# New Forest National Park Authority

# Infrastructure Delivery Plan

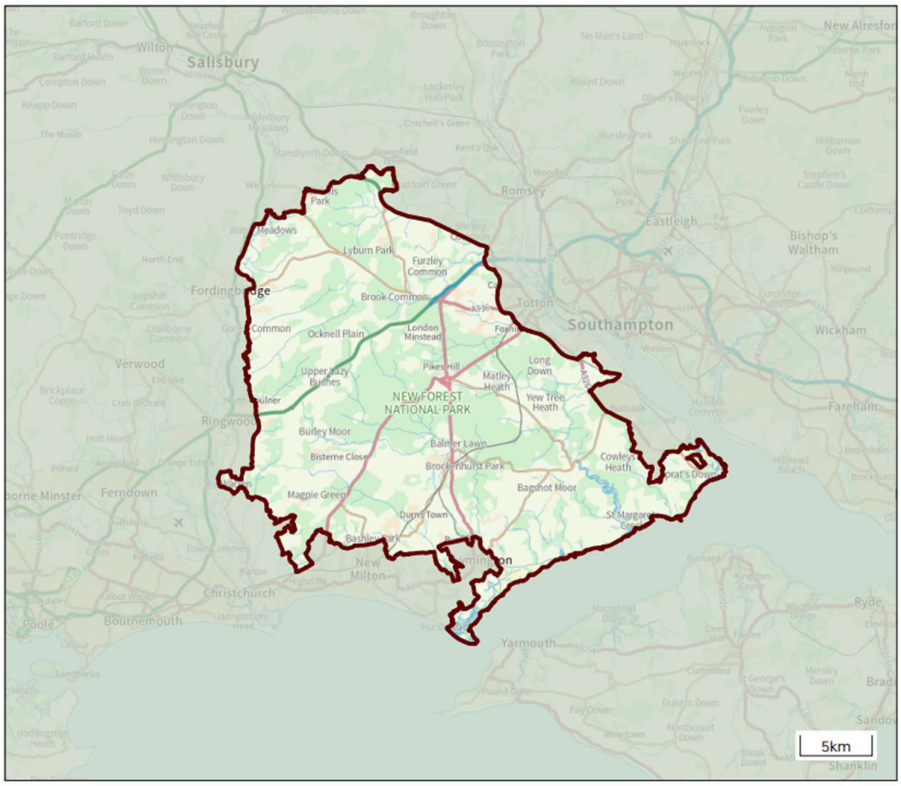
## August 2026

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# 1. Introduction and Context

1.1 The New Forest National Park was designated in 2005 and covers 220 square miles in southern England within the counties of Hampshire and Wiltshire. The National Park is home to 34,500 people and has one of the highest population densities of any National Park in England. The largest villages in the National Park have around 3,000 residents. For planning purposes, the New Forest National Park has the highest status of protection in relation to landscape and scenic beauty and is recognised as an area where development is restricted. The Authority deals with around 900 planning applications per annum.




1.2 This infrastructure delivery plan (IDP) outlines the delivery and implementation of the New Forest National Park Authority's emerging Local Plan, with particular regard to the infrastructure necessary to deliver and service the anticipated development in the period up to 2043. Of note, is that the Local Plan includes a major development proposal. Policy SP5 Land to north of Fawley Waterside, allocates the site for employment purposes. The site forms part of the Solent Freeport – Southampton Water Fawley Waterside.

1.3 The assessment of infrastructure needs set out in this report is broadly based on the reference made to infrastructure in the National Planning Policy Framework 2024 (NPPF), with additional reference to the Planning Advisory Service, types and subtypes of infrastructure, set out in the table overleaf.

| Infrastructure Type | Subtypes |
|---|---|
| Transport | Road (Highways England), Road (Local Authority / Highways Authority), Rail (National), Metro Rail / Tram / Tube, Bus, Airports, Ports / Harbours |
| Active Travel | Cycling Infrastructure, Footways, Public Realm |
| Utilities / Energy | Electricity, Gas, Digital, Water, Nuclear, Marine / Offshore, Wind, Waste, District Heating / Cooling, Data Centres |
| Education | Pre-school & Nursery, Primary & Secondary Education, Further & Higher Education |
| Communities | Sports and Leisure, Libraries, Community Facilities, Cemeteries |
| Emergency Services / Justice Infrastructure | Police, Fire, Ambulance, Prisons, Courts |
| Health | Primary Health, Hospitals |
| Green & Blue Infrastructure | Flood Management, National Parks, Parks and Green Spaces, Play Spaces, Sports Pitches, Canals, Biodiversity Enhancements |

Source: Planning Advisory Service Making Sense of Infrastructure 2025

1.4 In the case of New Forest National Park and the nature and scale of development to be delivered through the Local Plan, this report takes a proportionate approach and accordingly does not specifically refer to all the infrastructure types and sub-types highlighted above.

1.5 It should be emphasised that this Infrastructure Delivery Plan sets out the implications and requirements for infrastructure within the National Park based on the development proposed within its boundaries. It may be found that development, particularly major development, proposed outside the National Park may have an implication for land or infrastructure within the Park. These issues are not explicitly considered here, especially as they may only arise later in the Plan period.

**Infrastructure providers**

1.6 The table overleaf sets out the main infrastructure providers in the National Park.

HCC – Hampshire County Council
NFDC – New Forest District Council
TVBC – Test Valley Borough Council
WC – Wiltshire Council

| **Physical Infrastructure** | |
|---|---|
| Roads | National Highways<br>Highways Authorities (HCC & WC) |
| Parking | Highway Authorities<br>Parish Councils<br>District Councils (NFDC, TVBC, WC)<br>Private landowners |
| Railways | Network Rail<br>Rail operators<br>New Forest Community Rail Partnership |
| Bus services | Local Transport Authorities (HCC & WC)<br>Commercial Operators (Bluestar, Salisbury Red, MoreBus)<br>Other operators e.g. community bus service operators |
| Electric vehicle charging | Highway Authorities (HCC & WC)<br>Parish Councils<br>Private landowners<br>Businesses and employers<br>Homeowners<br>Developers |
| Rights of Way (paths, bridleways, others), trails, Access areas, cycling | Highway Authorities (HCC & WC)<br>Government departments & agencies<br>Parish Councils<br>Landowners<br>Not for profit infrastructure providers eg. Sustrans |
| Water supply and Wastewater / sewerage | Southern Water<br>Wessex Water<br>Bournemouth Water<br>Environment Agency<br>Local Authorities<br>Landowners and homeowners<br>Farmers and land managers |
| Energy Distribution | National Grid<br>Liquid and solid fuel suppliers |
| Telecommunications - broadband, mobile, telephone | British Telecom<br>Mobile phone operators<br>Community broadband companies |
| Waste collection, recycling, management | Local Authorities<br>Environment Agency<br>Specialist waste management eg. agricultural wastes |
| Emergency services | Police, Fire, Ambulance |

| | |
|---|---|
| | Emergency planning (Local Authorities, Government & Voluntary Agencies) |
| Sport, recreation & open space | Local Authorities<br>Sport England<br>Parish Councils<br>Sports Clubs and other private organisations |
| Flood protection, mitigation and adaptation | Environment Agency<br>Local Authorities<br>Landowners and businesses |
| **Social Infrastructure** | |
| Health (GPs, hospitals and dental surgeries inside and outside the Local Plan area) | Health Authorities<br>Hampshire & Isle of Wight Integrated Care Board (ICB)<br>Bath & North East Somerset, Swindon & Wiltshire Integrated Care Board (ICB)<br>GP practices<br>Local Authorities |
| Education (nursery, primary and secondary) | Local Education Authorities (HCC & WC)<br>Private Providers |
| Social care (children and adult services) including extra care housing provision | Local Authorities |
| **Green & Blue Infrastructure** | |
| Rights of way, open spaces, heritage, landscape, wildlife, tranquillity, recreational access, biodiversity net gain. | Local Authorities<br>Parish Councils<br>Developers<br>Crown Estate<br>NFNPA<br>Natural England<br>Historic England<br>Landowners |

**Engagement with infrastructure providers**

1.7 Preparation of a review of the existing local plan commenced in 2024. As part of the Regulation 18 (Part 1) consultation the Authority published the Strategic Direction of Travel document, outlining the key matters considered to be in scope for the review, as well as those areas of the adopted Local Plan that remain consistent with the latest national planning policy. The consultation was undertaken between 4 February 2025 and 18 March 2025, with detailed responses being received from 81 individuals and organisations.

1.8 At that time views were not sought on site specific proposals, consequently feedback received was quite general and in terms of the provision of infrastructure this was often referenced in more general terms. Comments were received from a limited number of the infrastructure providers, including

Southern Water, the Environment Agency, Hampshire County Council and National Grid Electricity Transmission.

