

**HAMPSHIRE COUNTY COUNCIL****Executive Decision Record**

<b>Decision Maker:</b>	Executive Member for Policy and Resources
<b>Date:</b>	12 December 2013
<b>Title:</b>	Hampshire Strategic Infrastructure Statement (Version 2)
<b>Reference:</b>	5363
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Laura McCulloch

**Tel:** 01962 846581

**Email:** laura.mcculloch@hants.gov.uk

**1. The decision:**

- 1.1. That the Hampshire Strategic Infrastructure Statement (Version 2) be approved for publication.
- 1.2. That approval is granted to develop the Hampshire Strategic infrastructure Statement into an interactive, online tool.
- 1.3. That delegated authority be given to the Director of Economy, Transport and Environment to make any factual changes to the Statement.

**2. Reasons for the decision:**

- 2.1. Detailed information about the County Council's infrastructure proposals and the needs of key service providers, make publication of the Hampshire Strategic Infrastructure Statement important for local planning authorities who are currently working on their development plans and proposals to introduce the Community Infrastructure Levy. This supports the County Council's policy approach to working with partners to secure and deliver future infrastructure requirements.
- 2.2. Providing the information contained within the Hampshire Strategic Infrastructure Statement as an interactive, online tool will enable partners to interrogate the information and find exactly what they are looking for quickly and simply.

**3. Other options considered and rejected:**

- 3.1. The other option considered was to continue to use Version 1 of the Strategic Statement as a basis for partnership working with local planning authorities. This option was rejected, as there have been changes to the

infrastructure schemes and costs detailed in Version 1 and therefore it is essential that the document be updated in order that partner authorities have the most up to date information available.

**4. Conflicts of interest:**

4.1. Conflicts of interest declared by the decision-maker:

4.2. Conflicts of interest declared by other Executive Members consulted:

**5. Dispensation granted by the Conduct Advisory Panel: none.**

**6. Reason(s) for the matter being dealt with if urgent: not applicable.**

**7. Statement from the Decision Maker:**

<b>Approved by:</b>  ----- <b>Executive Member for Policy and Resources Councillor R. Perry</b>	<b>Date:</b>  <b>12 December 2013</b>
--	---

Decn/5363/LMcC

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Executive Member for Policy and Resources
<b>Date:</b>	12 December 2013
<b>Title:</b>	Hampshire Strategic Infrastructure Statement (Version 2)
<b>Reference:</b>	5363
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Laura McCulloch

**Tel:** 01962 846581

**Email:** laura.mcculloch@hants.gov.uk

### 1. Executive Summary

- 1.1. The purpose of this paper is to seek approval of Version 2 of the Hampshire Strategic Infrastructure Statement (HSIS), a copy of which is set out in Appendix C to this report.
- 1.2. Approval is also sought to develop the Hampshire Strategic Infrastructure Statement into an online interactive tool, in order to make the information more accessible to partner authorities, such as the district councils and Local Enterprise Partnerships (LEPs).
- 1.3. This paper seeks to set out:
  - The background to the Hampshire Strategic Infrastructure Statement (HSIS) and the changes that have been made since publication of Version 1;
  - Update the Executive Member for Policy and Resources on the Community Infrastructure Levy (CIL); and
  - Outline proposals to evolve the document into an online interactive tool.

### 2. Contextual Information

- 2.1. The first Hampshire Strategic Infrastructure (Version 1) was considered by Cabinet on 17 December 2012. Cabinet authorised the Leader of the Council, on behalf of Cabinet, to approve the Statement and any subsequent versions.
- 2.2. Version 1 was published in February 2013, following minor amendments in accordance with Cabinet's recommendations.

