oakley, Overton</u> Watership Down (Kingsclere, Oakley, Overton).	ALP SS3.10 (SPS5.1) Northern Manydown. ALP SS3.12 Hounsme Fields. SPS5.2 Land North of Pack Lane SPS5.3 Southern Manydown. SPS5.5 Popham G.V. SPS6 Development in. Whitchurch, Overton, Kingsclere. Headley and North Waltham.	√	√	Essential	2027-2042	TBC	£0	£0	TBC		√		The Practice is currently undersized. to the ICB are exploring an immediate solution on-site. There are no immediate plans to create an additional surgery but the Practice may consider consolidation into a new site over the plan period.
Health (H11)	<u>Whitchurch</u>	SPS6. Development in Whitchurch and St Mary Bourne.	√	√	Essential	2027-2042	£4-5M	£0	£0	TBC		√		Two Rivers Medical Partnership is currently over capacity and

Type	Location / Infrastructure requirement	Policy/site generating need and/or funding infrastructure	Adopted	New LP	Level of priority	Delivery timescale	Indicative cost £	Funding already received/ secured £	Funding expected through future S106s £	Funding shortfall £	Potential further funding if shortfall			Notes
											S106	CIL	Other	
	Two Rivers Medical Partnership, Whitchurch.													population growth will exacerbate this further.  The practice and the ICB are developing a project to relocate Two Rivers Medical Partnership to an alternative location within the Whitchurch area which will require funding. The ICB are exploring an immediate solution for an extension on site and investigating a further opportunity for an additional site over the plan period.
Health (H12)	<u>Bramley</u> Clift Surgery, Bramley.	SPS6. Development in Bramley and Silchester.		√	<b>Essential</b>	2027-2042	TBC	£0	£0	TBC		√		The Practice is currently undersized, however there are opportunities to expand to create additional capacity. The ICB are exploring an immediate solution for an extension on site and investigating further opportunities for an additional site over the plan period.
Health (H13)	<u>Newbury/Woolton Hill/Mortimer</u> Buckinghamshire, Oxfordshire and West Berkshire Integrated Care Board.	SPS5.14 Oakley Farm. SPS5.15 West End Farm. SPS6 Neighbourhood Planning (parishes in NW of borough).		√	<b>Essential</b>	2027-2042	TBC	£0	£0	TBC		√	√	Impacts to be mitigated on local surgeries where necessary.

## Sport and Recreation



The Council has adopted a [Strategic Plan for Sport and Recreation \(2012–2025\)](#), which sets out a long-term vision and objectives for sport and recreation across the borough.

To meet the requirements of paragraph 99 of the National Planning Policy Framework (NPPF) — which states that “*planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision*” — the Council has developed the Leisure and Recreational Needs Assessment (LRNA). The LRNA (2022) provides a comprehensive assessment of existing built facilities and playing pitches, as well as future needs. It is updated annually and endorsed by Sport England and relevant national sports governing bodies, ensuring it remains current and aligned with national policy. A further update is scheduled for 2024/25, and the findings will be reflected in the Regulation 19 version of the Local Plan and the Infrastructure Delivery Plan.

The infrastructure requirements set out below have been identified through consultation with the Council’s Sports Infrastructure team and are informed by the LRNA. These requirements are also reflected in the Council’s [Playing Pitch Strategy \(2022\)](#) and [Built Facility Strategy \(2023\)](#). The football foundation has also developed a [Local Football Facility Plan](#), identifying how local needs could be met. Playing pitch needs have been calculated using the Sport England Playing Pitch Calculator, based on FA pitch dimensions, and project costs have been estimated using Sport England’s cost guidance and recent experience from comparable schemes. The LRNA identifies a range of short-, medium-, and long-term opportunities for provision and enhancement across the borough.