1.9 The Regulation 18 (Part 2) consultation on the draft Local Plan Review was undertaken between 5 November and 19 December 2025. This consultation comprised a draft Local Plan with revised policies and several site specific housing and employment allocations together with supporting documents and evidence base studies.

1.10 Many of the key infrastructure providers responded to this consultation, and a detailed summary of the responses received and proposed actions by the New Forest National Park Authority is set out in the Regulation 18 (Part 2) Consultation Statement (2026). Those responses relating to the adequacy or capacity of existing infrastructure or the requirements for new or upgraded infrastructure have been incorporated into this report.

# 2. National Park-wide infrastructure considerations

2.1 In line with the categories of infrastructure set out in paragraph 1.6 above, the following provides an overview of the existing provision and future infrastructure requirements, where these are applicable to the New Forest National Park. It summarises the existing provision, and any future planned provision.

**Transport including Active Travel**

*Road*

2.2 The strategic road network in the National Park is managed by National Highways and comprises the M27, A31 and A36. The A31, connecting with the M27 at Cadnam, provides the main road link between the urban areas of South Hampshire and Bournemouth and Poole, and provides a major corridor between the national road network in the South East and South West regions.

2.3 Hampshire County Council and Wiltshire Council are the Highways Authorities responsible for the general maintenance of the rest of the road network in the National Park.

2.4 Hampshire County Council's Local Transport Plan (LTP4) 2022- 2050 provides a framework to guide future transport planning and investment. LTP4 expresses a major shift in approach and emphasis from previous transport plans, with an increased focus on policies which support modal shift and manage demand for road space, rather than supplying the extra capacity to meet demand.

2.5 Implementation of Hampshire's LTP4 has seen the evolution of Local Cycling and Walking Infrastructure Plans (LCWIP) – being a shared vision for making walking and cycling more attractive, accessible, and safe for everyday journeys. The New Forest LCWIP was adopted in September 2025. The LCWIP sits alongside the New Forest (Waterside) Local Cycling and Walking Infrastructure Plan, adopted by Hampshire County Council in 2022, which covers the Waterside area of New Forest that lies to the east of A326, parts of which are also within the New Forest National Park.

2.6 The New Forest LCWIP identifies core walking zones around Brockenhurst within the national park and Lymington, New Milton, Fordingbridge and Ringwood beyond the national park boundary. Together with several primary and secondary cycle routes, which focus on the corridors connecting Brockenhurst, Lyndhurst, Sway and Ashurst. Some of these also form part of the Sustrans National Cycle Network (Route 2 a long-distance bike route along the south coast of England from Dover in the east to St. Austell in the west and Route 236 which runs from Cosham to Portchester and Southampton to Lyndhurst).

2.7 The LCWIP concludes with prioritising potential interventions for both walking and cycling opportunities. In terms of walking, core walking zones are prioritised for Lyndhurst and Brockenhurst ranked 4 and 5 respectively (out of 6). Cycle

route through Brockenhurst is ranked 4 out of 5 schemes identified. Implementation of the schemes is dependent on funding being secured.

2.8 The Waterside LCWIP focuses on the A326 corridor and includes objectives to enhance accessibility for all users of the transport network including non-motorised users and to minimise the impact on the New Forest and aim for a net environmental gain.

2.9 Funding for road improvements and active travel schemes are often sourced in part through developer contributions, received when planning permissions are granted for qualifying developments. All developer contributions[1] received and spent by Hampshire County Council are reported annually and can be viewed at Developer contributions | Environment | Hampshire County Council. In addition, financial contributions received by the National Park Authority are set out in the annual Infrastructure Funding Statements (IFS) which also show how those monies have been spent.

2.10 The northern part of the National Park lies within Wiltshire and the latest Wiltshire Council Local Transport Plan 2025 -2038 (LTP4) was endorsed in March 2025. It sets out four policy areas including seeking to avoid unnecessary travel, and shift to more sustainable modes of transport.

2.11 Part of the Wiltshire LTP4 strategy includes place-based strategies, one of which is for the rural areas, the part of Wiltshire within the New Forest National Park is rural in nature. The following summarises the key policy areas and suggested actions, for the rural sub-area:

| Policy Area | Measure | Activity |
|---|---|---|
| Avoid unnecessary travel | Reduce the need to travel as often through combining journeys and providing digital options | Improving ultrafast fibre coverage to enable access to online services |
| | Enabling access to services, jobs and other destinations within closer reach | Co-working spaces<br><br>Support improvements to services that can be provided locally to reduce travel<br><br>Parcel pick-up points at local hubs |
| Shift to more sustainable modes of transport | | Deliver the infrastructure improvements identified in our LCWIPs<br><br>Public realm improvements |

[1] These include contributions received towards education and other matters which are also the responsibility of Hampshire County Council.

| Policy Area | Measure | Activity |
|---|---|---|
| | | Wayfinding<br><br>Cycle parking, cycle hire schemes<br><br>Safer movement for active travel<br><br>Reduced vehicle speeds where appropriate, especially in or adjacent to residential areas |
| | Provide more public and shared transport options, and improve service quality | Ride sharing, including shared taxis |
| | Provide better access to public and shared transport services | Improve access to and from public transport stops and stations by sustainable modes of travel<br><br>Mobility hubs |
| Improve vehicle, fuel and network efficiency | Facilitate and encourage move to low and zero emission vehicles | Expand EV car club coverage |

2.12 The part of the national park that lies within Wiltshire is covered by the draft Wiltshire-wide Local Cycling and Walking Infrastructure Plan (2022). Wiltshire Council confirm it will be formally updated and published in 2027. It sets out a proposed cohesive network of inter-urban cycle routes which are Wiltshire Council's priorities for improvement. These include the Salisbury to New Forest Cycleway via Downton. Wiltshire Council will look for funding opportunities for schemes on all these routes. As an initial piece of work, a high level prioritisation exercise has been carried out, which assesses how well the routes seek to increase utility and leisure cycling, and active travel tourism. The initial assessment for the Salisbury to New Forest route is summarised below.

| | |
|---|---|
| Estimated Cost | £1-£3 million |
| Cost level | High |
| Deliverability | Poor to Good |
| Community support | Very Good |
| Utility trip potential | Low |
| Resident population | High |
| Direct link to London | No |
| Long stay tourism | Moderate |
| Key Visitor attractions | Salisbury Cathedral & Museum; The New Forest |
| Quality of route | Very Good |

| | |
|---|---|
| Rail stations | 1 |
| Priority | Medium / High |
| Status | Not Started |

Source: Draft Wiltshire LCWIP

*Rail*

2.13 There are four mainline passenger railway stations in the National Park, at Ashurst, Brockenhurst, Beaulieu Road (near Lyndhurst) and Sway, which are on the South West Mainline route between London Waterloo and Weymouth. South Western Railways link Brockenhurst with London Waterloo, Basingstoke, Winchester, Southampton, Bournemouth, Poole and Weymouth. Cross country services connect Reading, Oxford, Birmingham and all points further north.

2.14 There is also a rail connection between Brockenhurst and Lymington Pier, connecting with ferries to/from the Isle of Wight. This route is part of South Western Railway Community Rail and Station Adoption Partnerships. Community Rail Partnerships (CRP's) are not-for-profit organisations that help to further connect the railway with the communities they serve, initially set up to encourage people to make use of their local rail services, especially during off-peak times. CRP's work closely with train operators across the country, promoting healthy and sustainable travel, bringing communities together, as well as supporting social and economic development.

2.15 New Forest Community Rail partnership was created in 2008. The partnership's stakeholders include South Western Railway, Hampshire County Council, New Forest District Council, New Forest National Park Authority and Brockenhurst Parish Council.

2.16 Network Rail owns, operates and maintains the railway infrastructure, the routes covered by the national park, all fall within the Wessex Route. This route is one of the busiest on the rail network, taking in all or part of the counties of Surrey, Berkshire, Hampshire, Dorset, Somerset and Wiltshire. Peak-time capacity is Wessex's main challenge, specifically with on-train crowding for passengers to and from London. Off-peak business and leisure travel has continued to grow in recent years, and the route is also important for rail freight, linking Southampton Port and Airport with the Midlands and North of England.

2.17 The Wessex Railway upgrade plan, sets out planned expenditure for the period 2024 – 2029. Whilst not specifying any specific improvements (upgrades to tracks, signalling and other associated features), to those parts of the route or stations within the National Park, it does refer to Lymington Pier viaduct to be strengthened and renewed.

2.18 As part of Hampshire County Council's aim through LTP 4 to reduce reliance on car use and promote sustainable and active travel, it published in July 2024 a Rail Station Interchange Improvement Plan. The Plan identifies current problems at rail interchanges and includes recommendations to achieve desirable, seamless and accessible multi modal transport interchange. The Plan acknowledges the need for Hampshire County Council to work with public

transport operators and network providers to identify funding opportunities and deliver infrastructure and service improvements that improve the transport offer.

