

Examination of the Basingstoke and Deane Local Plan (2011 to 2029)

MF25 – Transport Infrastructure Gap in South West Clarification of Safeguarding Position, Crossing of Railway Proposals, Previous Consultation with Network Rail’s Response to the Proposed Crossing

Inspector’s question: 19.1.1 – Is this Plan’s provision for highways infrastructure to serve the strategic greenfield development allocations at Manydown, Basingstoke Golf Course and Hounsome Fields justified and implementable?

1. This note consider issues raised in relation to transport infrastructure to serve the sites at Manydown (Policy SS3.10) Basingstoke Golf Course (Policy SS3.11) and Hounsome Fields (SS3.12), as discussed at hearing sessions on 20 and 21 October. Appendix one to this note sets out the identified transport related infrastructure required to support development of these sites. This identifies a total cost of £36.5m, of which £19.5m remains unfunded at this point in time, having taken into account schemes which have been the subject of successful bids to the Enterprise M3 LEP.
2. This list has been drawn from the Council’s Infrastructure Delivery Plan (IDP), which itself reflects the findings of the Council’s Transport Assessment (TA) (TR01).
3. It should be noted that the TA has been prepared on the basis of mitigating the impacts of development in 2029, including that arising from increases in background growth, development in neighbouring authority areas, committed development and that proposed in the Local Plan.
4. It should also be noted that the approach taken by the TA is to present a worst case scenario, as outlined in the TA and explained by the representative from Parsons Brinckerhoff at hearing sessions to date. In reality, it is noted in the TA that the spreadsheet model used does not undertake any assignment, so traffic will not re-route as a result of congestion.
5. Opportunities to fund the identified improvements should be considered in the context of the approach to funding for agreed schemes, as set out in Appendix 2 to the Borough Council’s Written Statement on Transport (ref: PS/04/01i).
6. This highlights that funding has come from the following sources to date:
 - Enterprise M3 LEP – Local Growth Fund
 - Basingstoke and Deane Borough Council – New Homes Bonus fund
 - Hampshire County Council – capital programme / developer contributions

7. In terms of future funding, it is expected that the Government's Autumn Statement in November will set out details of the next round of Local Growth Funding (LGF3). Following this announcement, the LEP will be in a position to consider how available funds can be used to support its priorities. The LEP's Strategic Economic Plan (ref: ETC09) identifies Basingstoke as a Growth Town and the importance attached to Basingstoke by the LEP is explained in the letter of the LEP to the Borough Council of 18th August 2015, which is set out in the Borough Council's Written Statement on Infrastructure (ref: PS/04/01h) and also included in Appendix Two to this note for information. This explains how the LEP has supported improvements in the borough to date, and the potential for further support in the future. It should be noted that to date around 65% of funding allocations made by the LEP have been in relation to transport improvements, reflecting the view that infrastructure provision, easing congestion and opening up sites have been priorities.
8. In addition to seeking further funding opportunities from the LEP, the Borough Council and Hampshire County Council are working directly with the LEP and the Department of Communities and Local Government in respect of their 'Large Sites Infrastructure Fund' to support the progression of development to the west of Basingstoke. To date, this has resulted in funding of £850,000 to support more detailed studies to supplement those already undertaken, to consider longer-term improvements in infrastructure provision, including transport and education.
9. It should also be noted that the approach taken by the Borough Council to date is to make available local funding to support key infrastructure projects, through the use of its New Homes Bonus. To date, it has received £16.2m in New Homes Bonus and it is expected that £4.7m will be received in 2016/17. In moving forward with the Borough Council's Medium Term Financial Forecast and Budget Strategy (considered by Cabinet on 27th October 2015), it is proposed that 70% of the New Homes Bonus funds to be received will be placed in to a Strategic Capital Reserve to enable future delivery of key infrastructure in support of the Local Plan Infrastructure Plan and the planned development of the Manydown land
10. In light of the following funding opportunities, the Borough Council and Hampshire County Council have confidence that the required infrastructure improvements can be funded, in order to deliver the Local Plan:
 - LEP involvement and support to date and that set out in their Strategic Economic Plan
 - Close working with CLG and the LEP to utilise the Large Sites Infrastructure Fund; and
 - Commitment from the Borough Council to support infrastructure through the use of the New Homes Bonus

11. It should also be noted that, in addition to external sources of funding, there will remain a requirement for development proposals to provide the necessary mitigation in terms of highway improvements. These will be identified through the submission of a site specific Transport Assessment through the Development Management process.

Appendix One – Summary of Transport Related Infrastructure Required to Support Development at the Golf Course, Hounsime Fields and Manydown