### Typical Sources of funding:

- Developer s106 obligations (inc. provision new community buildings and associated infrastructure).
- Developer contributions (s106 funding) to enable the provision of additional community facilities by BDBC.
- BDBC Capital Programme.
- BDBC Community Infrastructure Levy.
- Supporting organisations, foundations and platforms (e.g. Sports England (e.g. Swimming Pool Support Fund).
- FA, the Premier League, National Lottery Community Fund, Football Foundation, County Grant Fund (Cricket), Football Foundation, Greenham Trust Ltd, etc.).

Type	Location / Infrastructure requirement	Policy/site generating need and/or funding infrastructure	Adopted	New LP	Level of priority	Delivery timescale	Indicative cost £	Identified / received funding £	Funding expected through future S106s £	Funding shortfall £	Potential further funding if shortfall			Notes
											S106	CIL	Other	
Strategic Sports Facilities (S1)	<u>Winklebury area</u> Artificial Turf Pitch.	Developments close to the site.	√	√	Policy High priority	2026-	£500,000	£0	TBC	£500,000		√	√	Need identified through LRNA. Potential for Football Foundation funding.
Strategic Sports Facilities (S2)	<u>Oakley area</u> Junior Artificial Turf Pitch.	Developments close to the site.	√	√	Policy High priority	2028-	£400,000	£0	£0	£400,000		√	√	Need identified through LRNA. Potential for Football Foundation funding.
Strategic Sports Facilities (S3)	<u>Overton area</u> Junior Artificial Turf Pitch.	Developments close to the site. SPS6 Neighbourhood Planning	√	√	Policy High priority	2028-	£400,000	£0	£0	£400,000		√	√	Need identified through LRNA. Potential for Football Foundation funding.
Strategic Sports Facilities (S4)	<u>Basingstoke Leisure Park including Aquadrome.</u>	All sites.	√	√	Policy High priority	2030-	£60M	£14.48M of Strategic CIL already committed	£0	£45.52M		√	√	Replacement of existing swimming pool as part of the comprehensive regeneration of the Leisure Park.
Strategic Sports Facilities (S5)	<u>Totally Tennis, Basingstoke</u> Provision of 2 padel tennis courts.	All sites.	√	√	Policy High priority	2026/27-	£250,000	£0	£0	£250,000		√	√	Need identified through LRNA.
Strategic Sports Facilities (S6)	<u>Queen Mary's College, Basingstoke</u> Upgrade 2 Artificial Turf Pitches.	All sites.	√	√	Policy High priority	2027/28-	£500,000	£0	£0	£500,000		√	√	Need identified through LRNA and highlighted in Local Football Facility Plan. Potential for Football Foundation funding.
Strategic Sports Facilities (S7)	<u>Russell Howard Park</u> Resurface and improve netball courts.	All sites.	√	√	Policy High priority	2027/28	£250,000	£0	£0	£250,000		√	√	Need identified through LRNA.
Strategic Sports Facilities (S8)	<u>Down Grange</u> To include new rugby-led Artificial Turf Pitch, potential golf facilities, and accessibility enhancements.	All sites.	√	√	Policy High priority	2027/28	£1.2M	£300,000	£0	£900,000		√	√	Council to produce masterplan to improve cohesiveness of facilities and site accessibility.  Need for ATP identified in LRNA. Costs relate to ATP only.