2.19 The interchange plan includes an audit of the infrastructure and services supporting access to railway stations as well as customer feedback to help determine customer journey patterns and satisfaction. These factors were then combined with research into railway station usage, the Interchange Plans provide an analysis of existing railway station access and opportunities for improvement, for the stations within the National Park these opportunities are set out below.

2.20 Brockenhurst Station – this acts as a gateway to the National Park and is the 12th busiest station in Hampshire, with a total of 799,132 passenger journeys made in 2022/ 2023, an increase of 9% over the previous year.

| **Recommendation** | **Owner** | **Cost** | **Complexity** (High / Medium / Low) | **Impact** (High / Medium / Low) |
|---|---|---|---|---|
| Walk | | | | |
| Explore opportunities to provide better pedestrian routes, pavements and crossings in the area immediately north of the station access road | HCC | >£50k | H | H |
| Provide designated walkway through north side car park to the Avenue Road exit | Rail | <£10k | L | L |
| Explore opportunities to allocate road space to cycles on busy nearby roads, and better sign / promote low-traffic links towards leisure routes. | HCC | >£50k | H | H |
| Cycle | | | | |
| Provide clear information as to whether cycle storage space in south side car park is allocated to motorcycles | Rail | <£10K | L | L |
| Work with Cycle Hire Companies to improve signage to and information about their outlets | Rail/ HCC | <£10K | L | M |
| Improve cycle route through south side car park to cycle hire site | Rail | £10k-£50k | M | M |
| Bus | | | | |
| Ensure up-to-date information provided at all bus stops close to rail station | Rail/ HCC | <£10K | L | M |
| Better promote the tourist links and journey experience provided by the New Forest Tour | Rail/ HCC | <£10K | L | L |
| Car | | | | |
| Improve the clarity of markings and signage in south side car park, particularly regarding 20-minute parking spaces | Rail | £10k-£50k | M | M |
| Explore opportunities to provide additional taxi waiting space | Rail | <£50k | M | M |
| Wayfinding | | | | |

| Recommendation | Owner | Cost | Complexity (High / Medium / Low) | Impact (High / Medium / Low) |
|---|---|---|---|---|
| Provide signage from platforms to Taxi Rank | Rail | <£10K | L | M |
| Improve signage from station to village centre, Brockenhurst College and campsites | Rail/ HCC | <£10K | M | M |
| Improve signing, maps and information to New Forest Cycle Network | Rail/ HCC | <£10K | L | M |

2.21 Ashurst Station – a low usage station with 91,488 passenger journeys in 2022 / 2023, an increase of 23% on 2021 /2022.

| Recommendation | Owner | Cost | Complexity | Impact |
|---|---|---|---|---|
| Walk | | | | |
| Maintain / improve pavement, improve lighting and clear foliage along route to village centre from platform 2 | Rail/ HCC | £10k-£50k | M | M |
| Improve and maintain the steps down from the A35 | HCC | £10k-£50k | M | M |
| Bus | | | | |
| Work with Bluestar / New Forest Tour to create integrated rail/bus ticketing and the promotion of Ashurst station as a bus/rail interchange. | Rail/ HCC | £10k-£50k | M | H |
| Provide permanent rail replacement bus information signage at local bus stops | Rail/ HCC | <£10K | L | M |
| Improve crossing facilities to bus stop B. Consider provision of Real Time Passenger Information display (at both bus stops) and/or shelter | HCC | £10k-£50k | M | M |
| Car | | | | |
| Improve car park signage, to clearly differentiate from new adjacent chargeable parking | Rail | <£10k | L | L |
| Investigate the possibility of providing dedicated Kiss & Ride facilities | Rail | £10k-£50k | L | L |
| Wayfinding | | | | |
| Provide signage from station environs to village, walking and cycling routes, bus stops and other destinations | Rail/ HCC | <£10K | M | H |
| Update Train Operator website to reflect exact cycle facilities at the station | Rail | <£10K | L | H |

2.22 Sway Station - is a lightly-used station with a total of 65,906 passenger journeys in 2022 / 2023, an increase of 31% on 2021/2022.

| Recommendation | Owner | Cost | Complexity | Impact |
|---|---|---|---|---|
| Walk | | | | |
| Provide a defined walking route through car park and on Station Approach | Rail | £10k-£50k | L/M | M |
| Improve footpaths and crossing points at the junctions of both station access roads with Station Road, and to Station Road eastern pavement | Rail/ HCC | £10k-£50k | M | L/M |
| Cycle | | | | |
| Provide obvious CCTV cover and security signage to cycle storage | Rail | <£10k | L/M | M |
| Bus | | | | |
| Provide bus stop infrastructure at stop B, including for rail replacement buses | HCC | £10k-£50k | M/H | L/M |
| Car | | | | |
| Improve lighting and CCTV coverage in station car park | Rail | <£10k | M | L/M |
| Consider opportunities to provide formal Kiss & Ride facilities on one or both sides of the station | Rail | £10k-£50k | M | L/M |
| Mobility | | | | |
| Reline Blue Badge spaces with compliant hatching | Rail | <£10K | L/M | M |
| Provide signage of step-free route between platforms | Rail/ HCC | <£10K | L | L/M |
| Wayfinding | | | | |
| Provide pedestrian signage to village centre and tourist walking trails | Rail/ HCC | £10k-£50k | L/M | M |
| Provide cycle signage to New Forest trail 200 | Rail/ HCC | £10k-£50k | L/M | M |
| Provide signage between station and bus stops, including Rail Replacement signage | Rail/ HCC | <£10K | L | M |
| Provide highway signage on Station Road to station car park | HCC | <£10K | L | M |
| Ensure Onward Travel Information poster is displayed at the station | Rail | <£10K | L | M |

2.23 Beaulieu Road Station - very lightly-used station with a total of 15,446 passenger journeys in 2022 / 23, an increase of 31 % on 2021 /2022.

| Recommendation | Owner | Cost | Complexity | Impact |
|---|---|---|---|---|
| Cycle | | | | |
| Provide signs on both sides of road over rail bridge warning vehicles of pedestrians. | HCC | <£10k | L | M |
| Explore possibility of providing a pavement to platform 1 access gate | HCC | >£50k | H | L/M |

| Recommendation | Owner | Cost | Complexity | Impact |
|---|---|---|---|---|
| Provide signage at the station to popular walking and cycling trails, as well as NCN 2. | Rail | <£10k | L/M | L/M |
| Wayfinding | | | | |
| Provide clear signage regarding Permit to Travel ticketing requirements and updated content on NRES / SWR websites | Rail | <£10k | L/M | L/M |
| Provide an additional Onward Travel Information poster on platform 1 | Rail | <£10k | L | L |
| Improve station visibility by providing National Rail totem and signing the station entrance gates. | Rail/ HCC | <£10k | L | L |
| Clarify whether Rail Replacement buses serve the station, and update information accordingly | Rail | <£10k | L | M |

*Buses*

2.24 The main bus operators covering the National Park are Bluestar, MoreBus and Salisbury Reds.

2.25 There are a number of regular scheduled public bus services through and across the National Park, including the hourly Bluestar 6 service between Southampton and Lymington which also links Lyndhurst village and Brockenhurst rail station. The Salisbury Reds service 44 connects the northern villages of the national park with Salisbury. Brockenhurst College is specifically serviced by MoreBus, Bluestar and Salisbury Reds services.

2.26 The main community transport scheme operating across the National Park, is Community First New Forest, which operates Call & Go, a flexible bus service covering nine routes:

- Coastal area including New Milton, Lymington, Brockenhurst, Milford on Sea, Barton, Hordle, Everton and Sway.
- Waterside area, including Fawley, Hythe, Blackfield, Dibden Purlieu and Marchwood.
- Totton area including Ashurst, Lyndhurst, Cadnam, Winsor and Eling.
- Fordingbridge area including Martin, Mockbegger, Ibsley and Sandleheath.
- Central New Forest including Lymington, Brockenhurst and Sway.

2.27 In addition, the New Forest Tour operated by MoreBus, is an open top bus which serves the large visitor market during the summer months. The New Forest Tour has three intersecting circular routes which take in Lyndhurst, Brockenhurst, Lymington and Beaulieu including many various attractions en route.

Utilities / Energy

*Water Supply*

2.28 The companies supplying water to properties within the National Park are Bournemouth Water which is part of the South West Water family and covers the western part of the Park. Southern Water covers in general the area to the east of A326. (the eastern part of the National Park), and Wessex Water, who supply a very small part of the National Park within Wiltshire.

2.29 Bournemouth Water draws water from the River Avon and River Stour, whilst Southern Water draws most of its water supply from the Rivers Test and Itchen.

2.30 In 2013 the Environment Agency classed Southern Water as being in current and future serious water stress. An update of this assessment in 2021, reveals both Wessex Water and Bournemouth Water now being classed as seriously water stressed, together with the bulk of England.