Infrastructure Project	Site	Cost	Comments
A30/A340 Winchester Rd Rbt junction improvements	SS3.10 Manydown; SS3.11 Basingstoke Golf Course; SS3.12 Hounsime Fields	£8,500,000 - (total in corridor)	Fully funded. Grant from LEP, plus New Homes Bonus funding, developer contributions
Manydown Link road A339 / B3400	SS3.10 Manydown	£3,600,000	Note £10,000,000 assumed in viability assessment
A3010 Churchill Way: Victory Roundabout junction improvements	SS3.10 Manydown	£955,000	
A30 / Brighton Hill Rbt Junction improvements	SS3.10 Manydown; SS3.11 Basingstoke Golf Course	£4,000,000	Fully funded. Grant from LEP – work help in abeyance, pending completion of CLG funded studies
A30 / Kempshott Rbt road widening and junction improvements	SS3.11 Basingstoke Golf Course, SS3.12 Hounsime Fields	£3,696,000	
A339 / Roman Rd / Rooksdown Lane Rbt, junction improvements	SS3.10 Manydown	£515,260	
A3010 / A340 / B3400 / Thornycroft Roundabout	SS3.10 Manydown	£8,500,000 (total in corridor)	Fully funded. Grant from LEP, plus New Homes Bonus funding and developer contributions
A340 Aldermaston Road junction	SS3.10 Manydown	£4,500,000	Fully funded. Grant from LEP, plus developer contributions and land from BDBC
B3400 Worting Road/ Roman Way roundabout junction	SS3.10 Manydown	£294,474	
West Ham Roundabout junction improvements	SS3.10 Manydown	£667,000	
B3400 Worting Road Roundabout junction improvements	SS3.10 Manydown	£255,000	
Hatch Warren Roundabout (A30 / Wallop Drive) junction improvements	SS3.11 Basingstoke Golf Course; SS3.12 Hounsime Fields	£7,974,000	
Fiveways Junction improvements	SS3.10 Manydown	£252,000	
A339 / Ringway West Roundabout - Junction Improvements	SS3.10 Manydown	£1,282,000	
TOTAL COST		36,490,734	
TOTAL UNFUNDED		19,490,734	

Appendix Two – Note from the LEP of August 2015



Driving prosperity in the M3 corridor

The Castle

Winchester

Hampshire

SO23 8UD

18th August 2015

Dear Mark

Thank you for highlighting to me the query that the Local Plan Inspector has raised around the relationship between the Plan and the Enterprise M3 LEP in terms of investment priorities and the provision of critical infrastructure.

As you will be aware, Enterprise M3 LEP has actively been involved in the preparation of the Basingstoke and Deane Borough Local Plan 2012 – 2029 since its formation, and has engaged with the Borough Council and made comments on the plan at each of the main stages.

The LEP recognises the importance of the town of Basingstoke and the wider Borough, in contributing to the local economy. This is acknowledged in the Enterprise M3 Strategic Economic Plan (SEP), which identifies Basingstoke as one of the 'growth towns', alongside Farnborough, Guildford and Woking. The SEP and the accompanying Delivery Plan provide a package of measures for each of the Growth Towns. These bring together projects around transport, housing, skills, enterprise and innovation and specific infrastructural investments to promote further growth and bring in new businesses whilst maintaining a high quality of life. Accordingly, the SEP sets out the following package of measures in respect of Basingstoke:

- A package of highways projects to improve capacity and support housing development such as the Basingstoke North, North East and South West Corridors to Growth schemes;
- A sustainable transport package to improve access to the Town centre and rail station;

- Construction Training Centre Improvements at Basingstoke College; and
- A new railway station at Chineham.

The importance that the LEP attaches to Basingstoke and improvements to the town's infrastructure is reflected in the award of Local Growth Funding to support the following projects:

- A33 improvements - £9.56m of funding, with the LEP recently committing a further £3m to this scheme, on top of our original £6.56m allocation
- A340 improvements - £3.34m of funding
- Thornycroft and Winchester Rd roundabout improvements - £9.3m of funding
- Brighton Hill roundabout – provisional funding of £3m – which is now to be taken forward in conjunction with measures arising from work being undertaken with the Borough Council and Hampshire County Council with the support of the Department for Communities and Local Government.

In addition, Local Sustainable Transport Funding has been provided to Hampshire County Council to deliver a range of projects in Basingstoke and Deane Borough to promote alternatives to the private car, including Ringway North/Rooksdown Accessibility Improvements, Popley to Chineham Centre Pedestrian and Cycle Access Improvements, Merton School Popley Accessibility Improvements and Western Way Crossing Upgrade.

As an organisation, the LEP is involved in overseeing studies funded by the Department of Communities and Local Government's Large Sites Infrastructure Fund, in partnership with Hampshire County Council and Basingstoke and Deane Borough Council. The purpose of this is to ensure that the necessary investment in infrastructure is provided to support new development in the future. Specifically, the scope of this work includes studies to consider transport and education issues associated with potential new development. It is expected that these studies will conclude in early 2016 and will identify infrastructure projects necessary to deliver longer-term growth in the Borough.

The LEP will continue to seek funding opportunities to address infrastructure issues in the borough. For example, the LEP has continued to lobby Government, Network Rail and Train Operating Companies to invest in major network capacity enhancements as well as service frequency and capacity enhancements. We highlighted the importance of Chineham Station within our recent responses to both the Great Western and Wessex Route Studies and urged them to include to possible provision of the new railway station within their future plans.

There may also be some potential for the LEP to invest funding through the Local Growth Deal into complementary infrastructure improvements. Within our pipeline of Local Growth Funding we presented to Government earlier in the year, the LEP included a sum identified for a package of rail infrastructure improvements. Although this was not funded as part of the Growth Deal 2 announcement, we will continue to look to take this forward in future rounds.

We are also in discussions with Basingstoke and Deane Borough Council about funding complementary infrastructure at Basing View and within the town centre through any future rounds of the Local Growth Fund.

I hope that this assists the Inspector in understanding the links between the Local Plan and the LEP. However, please do not hesitate to contact me if you require further information.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Kathy Slack', with a horizontal line underneath it.

Kathy Slack
Director, Enterprise M3