Type	Location / Infrastructure requirement	Policy/site generating need and/or funding infrastructure	Adopted	New LP	Level of priority	Delivery timescale	Indicative cost £	Identified / received funding £	Funding expected through future S106s £	Funding shortfall £	Potential further funding if shortfall			Notes
											S106	CIL	Other	
Strategic Sports Facilities (S9)	<u>Northern Manydown</u> Indoor 4 court sports hall.	ALP SS3.10 (SPS5.1) Northern Manydown.	√	√	Policy High Priority	Prior to occupation of 2,580 dwellings	£2.9M	To be developer delivered/ funded	n/a	£0				Cascade in Manydown S106. Indoor sports to be delivered within secondary school or as stand-alone provision.  Opportunities for creating a Sports Hub for sites on the west of Basingstoke should be considered.
Strategic Sports Facilities (S10)	<u>Northern Manydown</u> On-site provision of 1 Artificial Turf Pitch.	ALP SS3.10 (SPS5.1) Northern Manydown.	√	√	Policy High Priority	2025-	n/a	To be developer delivered	£0	£0				Developer to deliver as part of sports hub.
Strategic Sports Facilities (S11)	<u>Northern Manydown</u> On-site provision of 4 grass pitches.	ALP SS3.10 (SPS5.1) Northern Manydown.	√	√	Policy High Priority	2025-	n/a	To be developer delivered	£0	£0				Developer to deliver as part of sports hub.
Strategic Sports Facilities (S12)	<u>Northern Manydown</u> On-site provision of 4 tennis courts / MUGA.	ALP SS3.10 (SPS5.1) Northern Manydown.	√	√	Policy High Priority	2025-	n/a	To be developer delivered	£0	£0				Developer to deliver as part of sports hub.
Strategic Sports Facilities (S13)	<u>Basingstoke Golf Course</u> On-site provision of 2 grass pitches with changing rooms.	ALP SS3.11 Basingstoke Golf Course. ALP SS3.12 Hounsome Fields.	√	√	Policy High Priority	Prior to occupation of 750 dwellings	n/a	To be developer delivered	£0	£0				Developer to deliver.
Strategic Sports Facilities (S14)	<u>Hounsome Fields</u> On site provision of 4 tennis courts / MUGA.	ALP SS3.11 Basingstoke Golf Course. ALP SS3.12 Hounsome Fields.	√	√	Policy High Priority	2026-	n/a	To be developer delivered	£0	£0				Developer to deliver on Hounsome Fields site. Construction underway.
Strategic Sports Facilities (S15)	<u>Basingstoke area</u> Indoor 4 court sports hall.	All sites around Basingstoke (except Western Basingstoke) including sites to the east of Basingstoke.	√	√	Policy High Priority	2030-	£2.9M	£108,000	TBC	TBC	√	√	√	Need identified in LRNA. £108,000 from Redlands S106.  Work underway to identify a suitable site. ALP Appendix 4 identifies catchment of 20 minutes driving time.
Strategic Sports Facilities (S16)	<u>Upper Cufaude Farm</u> On-site provision of 2 tennis court / MUGA.	ALP SS3.8 Upper Cufaude Farm.	√	-	Policy High Priority	2026-	n/a	£0	To be developer delivered	£0				On-site provision identified in planning application.

