

Infrastructure Funding Statement 2024/25

Contents

Abbreviations	3
Introduction	4
Two Tier Local Government	4
Community Infrastructure Levy	6
Section 106 Headline Figures.....	7
Contributions Agreed.....	7
Non-Monetary Contributions.....	8
Contributions Received by the County Council.....	9
Contributions Allocated	10
Contributions Spent	11
Further Information	12

Abbreviations

Some common abbreviations that will be found within this document are defined below.

BDBC	Basingstoke & Deane Borough Council
BEST	Basingstoke Environmental Strategy for Transport
CIL	Community Infrastructure Levy
EBC	Eastleigh Borough Council
EHDC	East Hampshire District Council
FBC	Fareham Borough Council
GBC	Gosport Borough Council
HBC	Havant Borough Council
HCC	Hampshire County Council
HDC	Hart District Council
LPA	Local Planning Authority
NFDC	New Forest District Council
NFNPA	New Forest National Park Authority
RBC	Rushmoor Borough Council
ROW	Rights of Way
SDNPA	South Downs National Park Authority
TVBC	Test Valley Borough Council
WCC	Winchester City Council

Introduction

This document has been prepared in accordance with the Community Infrastructure Levy (Amendment) (England) (No. 2) Regulations 2019 which came into force on 1 September 2019. This requires any local authority receiving developer contributions to publish an annual Infrastructure Funding Statement (IFS) by 31 December each year, starting in 2020. The County Council publishes an IFS annually online at www.hants.gov.uk/landplanningandenvironment/strategic-planning/infrastructure-planning.

The Infrastructure Funding Statement provides a comprehensive summary of the developer contributions secured, received, allocated and spent by Hampshire County Council. The publication of this information is intended to increase transparency for developers and other stakeholders on how this income is utilised to deliver essential infrastructure across Hampshire.

This document is the fourth annual Infrastructure Funding Statement and covers the period between 1 April 2024 and 31 March 2025 (financial year 2024/25).

Section 106 Agreements

When determining planning applications, one of the issues that needs to be considered by the Local Planning Authority (LPA) is whether the development proposal will have a detrimental impact on the infrastructure within the vicinity of the site. Infrastructure in this context could be the local highway network, transport infrastructure (including routes for walking and cycling), schools, as well as waste management facilities such as household waste recycling centres.

To help mitigate the impacts of a development, the applicant may enter into a legal agreement with the LPA to make the necessary financial contributions, so that the Council (or other party) may carry out these improvements on their behalf. In some instances, development proposals may include infrastructure provision/ improvements within the design (where it is practical to do so), and these may be considered as ‘non-financial’ contributions.

These legal agreements are made as formal planning obligations, utilising the mechanisms provided by section 106 of the Town and Country Planning Act, and as such are often referred to as ‘s106 agreements’.

Two Tier Local Government

In areas where local government operates as a two-tier structure, such as the administrative county of Hampshire, the upper tier authority (the county council) covers the whole administrative area. At the lower tier, there are district and borough councils, covering individual administrative areas within the whole. Hampshire also has two national parks that are local planning authorities and may cover one (or more)

district/boroughs. For the purposes of this IFS, the reporting is focussed on district/boroughs although this position will be reviewed for future versions of the document.

The statutory responsibilities for public services in two tier areas are assigned to one or other of these levels – for instance, county councils are responsible for matters such as:

- highways;
- transport;
- education;
- waste management (e.g. household waste recycling centres);
- libraries;
- social care; and
- minerals and waste planning functions (outside of national parks) plus ‘Regulation 3’ planning applications (i.e. schools, libraries & care homes owned/controlled by the County Council).

Whereas the following are typically dealt with at the lower tier level by the relevant district or borough council:

- all other planning applications (unless within national parks which are the ‘local planning authority’ for determining all applications);
- housing (e.g. ensuring provision of affordable housing and devising housing strategies);
- waste collection (kerbside);
- environmental health; and
- leisure and recreation.

This two-tier system differs from areas where a unitary authority exists – whereby all responsibilities are dealt with by one council.

Whilst the cities of Southampton and Portsmouth City Councils are administratively separate and are unitary authorities. This document does not therefore cover these areas.

Given the separation of responsibilities in the majority of the county, the County Council and the relevant lower-tier local planning authority may both need to be party to a section 106 agreement which secures contributions for infrastructure and services that either authority is responsible for respectively.

Information regarding any contributions for lower-tier matters can be found in the relevant authority’s own Infrastructure Funding Statement. See the ‘Useful Information’ section at the end of this document for links to the authorities’ planning webpages.

Community Infrastructure Levy

In addition to planning obligations, another source of infrastructure funding for local authorities is the Community Infrastructure Levy (CIL); a tariff-based planning charge that can be levied on qualifying developments by a Charging Authority. In the case of two-tier areas the Charging Authority is the lower tier authority. A Charging Authority can pool this funding and utilise it to deliver a number of infrastructure projects in its area.