- 2.3. The HSIS sets out the context within which infrastructure is planned and provided for the Hampshire area, including details of who provides infrastructure and what their role is; how infrastructure need is determined; and how infrastructure is funded.
- 2.4. The HSIS is intended to provide a comprehensive picture of infrastructure requirements, not only those likely to be eligible for developer funding. It is, however, recognised that the districts and boroughs will need to identify where developer funding is to be sought in order to support their Infrastructure Delivery Plans and CIL charging schedules. The HSIS therefore provides information on any identified source of funding for schemes and, where appropriate, any gap in funding which may be relevant to CIL or other forms of developer funding in order that the County Council may bid for funds and influence decisions on how they are to be allocated.
- 2.5. Whilst the HSIS contains details of current funding arrangements and proposed funding sources for schemes where they are known, this does not represent a financial commitment by the County Council to the delivery of the schemes identified. This detail does, however, help identify schemes considered necessary to support the pattern and level of development proposed within each district over the next twenty years and therefore will inform resource allocation priorities.
- 2.6. The assessment of infrastructure requirements is therefore based on an understanding of the development strategy set out in each of the district councils' approved or emerging development plans.

### **3. HSIS Version 2**

- 3.1. The different types of infrastructure detailed within Version 2 of the HSIS are as follows;
  - Transport
  - Schools
  - Countryside schemes
  - Waste
  - Energy
  - Flood risk management
  - Libraries
  - Extra care housing
  - Health care
  - Police
  - Fire and rescue
- 3.2. Waste infrastructure has now been separated from Energy infrastructure, in order to recognise the work the County Council is undertaking to facilitate the delivery of local energy production in order to ensure energy security for Hampshire moving forward.

- 3.3. The Health care section has been updated to reflect the major restructuring within the NHS that occurred in April 2013 and saw Primary Care Trusts replaced by Clinical Commissioning Groups. Changes have also been made to the section on Police, following changes to the programme of infrastructure projects.
- 3.4. In addition, all of the infrastructure schedules at the back of the document have been updated to add or remove schemes as appropriate, and to reflect changes in costs, funding, or delivery timescales. These schedules therefore represent the most up to date information available on infrastructure projects proposed to be delivered within Hampshire.

#### **4. Community Infrastructure Levy (CIL)**

- 4.1. There are now two operational CIL charging schedules within Hampshire. Fareham Borough Council's schedule came into effect on 1 May 2013 and Havant Borough Council's schedule came into effect on 1 August 2013. This means that CIL liable developments that are granted planning permission within these areas are required to pay the levy and the use of section 106 is restricted. A schedule of where the other authorities in Hampshire are with their CIL programme is set out in Appendix D of this report.
- 4.2. Both Fareham and Havant have published a list of the infrastructure types that is intended to be funded by CIL (known as a Regulation 123 list). Both have taken the decision to list broad infrastructure types, rather than projects, which include education/primary school places, transport and libraries. The implications of this are that section 106 contributions can no longer be secured for these infrastructure types and CIL is therefore the primary mechanism for securing funding from developments. The exception to this is major developments, such as Welborne, where exemptions are currently in place to ensure that section 106 will be used to secure the infrastructure needed to meet the needs of the development.
- 4.3. The Department of Communities and Local Government (DCLG) carried out a consultation exercise in May on a number of changes proposed to the CIL regulations, including delaying the date after which section 106 becomes restricted by one year to April 2015; and expanding Regulation 123 to include section 278 as well as section 106 agreements.
- 4.4. The County Council's response to this consultation<sup>1</sup> highlighted serious concerns in relation to the proposal to restrict the use of section 278 agreements, which secure off-site highway works required as a direct consequence of development. This is due to the fact that, where authorities have 'transport' listed generally on their Regulation 123 list, the Highway

---

<sup>1</sup> The County Council's response to the DCLG CIL Reform Consultation can be found here; [DCLG Community Infrastructure Levy CIL Further Reforms Consultation Response 2013-05-24](#).

Authority will not be permitted to enter into any section 278 agreements as all transport schemes will be deemed to be funded by CIL.

- 4.5. Despite the County's representations on this, which was reiterated by a response from the South East Strategic Leaders (SESL) and subsequent meeting with DCLG to discuss the proposals and implications in more detail, an announcement was made on 25 October 2013 which confirmed that Regulation 123 will be expanded to include section 278 agreements.
- 4.6. DCLG highlight in their response to the consultation<sup>2</sup> that '*some respondents were concerned that it could restrict the ability to secure essential local and nationally significant highway infrastructure*' but that '*at a local level these concerns can be addressed through effective collaboration between the responsible authorities, to ensure that the Regulation 123 infrastructure list is developed and implemented to properly support the provision of highways infrastructure and we will develop guidance to support this*'.
- 4.7. The County Council has already works collaboratively with its district council partners, as evidenced by the Memorandum of Understanding<sup>3</sup> with respect to infrastructure planning and delivery which was agreed with district partners in June 2013. Additionally, a Hampshire CIL Officers Group has been established by the County Council as a forum for all of the Hampshire authorities (including the two cities) to share expertise and best practice, and to collaboratively address common issues.
- 4.8. Continued partnership working is therefore critical, given the proposed amendments to the CIL regulations, in order to ensure that the County Council can ensure that development continues to fund the infrastructure it requires and avoid the financial burden falling on the public purse.