2.31 The entire National Park area is determined to be an area of serious water stress, as per the Environment Agency's classification in 2021. The Environment Agency are supportive of the water efficiency standard of 100 litres set out in policy SP7. Water efficiency is important not only from a water resource perspective, but also because of the link with water quality and disposal of foul water. There are real benefits in keeping down the capital cost of new water supply and wastewater infrastructure, maintaining ecosystems and protecting landscapes. Reducing the amount of water entering wastewater treatment works is also a key way of helping to mitigate issues around the capacity of the works and the receiving environment. Water efficiency standards can also help deliver objectives set out in River Basin Management Plans.

2.32 Policy SP7 also includes reference to the provision of infrastructure to support flood management as an integrated part of new development, particularly sustainable flood drainage systems (SuDS) and natural flood management techniques.

2.33 Southern Water has published its Water Resources Management Plan which covers the period 2025 – 2075 and published in May 2025. For the first 10 years of the plan, key actions include:

- demand management including reducing leakage, installing smart meters and helping people and businesses to use less water
- groundwater schemes in Sussex and Hampshire to release more water
- water recycling schemes in Kent, Sussex, Hampshire and on the Isle of Wight, as well as an industrial water recycling scheme in Kent
- imports of more water into Hampshire and Sussex from other water companies
- catchment management schemes to help improve the quality and resilience of our water sources

- applying for drought orders and permits to continue abstracting water during a drought while we develop new supplies.
    - For droughts of up to 1-in-500 year severity, we will stop taking water from:
      – the lower River Itchen (Hampshire) after 2030
      – the River Test after 2034
      – the Candover scheme (Hampshire) after 2034

2.34 From 2035 onwards the plan refers to:

- desalination schemes providing supplies and receive much more water from neighbouring water companies as larger schemes such as reservoirs are built
- demand management to further reduce leakage and water use in homes and businesses
- a managed aquifer recharge scheme in Hampshire
- groundwater options to release more water on the Isle of Wight
- a large import of water from Thames Water from 2040 following the development of the South East Strategic Reservoir Option (SESRO) and the construction of a new pipeline from Oxfordshire to Hampshire

2.35 New sources of supply are identified in the management plan for Hampshire and Isle of Wight, to protect the internationally rare chalk streams of the River Itchen and River Test during droughts.

*Groundwater*

2.36 There are groundwater protection zones straddling the National Park boundary at Ampress, Lymington, at South Gorley and through Breamore into Hale, serving boreholes at Hale and Woodgreen.

*Wastewater / Sewerage infrastructure*

2.37 Wastewater in the National Park is the responsibility of Southern Water and Wessex Water. There are several small-scale wastewater treatment works within the National Park, particularly near the defined villages of Brockenhurst, Lyndhurst and Sway.

2.38 Southern Water has recently completed (November 2025) a major upgrade to its wastewater treatment works at Lyndhurst. The £2.3 million investment is designed to improve water quality in the Beaulieu River and reduce the risk of storm overflows, helping to protect sensitive watercourses and support the area's unique environment.

2.39 This is one of five schemes at treatment works in the New Forest, with nearly £50m set to be spent over the next 12 months, including £3.7m at East Boldre for the installation of sand filters to improve the treated water quality and similar improvements to Sway. Other works in the New Forest include 48km of rivers

improved, work to reduce storm overflows by increasing the capacity of the sites with storm tanks, plus new treatments to reduce the levels of phosphorus and iron levels in the water.

Energy Providers

*Electricity*

2.40 National Grid owns and operates the high-voltage electricity transmission network in England, and the New Forest is crossed by two of National Grid's 400kv transmission lines. The network passes through the National Park from Mannington substation in East Dorset to Nursling substation in Test Valley and connects to the substation at the former Fawley Power Station.

2.41 National Grid at present does not indicate any major upgrade proposals within the National Park area.

2.42 Scottish and Southern Energy Networks is the local Distribution Network Operator for the electricity transmission in Hampshire.

*Gas*

2.43 National Grid owns and operates the gas transmission network in England, and Southern Gas Networks operate the gas distribution network in Hampshire. There are no gas transmission assets currently located within the National Park, and Southern Gas Networks have indicated in their Long Term Development Statement 2025 that no major local transmission schemes are under consideration for the National Park. Indeed, the statement identifies that, despite increased levels of proposed housing development generally, new builds contribute modestly to demand growth, offset by better build standards. Energy efficient methods play an important role in driving change for domestic demand, with a forecast of 2.6% reduction in demand overall due to boiler upgrades.

*Renewable Energy*

2.44 In recent years there has been an increasing number of planning permissions granted for renewable energy schemes. The Authority's Annual Monitoring Report 2025 reported a total of 37 small-scale renewable energy schemes were granted planning permission. These were typically for roof-mounted solar panels, with some ground mounted solar arrays. Furthermore, this year saw significantly more schemes incorporating air or ground source heat pumps (13 compared to four the previous year). All were small scale schemes, in accordance with the adopted Local Plan policies.

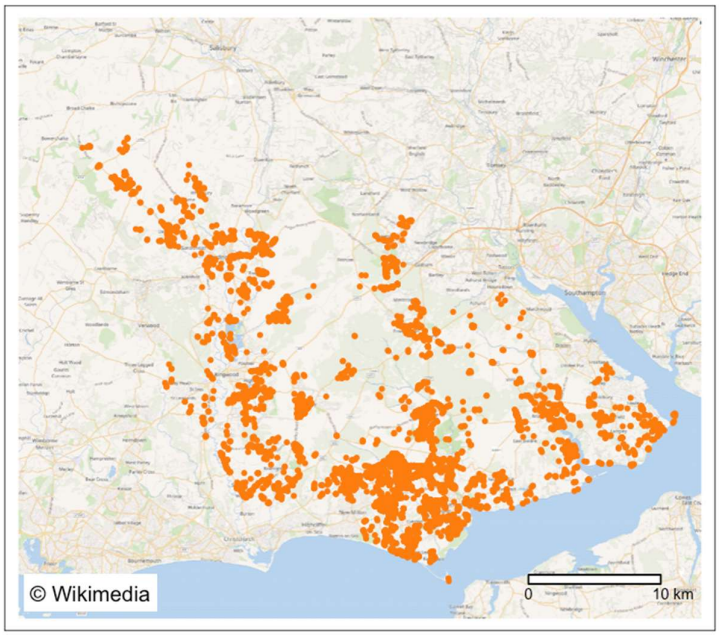
2.45 In addition, Community Energy New Forest is a local volunteer led community initiative working with businesses, schools and community buildings to deliver community-owned solar projects that provide significant cost and carbon savings.

*Digital*

2.46 Hampshire Superfast Broadband Programme, concluded in December 2023, successfully extending superfast broadband coverage to 97.8% of Hampshire, benefiting 115,000 properties, through improved broadband access and speeds for residents and businesses across the region.

2.47 Work is now underway to improve speeds for approximately 85,000 properties in Hampshire (the remaining 2.2%) that are currently accessing speeds below 24Mbps. The Government's Project Gigabit aims to extend gigabit-capable broadband, ensuring continued digital growth and connectivity for Hampshire.

2.48 Broadband provider Wessex Internet has been awarded a Project Gigabit contract to provide around 10,500 premises across the New Forest and surrounding areas with access to gigabit-capable broadband. The map below shows the areas due to be upgraded in the New Forest contract.




Source: Project Gigabit network build contract - New Forest November 2023.

Education

2.49 Hampshire County Council and Wiltshire Council are the Local Education Authorities covering the National Park.

2.50 Hampshire County Council School Places Plan 2026 - 2030 identifies that despite current surplus places some expansions to schools may be required in Fordingbridge, Ringwood and New Milton areas. This is owing to local housing development and distance to reasonable alternative schools. However, chapter 3 of this Infrastructure Delivery Plan sets out the assessments of capacity for the proposed housing site allocations in the Submission Draft Local Plan.

2.51 The northern extent of the National Park falls within Wilshire. Wiltshire Council's School Places Strategy 2023 – 2027 identifies that this part of the National Park falls within the Downton community area, just outside the National Park, and that there are surplus places in the schools to cater for planned housing. Wiltshire Council is a statutory consultee on the draft New Forest National Park Local Plan and has been consulted on the scale of proposed housing development in the area. Chapter 3 of this Infrastructure Delivery Plan sets out more details for the site specific capacity and requirements for the proposed housing allocations in Redlynch and Landford.

2.52 In addition, financial contributions towards education provision may be sought if major development (a scheme of 10 or more dwellings) exacerbates a shortage of school places in a particular location.

## Community Facilities

2.53 National Planning Policy Framework refers to community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship and other local services to enhance the sustainability of communities.

2.54 Across the National Park there is a wide variety of provision reflecting the nature of the Park and its communities.

2.55 The level of housing development proposed in the Local Plan does not indicate the need for any major new community facilities, any changes in provision are anticipated to be for extensions, refurbishments and improvements to the existing facilities. Policies in the Local Plan support the retention and extension or improvement of existing community facilities and the Authority's annual monitoring reports from the last few years indicate several such schemes have been granted planning permission each year.