As Hampshire County Council is not a Charging Authority, it does not receive any CIL directly. However, lower-tier authorities that have implemented the levy may choose to transfer a portion of their annual levy receipts to the County Council to fund infrastructure projects. Details on any CIL funding received from the lower-tier authorities is provided in Section 3 of this document.

Collectively, sums secured through planning obligations and through the CIL are referred to as 'developer contributions'.

Section 106 Headline Figures

Contributions Agreed

The total amount of contributions and fees to be provided through planning obligations entered into during 2024/25 is **£7,692,227**. This total is made up of the following contribution types and amounts:

Contribution/Fee Type	Amount
Countryside Access	£439,533
Education	£2,973,452
Highways & Transport	£2,975,920
School Travel Plan Creation	£67,000
Travel Plan Approval Fee	£34,750
Travel Plan Monitoring Fee	£282,000
Travel Plan Bonds/Deposits	£754,413
S106 Monitoring Fees	£165,160
Grand Total	£7,692,227

Travel Plan Bonds & Cash Deposits

The total value of Travel Plan bonds and cash deposits secured in legal agreements for 2024/25 is **£754,413**. Unlike the other contributions and fees, these sums act as a security; allowing the County Council to fund the delivery of the relevant travel plan should the developer be unable to fulfil this obligation themselves.

Any unspent security sums paid as upfront deposits are held in an interest-bearing account for the duration of the travel plan delivery period and are refunded to the developer upon successful delivery of the travel plan(s), per the terms of their respective agreements.

Non-Monetary Contributions

In addition to the funding provided through planning obligations which is used by the County Council to deliver infrastructure projects, there may also be instances where a developer provides a contribution in-kind.

The list below provides a summary of the main non-monetary contributions agreed under planning obligations entered into during the reporting period:

- 27 obligations to enter into a section 278 Highways Works Agreement, and to deliver those works to 'completion certificate standard';
- Three covenants to dedicate land as public highway (if deemed necessary by the County Council);
- 23 obligations to create, secure approval for, and subsequently deliver a travel plan for the respective development;
- Two obligations to provide a new bus services

A breakdown of the individual agreements and the contributions/fees secured therein can be found in Appendix 1.

Contributions Received by the County Council

The financial contributions received during 2024/25 totalled **£31,041,031** and consisted of the following types:

Contributions Received by Type	Amount
Countryside Access	£241,299
Education	£22,257,330
Highways & Transport	£7,522,045
S106 Monitoring Fees	£165,520
School Travel Plan Production	£45,180
Travel Plan Fees & Deposits	£704,764
Traffic Regulation Order Fees	£60,240
Waste Management	£44,653
Grand Total	£31,041,031

The detailed breakdown of the individual receipts can be found in Appendix 2.

Contributions Allocated

The total amount of developer contributions/fees allocated to projects, but not spent by year end 2024/25, (and therefore carried over to financial year 25/26), was **£136,753,878**.

A breakdown of how the total allocated developer contributions funding has been allocated is:

Allocations by Type	Amount Carried Forward
Countryside Access	£0
Education	£57,973,914
Highways & Transport	£74,116,107
S106 Monitoring Fees	£0
School Travel Plans	£886,955
Travel Plan Fees	£1,186,835
Waste Management	£303,620
Bus Services	£2,286,447
Grand Total	£136,753,878

Contributions Spent

The total funding received through planning obligations which was spent in 2024/25 (including transferring to another authority to spend) was **£45,456,806**. It is worth noting that this developer contributions funding has been supplemented by other funding sources in some cases (e.g. grant funding, capital receipts from land sales etc).

Spend by Type	Amount
Countryside Access	£451,085
Education	£31,349,152
Highways & Transport	£13,138,628
S106 Monitoring Fees	£165,520
School Travel Plans	£4,000
Travel Plan Fees	£336,654
Waste Management	£11,768
Grand Total	£45,456,806

Details of the individual items of infrastructure on which contributions have been spent can be found in Appendix 3.

Further Information

Developer Contributions Team

For general enquiries relating to developer contributions at Hampshire County Council, please contact:

developer.contributions@hants.gov.uk

Hampshire's District and Borough Councils

Basingstoke & Deane Borough Council	https://www.basingstoke.gov.uk/planning
East Hampshire District Council	https://www.easthants.gov.uk/planning-services
Eastleigh Borough Council	https://www.eastleigh.gov.uk/planning-and-building
Fareham Borough Council	https://www.fareham.gov.uk/planning
Gosport Borough Council	https://www.gosport.gov.uk/planning
Hart District Council	https://www.hart.gov.uk/planning-residents
Havant Borough Council	https://www.havant.gov.uk/cil-s106
New Forest District Council	https://www.newforest.gov.uk/planning
New Forest National Park Authority	https://www.newforestnpa.gov.uk/planning/
Rushmoor Borough Council	https://www.rushmoor.gov.uk/planning
South Downs National Park Authority	https://www.southdowns.gov.uk/community-infrastructure-levy/
Test Valley Borough Council	https://www.testvalley.gov.uk/planning-and-building
Winchester City Council	https://www.winchester.gov.uk/planning