## **5. Future Direction of the HSIS**

- 5.1. As a result of changed to the way infrastructure funding is allocated by central government, Local Enterprise Partnerships are playing an increasingly important role in infrastructure prioritisation. As such it is extremely important that the HSIS be accessible to the LEPs and that the information that is pertinent to them can be obtained in an efficient manner.
- 5.2. In order to better engage with the Local Enterprise Partnerships, and to make information more accessible for both partner authorities and the community, it would be advantageous to take the information within the HSIS and create an interactive, online tool which can be interrogated to enable the user to easily find the information that they are looking for.

---

<sup>2</sup> The DCLG response to CIL Consultation can be found here; [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/252894/Community\\_infrastructure\\_levy\\_-\\_consultation\\_on\\_further\\_regulatory\\_reforms\\_-\\_government\\_response.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/252894/Community_infrastructure_levy_-_consultation_on_further_regulatory_reforms_-_government_response.pdf)

<sup>3</sup> The Memorandum of Understanding with respect to infrastructure planning and delivery can be found here; <http://www3.hants.gov.uk/mineralsandwaste/infrastructure.htm>

- 5.3. The LEP areas do not follow district boundaries and so there would be great value in allowing the information to be presented by LEP area, as well as by district, tailoring the information that is available to the specific users needs. Transferring the information to a web based tool would also enable information to be updated more regularly.

## **6. Recommendations**

- 6.1. That the Hampshire Strategic Infrastructure Statement Version 2 be approved for publication.
- 6.2. That approval be granted to develop the Hampshire Strategic infrastructure Statement into an interactive, online tool.
- 6.3. That delegated authority be given to the Director of Economy, Transport and Environment to make any factual changes to the Statement.

Rpt/5363/LMcC

**CORPORATE OR LEGAL INFORMATION:****Links to the Corporate Strategy**

<b>Hampshire safer and more secure for all:</b>	No
Corporate Improvement plan link number (if appropriate):	
<b>Maximising well-being:</b>	Yes
Corporate Improvement plan link number (if appropriate):	
<b>Enhancing our quality of place:</b>	Yes
Corporate Improvement plan link number (if appropriate):	

**Section 100 D - Local Government Act 1972 - background documents**

**The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)**

DocumentLocation

None

## **IMPACT ASSESSMENTS:**

### **1. Equalities Impact Assessment:**

- 1.1 The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. The website contains a summary [assessment of the impacts](#) on 'Delivering infrastructure that Hampshire needs'.
- 1.2 It is considered that the issues covered by this report will not have impacts requiring further specific actions by the Council above those already established in its existing policies and working procedures.

### **2. Impact on Crime and Disorder:**

- 2.1. No direct implications, but the delivery of infrastructure to support the regeneration of areas suffering from the highest levels of multiple deprivations will impact on the same areas which exhibit higher rates of crime and anti-social behaviour.

### **3. Climate Change:**

- 3.1. How does what is being proposed impact on our carbon footprint / energy consumption?

No direct impact on the County Council's carbon footprint or energy consumption, but environmental technologies and renewable energy both feature in the HSIS and will be encouraged in the County Council's future economic development activities, providing a stronger basis for direct action to reduce the County Council's fossil fuel based energy consumption and carbon footprint.

- 3.2. How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

It is considered that the proposed future overall mission statement exemplifies the importance of a balanced approach to economic growth, and maintenance and improvement of the environment, character and quality of life in Hampshire. Sustainable economic growth is a pre-requisite to a more resilient future for the country, which factors in the response to a changing climate, and careful stewardship of natural resources, alongside the importance of wealth creation to sustain and support public services and investment in infrastructure.