### *Libraries*

2.56 Libraries within or close to the National Park area are located in Fordingbridge, Hythe, Lymington, New Milton, Ringwood and Totton. Hampshire County Council has not identified any library investment projects for these facilities.

2.57 There are no libraries within the Wiltshire part of the National Park, but those communities are regularly served by a mobile library operated by Wiltshire Council. The south mobile library route provides a service to Landford and Nomansland.

### *Playing Pitches*

2.58 To inform the preparation of their respective local plans, New Forest National Park Authority and District Council commissioned a Playing Pitch Strategy and Assessment Report. The purpose being to provide a strategic framework to

ensure that the provision of sports facilities meets the needs of residents (both existing and future). The results of the Strategy will feed into the preparation of the Authority's Regulation 19 draft Local Plan in Summer 2026.

2.59 In summary:

- The New Forest National Park sub area currently provides the greatest number of football pitches (32%), with 'disused' pitches i.e. a site that previously provided pitches but no longer does, recorded at Castle Malwood in Minstead and East Boldre Recreation Ground;
- Seventy-five percent of football pitches in the New Forest National Park were assessed as standard quality, 20% were assessed as poor quality and 5% as good quality (Brockenhurst Football Club and Glen Mex Stadium).
- Football pitches available for community use are located at Bartley CE Junior School (Copythorne) , Boldre Recreation Ground, Brockenhurst College, Brockenhurst Football Club, Calmore Junior School (Netley Marsh), Castle Malwood (Minstead), Coles Mead (Lyndhurst), Glen Mex Stadium (New Milton), Pitmore Lane (Sway), School Green (Burley), Southlands School (Boldre), St Luke's School (Sway), Sway Jubilee Field and Wellands Road, (Sway).
- Brockenhurst College has a full-size artificial grass pitch, which is available for community use for various sports including rugby and hockey
- Several grass cricket pitches exist across the National Park, many being available for club and community use
- Outdoor tennis court provision varies from specific clubs offering access to members only, with community use available at facilities at Brockenhurst College, Lyndhurst Tennis Club, Sway Jubilee Field,
- There are no netball courts available within the National Park
- Bowling green facilities exist at Brockenhurst and Lyndhurst.

Emergency Services

*Police*

2.60 Hampshire's Police and Crime Commissioner and Hampshire Constabulary jointly published a series of Estate Objectives for the period 2024 – 2029, with the aim of modernising Hampshire Constabulary's built infrastructure, including enabling every district to have a police station open to the public, such as that at Lymington.

2.61 However, it is anticipated that in rural areas, such as the New Forest, there is unlikely to be any new infrastructure required due to the limited scale of development proposed.

*Fire and Rescue*

2.62 Hampshire Fire and Rescue Service has produced its Safety Plan 2025 – 2030, also referred to as the Community Risk Management Plan, which sets out how it is planned to keep Hampshire and Isle of Wight safe from fire and other emergencies over the next five years. Key challenges for the service are:

- Climate change
  - Increase in numbers of wildfires
  - Increase in flooding events
  - Wet and windy weather leading to road traffic accidents
- Ageing population - old age can make people more vulnerable and more at risk from fires and other incidents, especially if they have problems with mobility or other health conditions

2.63 At present there are no specific requirements for new fire and rescue infrastructure in the National Park.

*Ambulance*

2.64 The South Central Ambulance Service (SCAS) covers the counties of Berkshire, Buckinghamshire, Hampshire and Oxfordshire. Serving a population of over four million and is one of ten ambulance services in England. Wiltshire falls under the South Western Ambulance Service. There is no indication that there is any specific requirement for new ambulance infrastructure.

Health

2.65 Integrated care boards (ICBs) replaced clinical commissioning groups (CCGs) in the NHS from July 2022. This means that two ICB's cover the National Park, Hampshire and Isle of Wight and Bath, North East Somerset, Swindon and Wiltshire.

2.66 In response to pressures on primary care services and facilities, Hampshire and Isle of Wight and Bath ICBs published in August 2025, a technical note for developers on health contributions. This sets out that the threshold for considering a request for a financial contribution towards health provision in Hampshire and the Isle of Wight is set at 20 dwellings. For larger developments or developments which cannot be mitigated through expansion of existing health infrastructure, consultation with NHS Hampshire and Isle of Wight Integrated Care Board is required. Developments in Wiltshire are required to comply with its Planning Obligations Supplementary Planning Guidance 2016.

Green and Blue Infrastructure

2.67 The Authority is committed to working with partners including the local authorities surrounding the Park and Natural England to develop green and blue infrastructure for the National Park. In recent years the Authority has supported

a range of local open space enhancements, both formal open space in villages, and informal wild play areas.

2.68 Together with several partner bodies the National Park Authority launched a 'Green Halo' initiative to strengthen the resilience of the internationally protected habitats and ecosystems of the National Park. This includes exploring opportunities to provide new green infrastructure in and around the National Park.

*Countryside Access and Management*

2.69 The Authority's Recreation Management Strategy sets out the strategic direction for the management of outdoor recreation in the National Park over the period 2010 to 2030. A current review of the Strategy aims to identify a smaller number of key actions to deliver projects and outcomes that contribute to the delivery of the Authority's Local Plan, and New Forest Partnership Plan.

2.70 Introduced by the Environment Act 2021, Local Nature Recovery Strategies (LNRS) are a new system of plans for nature recovery covering the whole of England. They are a key mechanism for planning and delivering the National Nature Recovery Network, which includes actions to enhance nature conservation sites, create and restore wildlife-rich habitats, and improve the natural and urban environment's resilience to climate change, providing natural solutions to reduce carbon emissions and manage flood risk.

2.71 Defra appointed Hampshire County Council as the Responsible Authority for the Hampshire area. Working together with local planning authorities in Hampshire, the New Forest National Park Authority, South Downs National Park Authority and Natural England to set up the project. More details are set out in the Authority's Topic Paper on Local Nature Recovery Strategies (2026).

2.72 The Wiltshire and Swindon Local Nature Recovery Strategy has now been formally adopted and published. Whilst only a small part of the New Forest National Park falls within Wiltshire (about 30 sq km/<1%), the LNRS recognises that the New Forest is "*One of the most important sites in lowland England for Annex 1 habitats, including transition mires and alkaline fens but also hosts habitats such as oligotrophic standing waters, wet heathland, dry heathland, wet woodland and ancient beech woodlands benefiting wildlife and amenity*".

2.73 Hampshire County Council has produced a Hampshire Countryside Access Plan for the period 2025 – 2035. This provides a framework for the management and improvement of public rights of way and other access to the countryside.

2.74 These will be incorporated into actions for District based vision plans, to be developed in cooperation with the relevant planning authorities including New Forest National Park, to enable closer involvement with the planning system and alignment of shared objectives. The new District-based vision plans will have dedicated sections for the Protected Landscape areas, ensuring the duty to further the statutory purposes of National Parks is upheld. The 2008

Countryside Action Plan covering the New Forest highlights a number of infrastructure requirements and some of the key priorities have been carried through to the Partnership Plan for the New Forest.

2.75 In addition, Wiltshire Council have produced the Wiltshire Countryside Access Improvement Plan 2015 - 2025 (CAIP) which sets out a number of actions that Wiltshire Council will take to improve the countryside access network in Wiltshire. There are a number of generic, non-geographically specific objectives and actions, such as improving signposting and waymarking, and creating and promoting circular route opportunities.

Future infrastructure requirements

2.76 In addition to the above mentioned existing and planned infrastructure, the Local Plan sets out a number of specific policies where infrastructure is required to support new development or land uses. These are summarised below:

| Local Plan Draft Policy | Infrastructure requirement |
|---|---|
| DP2: General Development Principles | New development must comply with the required standards for car and cycle parking, open space provision and sustainable drainage. |
| SP6: Infrastructure provision and developer contributions | Within the context of development within the New Forest National Park, developer contributions may be required towards highway and transportation works; affordable housing; education provision; recreation provision; and nature conservation mitigation measures. |
| Policy SP7: Safeguarding and improving water resources | Development should integrate sustainable drainage systems. |
| SP11: Nature conservation sites of international importance | Contribution to the Authority's Habitat Mitigation Scheme for the New Forest sites and/or the Solent Recreation Mitigation Partnership's Scheme ('Bird Aware Solent') will enable measures to be put in place to mitigate the recreational impacts of new residential development |
| Policy SP13: Biodiversity Net Gain | Development must achieve a minimum of 10% biodiversity net gain, or higher as stipulated in national legislation and/or policy or supplementary guidance. It must take account of the relevant Local Nature Recovery Strategy and be delivered on-site / off-site or through the purchase of credits. |

| Local Plan Draft Policy | Infrastructure requirement |
|---|---|
| DP16: Open Space | New development is required to provide new public open space at the minimum standard of 3.5 hectares of public open space per 1000 population.<br>Where this cannot be delivered on site (typically due to the small-scale of development within the National Park) a financial contribution to support off-site provision or enhancements will be sought. |
| SP42: Affordable Housing Provision within the Defined Villages and on allocated sites | 50% of net dwellings to be provided as affordable housing:<br>Sites of 1-2 dwellings - no requirement for affordable housing<br>Sites of 3-10 dwellings - target of 50% (at the discretion of the Authority, financial contributions in lieu of on-site affordable housing provision will be accepted on smaller development sites).<br>Sites of 11 or more dwellings - 50% affordable housing on site. |
| Policy SP54: Local community facilities | This policy seeks the retention of existing community facilities throughout the National Park and prevent their loss or redevelopment where they contribute to the sustainability of local communities |
| Policy DP60: Loss of local retail facilities | This policy seeks to safeguard the role in meeting some of the day-to-day retail needs of local residents and visitors to the shopping frontages in the Larger Defined Villages of Ashurst, Brockenhurst, Lyndhurst and Sway. |

# 3. Site specific infrastructure requirements

3.1 The housing sites allocated in the Submission Draft Local Plan (August 2026) comprise several that were rolled forward from the adopted Local Plan and some new housing sites identified to meet the revised housing need.