Type	Location / Infrastructure requirement	Policy/site generating need and/or funding infrastructure	Adopted	New LP	Level of priority	Delivery timescale	Indicative cost £	Identified / received funding £	Funding expected through future S106s £	Funding shortfall £	Potential further funding if shortfall			Notes
											S106	CIL	Other	
Strategic Sports Facilities (S17)	<u>Southern Manydown</u> 1 Artificial Turf Pitch.	SPS5.2 Land North of Pack Ln. SPS5.3 Southern Manydown.	-	√	Policy High Priority	2042-	£500,000	£0	To be developer delivered	£0				One full size adult ATP required beyond the plan period.  Opportunities for a Sports Hub on the west of Basingstoke to comprehensively meet needs should be considered.
Strategic Sports Facilities (S18)	<u>Southern Manydown</u> 8 Full-size grass pitches with associated facilities.	SPS5.2 Land North of Pack Ln. SPS5.3 Southern Manydown.	-	√	Policy High Priority	2029-2055	TBC	£0	To be developer delivered	£0				Four full size FA compliant pitches with associated facilities required in plan period.
Strategic Sports Facilities (S19)	<u>Southern Manydown</u> Indoor 4 court sports hall.	SPS5.2 Land North of Pack Ln. SPS5.3 Southern Manydown.	-	√	Policy High Priority	2042-	£2.9M	£0	To be developer funded or delivered	£0				Opportunities for a Sports Hub on the west of Basingstoke to comprehensively meet needs should be considered.
Strategic Sports Facilities (S20)	<u>Eastern Basingstoke</u> 1 Artificial Turf Pitch on Land at Whitmarsh Ln.	ALP SS3.7 Redlands; ALP SS3.9 (SPS5.4) Land at Whitmarsh Ln. SPS5.5 Redlands. SPS5.6 Redlands Lodge. SPS5.7 Sherfield Hill Farm.	√	√	Policy High Priority	2028-	£500,000	Approx £75,000	£425,000	£0				S106 secured from Swing Swang Ln..  ATP required in lieu of on-site grass pitches.
Strategic Sports Facilities (S21)	<u>Popham G.V.</u> On-site provision of 1 Artificial Turf Pitch.	SPS5.8 Popham G.V.	-	√	Policy High Priority	2042-	£500,000	£0	To be developer delivered	£0				One full size adult ATP required beyond Plan period.
Strategic Sports Facilities (S22)	<u>Popham G.V.</u> 6 Full-size grass pitches with associated facilities.	SPS5.8 Popham G.V.	-	√	Policy High Priority	2032-	TBC	£0	To be developer delivered	£0				Three pitches with associated facilities required in plan period.
Strategic Sports Facilities (S23)	<u>Upper Swallick</u> 4 Full-size grass pitches.	SPS5.9 Upper Swallick G.V.	-	√	Policy High Priority	2032-	TBC	£0	To be developer delivered	£0				With associated facilities.

## Green Infrastructure



The following infrastructure is required to deliver the objectives, key principles and actions in the council's *Green Infrastructure Strategy (2018)*, *Biodiversity Strategy (2024)* and to support the council in meeting its commitments in the Climate Emergency and Ecological Emergency declarations.

In line with draft Policy ENV6 (Biodiversity, Geodiversity and Nature Conservation) (as published in the draft Regulation 18 Plan, 2024), the council will require a biodiversity net gain of at least 10% on all sites. This must be delivered on site wherever possible or, where agreed on off-site land that supports strategic nature recovery initiatives such as Local Nature Recovery Strategies.

Draft Policy ENV5 (Green and Blue Infrastructure) also sets out that green space and equipped play should be provided on site within new development, and in line with the greenspace standards in the plan's appendix. However, there may be some circumstances where improvements or enhancements off site would result in better outcomes, in which case equivalent financial contributions would be taken instead.

### Green Infrastructure

#### Typical Sources of funding:

- Developer funded new and improved green infrastructure.
- Developer contributions (s106 funding) to enable improvements by BDBC, Parish Councils and other relevant organisations.
- BDBC Capital Programme.
- BDBC Community Infrastructure Levy.