3.2 The housing sites allocated in the adopted Local Plan (2019) have been granted planning permission and are under construction. Until these sites are fully completed, they remain outside of the respective defined village boundary and have been included in this revised draft Local Plan. The infrastructure associated with these sites is set out below.

| **Site** | **Land at Whartons Lane, Ashurst** |
|---|---|
| LP reference | SP32 |
| Type and Quantity of development | 62 no. dwellings; access; associated parking; public open space; landscaping; associated works (planning ref 21/00472) |
| Local Plan Policy Infrastructure Requirements | • 50% on site affordable housing<br>• Contributions towards the enhancement of Whartons Lane recreation ground<br>• Connection to nearest point of capacity in the sewerage network<br>• Site specific flood risk assessment to address any groundwater or surface flooding water issues. |
| Infrastructure secured through planning permission and S106 agreement | Affordable housing (whole site)<br>22 shared ownership units<br>40 social rented housing units<br><br>Ecological mitigation and enhancement to include:<br>• minimum of 10% increase in biodiversity;<br>• built in features for bat roosting and bird nesting (swifts), at a rate of one per dwelling;<br>• provision for reptile mitigation;<br>• £249,922 towards New Forest SPA mitigation;<br>• £42,000 to cover costs for monitoring habitat loss / compensation<br>• £46,242 towards Solent SPA mitigation<br><br>Open space – provision of £116,649 for new / improved facilities at Whartons Lane Recreation site and/or in the vicinity of the site<br><br>Water efficiency:<br>no more than 110 litres of water per person per day shall be consumed within the development;<br><br>Drainage strategy to ensure proposed development can be adequately drained and to ensure that there is no flood risk on or off site resulting from the proposed development |

| | |
|---|---|
| | Highways and access<br>• Travel plan<br>• Highways works to include: pedestrian infrastructure improvements (Whartons Lane, west of the access), dropped kerb crossing on Wharton's Lane<br>• All on-site carriageways, roads, footways, footpaths, cycleways, drainage and street lighting<br><br>Services including electricity, telephone, gas, water, foul drainage, surface water drainage, broadband<br><br>The Education Authority has estimated that 60 residential dwellings would be forecast to yield 18 primary aged children, and 13 children in the secondary phase of education. At the primary phase of education these children are in the catchment of Foxhills Infant and Foxhills Junior Schools. At the secondary phase of education this development is in the catchment of Hounsdown School. All three schools currently have sufficient capacity to accommodate the children from this development. |

| **Site** | **Land at Ashurst Hospital** |
|---|---|
| LP reference | SP33 |
| Type and Quantity of development | Mixed use 30 residential units / care home / extra care homes and retention / expansion of existing healthcare facility<br><br>Planning permission granted March 2026 (reference 22/00548) comprising:<br>Hybrid application comprising: Outline planning application (all matters reserved except for access) for up to 70 bed care home; associated car parking and landscaping; additional healthcare car parking: Full planning application for an extension to the Snowden Centre building; associated car parking and landscaping. |
| Local Plan Policy Infrastructure Requirements | • Retention of on-site Victorian Chapel<br>• 50% on site affordable housing for non C2 uses<br>• Mitigation of protected habitats<br>• Connection to nearest point of capacity in the sewerage network |
| Infrastructure secured through planning permission and S106 agreement | • Landscaping scheme required<br>• scheme to deal with any land contamination is required<br>• a Biodiversity Enhancement and Mitigation Plan (BEMP) is required<br>• scheme for the provision of on-site car and cycle parking is required<br>• ecological mitigation for the Solent and New Forest Special Protection Areas, Special Areas of Conservation and Ramsar sites is required |

| | |
|---|---|
| | Any future scheme coming forward on the site must carry out adequate transport assessment and design, with mitigations and / or contributions to address any transport issues, in line with the recommendations of Hampshire County Council. |

| **Site** | **Land at the former Lyndhurst Park Hotel, Lyndhurst** |
|---|---|
| LP reference | SP35 |
| Type and Quantity of development | About 50 dwellings + retention of historic element of existing building and reuse for tourism<br><br>Planning permission granted November 2024 (Ref 24/00629/FULL) Erection of a mixed-use development comprising a total of 79 dwellings and three commercial units (class E) to include the demolition of the existing hotel and reconstruction to form apartments together with associated landscaping, access and parking, part retrospective following the approval of application 20/00718 (AMENDED PLANS AND INFORMATION) |
| Local Plan Policy Infrastructure Requirements | • Historic elements of the hotel building to be retained<br>• Mitigation of protected habitats<br>• Future access to water supply infrastructure for maintenance and upsizing purposes<br>• 50% on site affordable housing for non C2 uses |
| Infrastructure secured through planning permission and S106 agreement | Affordable housing<br>8 one bedroom flats as first homes<br><br>Ecological mitigation and enhancement<br>£339,779 towards ecological mitigation<br><br>Water efficiency:<br>no more than 110 litres of water per person per day shall be consumed within the development;<br><br>Transport and access<br>• Provision of facilities to enable charging of electric vehicles<br>• Relocation of bus stop on High Street, Lyndhurst<br>• £93,500 bond<br>• £5,000 inspection deposit<br>• Creation of new access to the development with tactile crossing<br>• Existing access to be narrowed<br>• Ancillary works – street lighting, carriageway markings, street furniture as required<br>• Commuted sums for maintenance of ancillary works<br><br>Drainage systems<br>Services including electricity, telephone, gas, water, foul drainage, surface water drainage, broadband |

| Site | Land south of Church Lane, Sway |
|---|---|
| LP reference | SP37 |
| Type and Quantity of development | About 40 dwellings and 1 hectare of informal greenspace for the local community.<br><br>Permission granted in December 2023 (Ref 21/00743) for 46 no. dwellings; ancillary infrastructure; access provisions; associated informal public green space and landscaping (AMENDED PLANS) |
| Local Plan Policy Infrastructure Requirements | • 50% on site affordable housing<br>• Provision of adequate visibility splays; safe access to school and to the village centre<br>• Use of part of site for informal greenspace<br>• Protection of protected trees<br>• Connection to nearest point of capacity in the sewerage network |
| Infrastructure secured through planning permission and S106 agreement | Affordable housing<br>8 shared ownership (houses)<br>15 affordable rented properties (11 houses, 4 apartments)<br><br>Ecological mitigation and enhancement<br>£168,406 New Forest SPA mitigation contribution<br>£30,882 Solent SPA mitigation contribution<br><br>Transport and Access<br>Pedestrian infrastructure improvements Church Lane/Station Road, Westbeams Road/Church Lane junctions<br>£1,000 towards a footpath from south west boundary of the site to Jubilee Fields<br>All on-site infrastructure<br>£6,000 traffic regulation order contribution<br><br>Provision of recreational open space including landscaping, children's play area and associated street furniture<br><br>Services including electricity, telephone, gas, water, foul drainage, surface water drainage, broadband<br><br>Monitoring fee £2,066 |

3.3 In addition to the sites highlighted above, the Submission Draft Local Plan makes a number of new site allocations for housing, employment and a site for Travelling Showpeople. The required infrastructure associated with these sites is set out below, and is based on engagement with the site promoters, statutory consultees and infrastructure providers.

**Land at Fawley (Policy SP5)**

3.4 A strategic employment site is also allocated in the Submission Draft Local Plan as part of the Solent Freeport Waterside site for around 12,000 sq m of mixed-use employment provision (Use Class E9g), B2 and limited B8.

3.5 The landowner has identified potentially significant levels of historic contamination. The site was historically used as a fuel storage facility and more recently a waste management facility. Therefore, whilst it is previously developed land, there is a need for site remediation to bring it back into a beneficial use.

3.6 The appropriate retention and creation of greenspace and nature recovery should consider tree belts, woodland and hedgerows, and as well as opportunities to link existing rights of way whilst enhancing the setting of the National Park.

3.7 In responding to the Local Plan, the Environment Agency noted that there is a watercourse to the eastern boundary of the site. Any opportunities to enhance and restore this watercourse should be explored as part of any proposal for development. This is reflected in policy SP5.

3.8 As the Lead Local Flood Authority Hampshire County Council has confirmed that a drainage strategy must accompany any scheme coming forward on this site. This has been included within the criteria of policy SP5.

3.9 Southern Water, as part of the Regulation18 (part 2) consultation, advised that a preliminary assessment has confirmed that existing local sewerage and water infrastructure to the site currently has capacity to accommodate the demand forecast for this proposal.

3.10 With regard to transport issues, the draft Local Plan policy requires any scheme coming forward on the site to carry out adequate transport assessment and design, with mitigations and/or contributions to address transport impacts. This includes assessment of the need for, and provision where necessary of, enhancements to the B3059 and the Northern Access Road junctions to provide safe vehicular access to and from the development. This should include opportunities to create or improve active travel networks to link surrounding areas.

3.11 Given, the scale of development on this site and in the immediate vicinity of the Solent Freeport (outside the National Park), it is envisaged that substantial infrastructure improvements and upgrades will be required.

**Land at Knellers Lane, Ashurst (Policy SP34)**

3.12 In their response to the Regulation 18 (part 2) consultation the Environment Agency notes that the site is located above a Secondary A aquifer and

therefore, groundwater is sensitive in this location. They advise that developers will need to ensure there is adequate assessment and prevention of risks to groundwater as part of their planning application.

3.13 Southern Water has confirmed that the existing local sewerage and water infrastructure to the site currently has capacity to accommodate the proposed number of dwellings set out in Policy SP34. This is subject to the requirement for a further capacity assessment when the site comes forward as a planning application.

3.14 As the Lead Local Flood Authority for this area, Hampshire County Council advised that a high-level site drainage investigation is undertaken to determine a viable discharge point at the site. The site promotor has undertaken additional works to identify several options to address this issue.

3.15 Open green space will be delivered onsite in accordance with the requirements of the development plan.

3.16 There are public rights of way connections through an underpass under the A326 close to the site which represent a key pedestrian route to Houndsdown and Rushington and the draft policy requires necessary path upgrades and maintenance to facilitate this connection, in line with advice from Hampshire County Council. As the site is adjacent to the New Forest Local Cycling and Walking Infrastructure Plan (LCWIP) Route 120 along Hunters Hill, a transport contribution towards this intervention could be sought.

3.17 The Education Authority forecast that an allocation for 70 residential dwellings would yield 21 primary aged children, and 15 in the secondary phase of education. At the primary phase of education these children are in the catchment of Foxhills Infant and Foxhills Junior Schools. At the secondary phase of education this development is in the catchment of Hounsdown School. All three schools currently have sufficient capacity to accommodate the children from this development.

**Land at Calpe Avenue, Lyndhurst (Policy SP36)**

3.18 The Environment Agency has noted that this site is located above a Secondary A aquifer and therefore, groundwater is sensitive in this location. The EA notes that strategic policy SP7 refers to the protection of groundwater resources in general which adequately covers such matters.

3.19 In line with advice from the Lead Local Flood Authority, Hampshire County Council, the policy requires the submission of a drainage strategy for the site, setting out how the site currently drains and any necessary upgraded or new infrastructure.

3.20 Southern Water has confirmed that a preliminary assessment identifies that the existing local sewerage and water infrastructure to the site currently has

capacity to accommodate the proposed number of dwellings for the development.

3.21 Any planning application will be required to undertake a transport assessment with mitigations and/or contributions to address any identified transport issues.

**Land to west of Brighton Road, Sway (Policy SP38)**

3.22 The Environment Agency has noted that this this site is located above a Secondary A aquifer and therefore groundwater is sensitive in this location. Developers should ensure there is adequate assessment and prevention of risks to groundwater as part of their planning application, particularly as this site is adjacent to a cemetery.

3.23 Any planning application will be required to undertake a transport assessment with mitigations and/or contributions to address any transport issues. Hampshire County Council, in their role as Highways Authority, identified that this could include development contributions towards the improvement of active travel, walking and cycling routes, such as connecting the site to Local Cycling and Walking Infrastructure Plan (LCWIP) route 110 which passes through Sway.

3.24 In line with advice from the Lead Local Flood Authority, Hampshire County Council, the policy requires the submission of a drainage strategy for the site, setting out how the site currently drains and any necessary upgraded or new infrastructure.

3.25 In addition, Southern Water advised that the existing local sewerage infrastructure has limited capacity to accommodate the proposed site allocation and while this does not prevent development in principle, it means that occupation will need to be carefully phased so that it aligns with the delivery of necessary wastewater network reinforcement. Further network capacity assessments should be undertaken at the planning application stage, as available capacity may change between Local Plan allocation and submission of an application.

**Land to the west of Winsor Road, Winsor (Policy SP39)**

3.26 Southern Water has confirmed that the existing local sewerage and water infrastructure to the site currently has capacity to accommodate the proposed number of dwellings for the development.

3.27 The policy requires the provision of on-site informal public open space in accordance with Policy DP16 to benefit future residents and the existing communities in the locality.

3.28 Hampshire County Council, as the Highways Authority, recognises that the Winsor Road junction has a long history of safety issues and that a recent casualty report demonstrates high collision rates. The policy therefore requires

any scheme coming forward for the site shall carry out adequate transport assessment and design, with mitigation and/or contributions to address any transport issues. A Healthy Streets Audit and scheme shall be developed for the site. This includes provision of suitable vehicular access onto Winsor Road, and the creation of pedestrian and cycle connections from the site to the wider networks.

3.29 Due to the proximity of Bartley Junior School, contributions to increase the ease and safety of the school crossing will be required. Contributions could be sought to facilitate active travel to and from the site, especially as the New Forest Local Cycling and Walking Infrastructure Plan (LCWIP) Route 230 passes close to the site to the South along Southampton Road.

3.30 The Education Authority advises that 55 homes would be forecast to yield 17 primary aged children, and 12 children in the secondary phase of education. At the primary phase of education these children are in the catchment of Copythorne CE Infant School, and Bartley Church of England Junior School. At the secondary phase of education this development is in the catchment of Hounsdown School. All three schools currently have sufficient capacity to accommodate the children from this development.

**Land to the south of Hamptworth Road, Landford (Policy SP40)**

3.31 The Environment Agency (EA) has noted that this site is located above a Secondary A aquifer and therefore, groundwater is sensitive in this location. Strategic policy SP7 refers to the protection of groundwater resources in general which they consider adequately covers such matters. Developers will need to ensure there is adequate assessment and prevention of risks to groundwater as part of their planning application.

3.32 Wiltshire Council as the Local Lead Flood Authority, has confirmed they are not requiring the site promoters to undertake full detailed Flood Risk Assessments. A proportionate and site-specific Flood Risk Assessment (FRA) will be required at the planning application stage which will need to demonstrate that the site can be delivered safely, incorporates appropriate SuDS features, and will not increase flood risk elsewhere under both current and future climate conditions. This will be supplemented by a drainage strategy.

3.33 A proportionate FRA should incorporate groundwater-influenced assessment, infiltration viability, perched groundwater considerations, and groundwater–surface-water interaction. Any scheme must avoid intensifying or redirecting exceedance flows toward the downstream Flood Zone 2 area and should locate SuDS on higher ground, with lining where appropriate.

3.34 Wiltshire Council, as the Highways Authority, has confirmed that the local roads in the vicinity serving Landford, Downton and the other villages may be slightly narrow in some localised areas but are generally suitable to accommodate traffic from the proposed development site. Consideration should be given at

the planning application stage to safe walking routes to the New Forest Primary School.

3.35 The policy requires developers of the site to provide on-site informal public open space in accordance with Policy DP16 for the benefit of future residents and the existing local community. This will be available for a range of potential open spaces uses, to be determined in consultation with Landford Parish Council.

3.36 The Education Authority has confirmed that New Forest Primary School in the village has a total capacity for Reception to Year 6 of 210, as at January 2026 they had 131 pupils on roll in these year groups. The numbers on the roll are forecast to fall slightly over the next few years in line with a declining birth rate in the area, and therefore it is anticipated that the school will continue to have at least 38% surplus places. It is estimated that a housing development of 30 houses would generate a maximum of 9 additional pupils, and the Education Authority confirms that the school has sufficient surplus capacity to cater for these additional pupils.

3.37 The catchment secondary school is The Trafalgar School in Downton. The school is full, popular and historically oversubscribed although applications for September 2026 have been slightly lower than usual. In recent years, when new housing developments have been permitted in the catchment area, the Education Authority has required developer contributions to fund the expansion of the school. These developer contributions will be pooled to facilitate funding for an expansion of the school. It is estimated that a housing development of 30 houses would generate a maximum of 7 additional secondary pupils.