Type	Location / Infrastructure requirement	Policy/site generating need and/or funding infrastructure	Adopted	New LP	Level of priority	Delivery timescale	Indicative cost £	Identified / received funding £	Funding expected through future S106s £	Funding shortfall £	Potential further funding if shortfall			Notes
											S106	CIL	Other	
Green Infrastructure (G1)	Biodiversity Net Gain On-site and off-site habitat creation, restoration and management to mitigate development impacts.	All sites.  (Draft Policy ENV6 Biodiversity, Geodiversity and Nature Conservation).	√	√	Essential	On-going	n/a	£0	To be delivered / funded by developers	0				Developments to achieve at least 10% Biodiversity Net Gain.
Green Infrastructure (G2)	Strategic habitat creation and restoration delivery in alignment with the Hampshire Local Nature Recovery Strategy (LNRS).	All sites.  (Draft Policy ENV6 Biodiversity, Geodiversity and Nature Conservation).	√	√	Policy High Priority	On-going	TBC	£0	£0	TBC		√	√	
Green Infrastructure (G3)	Enhancement of the River Loddon and habitats within its floodplain, in line with measures identified within the Hampshire LNRS.	All sites including sites at Eastern Basingstoke (SPS5.4-7).	√	√	Policy High Priority	TBC	TBC	£0	£0	TBC		√	√	Spatial priority identified in the council's Biodiversity Strategy, and the Hampshire LNRS priorities and mapping. The GI Strategy is currently being reviewed and will also be updated.
Green Infrastructure (G4)	Enhancement of the River Test and habitats within its floodplain, in line with measures identified within the Hampshire LNRS.	All sites.	√	√	Policy High Priority	TBC	TBC	£0	£0	TBC		√	√	Spatial priority identified in the council's Biodiversity Strategy, and the Hampshire LNRS priorities and mapping. The GI Strategy is currently being reviewed and will also be updated.
Green Infrastructure (G5)	Northern Manydown Countryside Park.	ALP SS3.10 (SPS5.1) Northern Manydown All sites.	√	√	Policy High Priority	Phased with development	n/a	To be developer delivered / funded	£0	0				Land reserved through Northern Manydown (17/00818/OUT) S106. Component parts to be provided by developer.
Green Infrastructure (G6)	Improvements to Eastrop Park.	All sites including: SPS3 Basingstoke Town Centre, SPS9 Basing View.	√	√	Policy High Priority	TBC	£4.8M	£0	£0	£4.8M	√	√	√	Informed by East of Basingstoke Natural Environment Management Plan.  To include replacement of boathouse restoration and naturalisation of the Loddon, enhancements to play, water bodies, biodiversity, signage and street furniture. To mitigate impact of additional residents in Basing View.

Type	Location / Infrastructure requirement	Policy/site generating need and/or funding infrastructure	Adopted	New LP	Level of priority	Delivery timescale	Indicative cost £	Identified / received funding £	Funding expected through future S106s £	Funding shortfall £	Potential further funding if shortfall			Notes
											S106	CIL	Other	
Green Infrastructure (G7)	Improvements to War Memorial Park.	All sites.	√	√	Policy High Priority	TBC	£2.35M	£0	£0	£2.35M		√	√	Informed by East of Basingstoke Natural Environment Management Plan.  To include enhanced gateways and entrances to the park, planting, biodiversity enhancements, and new footpaths. To mitigate impact of additional residents in Basingstoke town centre and Basing View.
Green Infrastructure (G8)	Improvements to Black Dam Ponds.	All sites.	√	√	Desirable	TBC	£1M	£0	£0	£1M		√	√	Informed by East of Basingstoke Natural Environment Management Plan.  To include improved footpath and cycleway connections and habitat enhancements and improvements to water bodies.
Green Infrastructure (G9)	Improvements to Crabtree Plantation.	All sites.	√	√	Desirable	TBC	£1.58M	£0	£0	£1.58M		√	√	Informed by East of Basingstoke Natural Environment Management Plan.  To include improvements to the footpath/cycleway, enhance play provision, improved signage, new tree and shrub planting and biodiversity enhancements.
Green Infrastructure (G10)	Improvements to Basing Common.	All sites.	√	√	Desirable	TBC	£945,000	£0	£0	£945,000		√	√	Informed by East of Basingstoke Natural Environment Management Plan.  To include improved access and signage, and planting for biodiversity.
Green Infrastructure (G11)	Improvements to Basing Lime Pits.	All sites.	√	√	Desirable	TBC	£1.16M	£0	£0	£1.16M		√	√	Informed by East of Basingstoke Natural Environment Management Plan.  To include improvements for recreation and biodiversity including new planting and trails.
Green Infrastructure (G12)	Improvements to Millfield.	All sites.	√	√	Desirable	TBC	£1.18M	£0	£0	£1.18M		√	√	Informed by East of Basingstoke Natural Environment Management Plan.  To include improvements to the play area, enhanced footpaths, signage and new planting for biodiversity.

Type	Location / Infrastructure requirement	Policy/site generating need and/or funding infrastructure	Adopted	New LP	Level of priority	Delivery timescale	Indicative cost £	Identified / received funding £	Funding expected through future S106s £	Funding shortfall £	Potential further funding if shortfall			Notes
											S106	CIL	Other	
Green Infrastructure (G13)	New and improved green space to meet the needs of new development.	All sites.	√	√	Policy High Priority	Phased with provision of new homes	Developer delivered / funded			£0				Amount and distribution to be provided in accordance with council's adopted standards and secured through S106.  Public open space to be delivered on-site except in exceptional circumstances.
Green Infrastructure (G14)	New and improved play areas to meet the needs of new development.	All sites.	√	√	Policy High Priority	Phased with provision of new homes	Developer delivered / funded			£0				To be provided in accordance with council's adopted standards and secured through S106.
Green Infrastructure (G15)	New allotments .	Sites of 150 homes+ that generate a need that meets the minimum allotment size of 10x125m2 plots.	√	√	Policy High Priority	Phased with provision of new homes	Developer delivered / funded			£0				To be provided in accordance with council's adopted standards (minimum 3.4m2/person) and secured through S106. Precise site size threshold determined by housing mix.
Green Infrastructure (G16)	Strategic provision of GI to address impacts on designated sites, habitats and/or protected species, that is likely to include recreational greenspace, buffers, SuDS and new habitat.	All relevant sites.	√	√	Policy High Priority	Phased with provision of new homes	Developer delivered			£0				To include avoidance, mitigation and compensation measures as required.
Nutrient mitigation (G17)	Site-specific mitigation to achieve nutrient neutrality.	All new residential development and other development providing overnight accommodation served by a wastewater system that discharges into the River Test and Itchen catchments (Policy ENV4).	√	√	Essential	Ongoing	Developer delivered / funded			£0				To be met by developers, either on-site or through the purchase of off-site mitigation.

## Water and Utilities



### Wastewater and Water Infrastructure

The necessary infrastructure improvements to support wastewater treatment will be identified through the ongoing Water Cycle Study (WCS). This study will pinpoint where upgrades may be needed to ensure adequate capacity and maintain water quality, as well as outline the timing of these improvements. In certain areas of the borough, where wastewater treatment works discharge into the River Test or Itchen catchments, new development must achieve nutrient neutrality. This is to prevent adverse impacts on internationally designated nature conservation sites, in accordance with draft Local Plan Policy ENV4: Nutrient Neutrality, which was consulted on in 2024.

Utility companies have a statutory duty to deliver services for new development through their investment plans, including water supply and wastewater treatment. The council will continue to work collaboratively with the Environment Agency (EA), Thames Water, South East Water, and Southern Water to coordinate regular updates on:

- The timing and scale of development that can be accommodated across the borough; and
- The nature and timing of required infrastructure upgrades.

These updates will be reflected in future revisions of the Infrastructure Delivery Plan (IDP).

### Electricity Infrastructure

The council maintains regular engagement with Scottish and Southern Electricity Networks (SSEN) to support planning for future growth. Each year, the council provides SSEN with data on anticipated development, which SSEN uses to forecast future energy demand and produce Distribution Future Energy Scenarios (DFES). Based on this information, SSEN is in the process of preparing Strategic Development Plans (SDPs) for the Grid Supply Points (GSPs) that serve the borough. These plans will identify the upgrades required to meet future electricity demand.