3.38 As The Trafalgar School does not have a sixth form, post 16 pupils tend to go into Salisbury or south out of Wiltshire. The Education Authority does not currently assess housing developments for post 16 infrastructure requirements and only seek section 106 contributions, when required, for nursery, primary and secondary (yrs 7 – 11) places. Furthermore, it is noted that Salisbury College has recently expanded.

**Land to the east of The Ridge, Redlynch (Policy SP41)**

3.39 The Environment Agency (EA) has identified that this site is located above groundwater Source Protection Zones 2 and 3 and therefore groundwater is sensitive in this location. They note that strategic policy SP7 refers to the protection of groundwater resources in general which adequately covers such matters. Developers will need to ensure there is adequate assessment and prevention of risks to groundwater as part of their planning application.

3.40 Wiltshire Council as the Local Lead Flood Authority, has confirmed they are not requiring the site promoters to undertake full detailed Flood Risk Assessments. A proportionate and site-specific Flood Risk Assessment (FRA) will be required at the planning application stage which will need to demonstrate that the site can be delivered safely, incorporates appropriate SuDS features, and will not

increase flood risk elsewhere under both current and future climate conditions. This will be supplemented by a drainage strategy.

3.41 A proportionate FRA must include 1:100-year plus climate-change rainfall modelling, LiDAR-based flow-routing, a full SuDS treatment train, and clear evidence that development will not increase off-site runoff downslope toward Kiln Lane.

3.42 Wiltshire Council, as the Highways Authority, has confirmed that the roads leading from the proposed development site to Downton and the A338 to the west and the A36 to the east may be slightly narrow in places but generally the highway network is good and there appear to be no problematic junctions.

3.43 Feedback from St Marys Church Redlynch Parochial Church Council has identified roughly 20 vacant grave spaces available, with a potential for creating a further 20 spaces, subject to survey.

3.44 Morgan's Vale and Woodfalls Primary School currently has a capacity of 119 pupils and currently have 93 on the roll. In September 2026 their numbers will drop (they are losing a large Year 6 cohort and admitting a smaller one into reception), to around 85. The Education Authority estimate that numbers will then drop to around 80 from September 2027. The in-catchment birth rate has dropped quite a lot hence the lower numbers going forward. A site of 50 houses would generate about 15 primary age children, which could be accommodated at Morgans Vale and Woodfalls Primary School, without expansion of the school.

3.45 At secondary level, this site also falls with the catchment area of The Trafalgar School in nearby Downton, and is likely to require 11 secondary places.

3.46 When the planning applications are submitted, we will undertake a detailed assessment looking at pupil numbers, forecasts etc. If the assessment shows that there are not sufficient surplus places at Trafalgar School, we would ask the developer to fund any new places required. As above, it's unlikely that contributions will be required at primary level as I would anticipate that both primary schools will have sufficient surplus places. In a time of declining birth rates, and falling primary school rolls, both schools would benefit from the proposed housing in their catchment areas.

3.47 The site at The Ridge has capacity to provide generous on-site informal open space provision, including the delivery of appropriate Biodiversity Net Gain and nutrient mitigation measures.

**Land at Ringwood Road, Netley Marsh for Travelling Showpeople's use (Policy SP50)**

3.48 This site is allocated for use by Travelling Showpeople to meet identified needs arising within the New Forest National Park. It is for mixed use, including residential, business and storage purposes.

3.49 The draft policy requires a comprehensive landscape scheme, a drainage strategy and an assessment of transport issues, particularly addressing vehicle access, safety and visibility splays.

# 4. Infrastructure Funding

4.1 The main ways of delivering the Authority's Local Plan are through:

i. the determination of planning applications;
ii. the provision of infrastructure using developer contributions, and public and private sector funding;
iii. the provision of services through public and private funding.

4.2 The New Forest National Park Authority does not operate a Community Infrastructure Levy, consequently, any development requirements will be typically established either direct as part of a planning permission granted or through a developer contribution secured through a S106 planning obligation or unilateral undertaking.

4.3 This IDP is a key part of the Local Plan evidence base and has been prepared to both inform and support the delivery of the Local Plan and to demonstrate that there is an adequate level of infrastructure to support the level of growth that has been allocated for development in the new Local Plan. It does not capture all the infrastructure requirements over the plan period; rather it focuses on those matters that are required to underpin the delivery of the Local Plan.

4.4 New development can put pressure on existing infrastructure; it is therefore essential that the new homes proposed also deliver the necessary infrastructure that is needed to support them. However, it is important to stress that new development cannot be required to address any existing infrastructure shortcomings. The planning system through the Community Infrastructure Levy Regulations, allows for a contribution from development through either the Community Infrastructure Levy or Section 106 planning obligations.

4.5 Under Section 106 of the Town and Country Planning Act 1990, local planning authorities (including National Park Authorities) can enter into legal obligations with developers to mitigate the impacts of new development. These agreed legal obligations can include both physical on-site measures and financial contributions towards off-site infrastructure provision and mitigation measures, covering the following matters (source PPG Paragraph: 035 Reference ID: 23b-035-20190901):

- Affordable housing
- Education
    - Primary
    - Secondary
    - Post-16
    - Other
- Health
- Highways
- Transport and travel

- Open space and leisure
- Community facilities
- Digital infrastructure
- Green infrastructure
- Flood and water management
- Economic development
- Land
- Section 106 monitoring fees
- Bonds (held or repaid to developers)

4.6 Paragraph 58 of the NPPF sets out where planning obligations can be sought and where they must meet the following tests, and stresses the importance of local plans being viable and deliverable:

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

4.7 Each Local Planning Authority is required to publish annually its Infrastructure Funding Statement. The latest available for the New Forest National Park Planning Authority is dated December 2025 for the previous financial year. This reveals the following contributions available to spend (amounts collected in previous years):

| **Infrastructure Measure** | **Contributions available at 31 March 2024** |
|---|---|
| Affordable housing | £830,910 |
| New Forest SPA Habitat Mitigation | £289, 661 |
| Solent SPA Habitat Mitigation | Pooled contributions held by the Bird Aware Solent habitat mitigation scheme |
| Transport | Pooled contributions held by Hampshire County Council for local transport schemes |
| Public open space, sport and recreation | £80,490 |
| **Total** | **£1,201,061** |

Source: NFNPA

4.8 During the period 2024 – 2025 the NFNPA received the following contributions:

| Infrastructure Measure | Contributions received 2024 – 2025 |
|---|---|
| Affordable housing | £65,400 |
| New Forest SPA Habitat Mitigation | £610,713 |
| Solent SPA Habitat Mitigation | £48,743 |
| Transport | £0 |
| Public open space, sport and recreation | £121,805 |
| **Total** | **£ 846,661** |

Source: NFNPA

4.9 During the period 2024 – 2025 the NFNPA spent the following contributions:

| Infrastructure Measure | Contributions spent 2024 – 2025 |
|---|---|
| Affordable housing | £29,141 |
| New Forest SPA Habitat Mitigation | £59,875 |
| Solent SPA Habitat Mitigation | £48,743 transferred to the strategic Bird Aware Solent Mitigation Scheme |
| Transport | £0 |
| Public open space, sport and recreation | £27,952 |
| **Total** | **£165,711** |

Source: NFNPA

# 5. Conclusion

5.1 The Local Plan will be delivered through the determination and implementation of planning applications, in accordance with national and local planning policy. The provision of key infrastructure and services will be enabled through developer contributions, and public and private sector funding.

5.2 As stated at para 4.3 above, legislation requires any contributions to meet the following tests:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

5.3 The level of development expected in the National Park during the plan period to 2043 is not reliant on the provision of any major new infrastructure and does not in itself result in the need for any additional major infrastructure.

5.4 Associated infrastructure such as open space, is either to be provided on-site, or off site through developer contributions. Policy SP38 in the adopted Local Plan (Policy SP6 in the Submission Draft Local Plan) sets out the Authority's approach to developer contributions that will be secured through the appropriate mechanism, such as through the use of Section 106 agreements.

5.5 The exception to funding via developer contributions, is potentially Solent Freeport, whilst benefiting from packages of incentives, may also require infrastructure investment to enable delivery of the economic benefits anticipated (Tax Incentives - Solent Freeport). The focus for the area will be on the marine innovation, port-centric manufacturing and energy sectors. Given, the scale of development proposed, some elements of the Solent Freeport sites will be considered as Nationally Significant Infrastructure Projects by the Planning Inspectorate and determined in accordance with its prescribed procedures and the decision making framework in the Planning Act 2008 (as amended) and relevant national policy statements for major infrastructure.

5.6 This Infrastructure Delivery Plan will be updated as necessary, as this will form a key part to the Local Plan examination process in due course.