The borough is currently served by the following GSPs:

- Bramley-Basingstoke GSP. This covers the area around Basingstoke where the majority of the planned growth would take place. The area includes Northern Manydown, the northern part of Southern Manydown, Eastern Basingstoke, Popham and Upper Swallick. SSEN consulted on a draft GSP for this area in September-October 2025.
- Fleet GSP. This covers areas on the eastern and southern sides of the borough, including part of Southern Manydown (including the site proposed for the new hospital). SSEN consulted on a draft SDP in August 2025.
- Bramley (Amesbury-Thatcham GSP. This covers the north-east of the borough including Kingsclere and Wash Water. SSEN consulted on a draft SDP in October 2025.
- Melksham GSP. This covers the area around Whitchurch. SSEN consulted on a draft SDP in October 2025.

Type	Location / Infrastructure requirement	Policy/site generating need and/or funding infrastructure	Adopted	New LP	Level of priority	Delivery timescale	Indicative cost £	Funding already received/ secured £	Funding expected through future S106s £	Funding shortfall £	Potential further funding if shortfall			Notes
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<b>WATER QUALITY</b>														
Waste water infrastructure (U1)	Upgrade to Sewage Treatment Works and infrastructure (as informed by the Water Cycle Study) to address any changes in environmental consents set by the EA and to support meeting the aims of the Water Framework Directive and Habitats Regulations.  Initial outcomes indicate that several wastewater treatment works may require upgrades to accommodate the proposed level of growth, including Basingstoke, Barton Stacey, Overton, North Waltham and Whitchurch. The exact specification of the upgrades will need to be determined by Southern Water and Thames Water, in agreement with the Environment Agency.	All sites ENV9 Water Quality.	√	√	Essential	2025-2042	TBC	n/a	£0	TBC			√	Wastewater treatment permit reviews are required to ensure capacity for treatment and that environmental standards are met. Thames Water and Southern Water (as sewerage undertakers) are responsible for identifying requirements and applying to the EA for any revisions to existing permits where necessary, and planning for future investment/improvements at existing wastewater treatment works to accommodate further growth.
Water supply (U2)	Local water supply infrastructure.	All sites ENV9 Water Quality.	√	√	Essential	2025-2042	To be Developer Funded/Delivered.			TBC			√	Cost of network reinforcement works to provide water.
<b>FLOODING</b>														
Flooding (U3)	Strategic flood alleviation schemes and flood prevention measures.	All sites; ENV10 Managing Flood Risk.	√	√	Essential	Ongoing	TBC	£0	TBC	TBC		√	√	As identified by the EA, HCC (as the Lead Local Flood Authority) or others.
Flooding (U4)	Site-specific flood risk management / SUDS.	All relevant sites; ENV10 Managing Flood Risk.	√	√	Essential	Ongoing	To be Developer Funded/Delivered.			£0	√			Needs identified through Flood Risk Assessments and met on-site.
<b>OTHER UTILITIES AND COMMUNICATIONS</b>														

Type	Location / Infrastructure requirement	Policy/site generating need and/or funding infrastructure	Adopted	New LP	Level of priority	Delivery timescale	Indicative cost £	Funding already received/ secured £	Funding expected through future S106s £	Funding shortfall £	Potential further funding if shortfall			Notes
											S106	CIL	Other	
Utilities <b>(U5)</b>	Improvements to electricity supply networks.  Including improvements identified in the draft Bramley-Basingstoke GSP (2025), the draft Fleet GSP (2025), the draft Bramley (Amesbury-Thatcham) GSP (2025), and the draft Melksham GSP (2025).	All sites.	√	√	<b>Essential</b>	Ongoing		Developer or Utility Company Funded/Delivered.		£0			√	Network enhancements to be funded by the utility companies and specific connections to be funded by developers.
Communi- -cations <b>(U6)</b>	ICT/Broadband.	All sites INF1 Infrastructure.	√	√	<b>Policy High Priority</b>	Ongoing		Developer or Utility Company Funded/Delivered.		£0			√	HCC investment in superfast broadband.

[www.basingstoke.gov.uk/draftlp](http://www.basingstoke.gov.uk/draftlp)

01256 844844 | [local.plan@basingstoke.gov.uk](mailto:local.plan@basingstoke.gov.uk)

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