

NON EXEMPT

HAVANT BOROUGH COUNCIL

CABINET

REVIEW OF CIL SPENDING ALLOCATIONS

Report by the Planning and Built Environment Panel

Planning and Built Environment Quality Cabinet Lead

Key Decision: NA

1.0 Purpose of Report

1.1 For the Planning and Built Environment Scrutiny and Policy Development Panel to have an input into the Allocation of CIL Funds by investigating and scrutinising the two agreed proposals from Cabinet and Council, being the Havant Footbridge and Harts Farm Way/Solent Road traffic management system.

2.0 Recommendation

2.1 That the Cabinet notes the Panel's findings on the allocation of CIL funds..

3.0 Summary

3.1 Since change in legislation, the borough no longer collects S106 funding from new developments within the area; instead Community Infrastructure Levy (CIL) is now applied to new developments and is collectable upon the commencement of development.

3.2 The CIL fund is designed to be used to improve infrastructure of the Borough to benefit the community. This extends to roads, traffic management, public thoroughfares and Council owned property. The purpose of spending CIL is to benefit the community and support the infrastructure of the borough to fall in line with the corporate strategy and make the borough more prosperous.

3.3 CIL briefings were held for members to keep them up to date with the progress of CIL legislation and, members were asked to provide a list of projects within the borough that they felt were most suitable for further investigation and development. After isolating those that were deemed appropriate and necessary, the traffic control system at Harts Farm Way was deemed most urgent in supporting the economic development within the borough.

3.4 HAVANT FOOTBRIDGE

The spending of CIL funds on the Havant Footbridge were agreed by cabinet on 4/2/15 and Council 18/2/15. The Panel investigated the usefulness of improving the footbridge and the found that it currently presents a poor first impression and unattractive view when arriving into the Borough. The bridge provides an important connection between

NON EXEMPT

the Public Service Village (and beyond) and the town center, two of the Borough's key development sites. The bridge has been identified as a priority for replacement by the Borough Council and Hampshire County Council for many years, which is now linked to aspirations for transforming Havant Town Centre. Without this connection there would be a considerable detour for pedestrians and cyclists of 400m to the east and 900m to the west. The Local Plan allocates sites and provides for the regeneration of both areas to the north and south of the railway line. For this reason it was understood that the allocation of CIL funds to the footbridge was reasonable and effective.

3.5 HARTS FARM WAY TRAFFIC MANAGEMENT

A feasibility study (funded by HCC) would outline the potential improvements to this junction, based on traffic counts and consideration of all options. The need to improve the layout of this junction is justified by lengthy delays for traffic passing through particularly during the morning and evening peaks. The proposal is to improve the flow for vehicles, cyclists and pedestrians by the installation of traffic lights. The panel agreed that the allocation of CIL funds was reasonable and effective.

4.0 Implications

4.1 **Resources:** On-going resource implications for officers in advising on the CIL requirements when a planning application is received, collecting and monitoring CIL payments is covered within the 5% of total receipts agreed by the Council on 23 July 2014.

4.2 **Legal:** In developing and implementing procedures for the spending of CIL, regard has been given to ensuring that these measures comply with all relevant legislation including the CIL regulations and guidance.

4.3 **Strategy:** The CIL will help to deliver across all three priority themes set out in the Corporate Strategy in respect of financial stability, economic growth and public service excellence.

4.4 **Risks:** The CIL has replaced S106 planning obligations as the main source of developer contributions from August 2013 for the provision of infrastructure, with the exception of affordable housing. The risk of not implementing the Protocol will be the lack of a clear and fair process for the distribution of funds towards the cost of priority infrastructure to support the development of the borough for the benefit of residents and businesses. Fully resourcing the administrative and monitoring processes will minimise the risk of due receipts not being collected.

4.5 **Communications:** Hampshire County Council other service and infrastructure providers have been engaged in the bidding process towards considering the spending priorities for CIL. Councillors representing the local communities have been briefed and engaged throughout the bidding and decision making process.

4.6 **For the Community:** The spending of the CIL on infrastructure within the borough will be of benefit to the local community.

5.0 Consultation

Discussions on the spending decision process have been undertaken with Havant Borough Council officers and leading councillors. The Protocol process allows for

NON EXEMPT

consultation with Hampshire County Council and other service and infrastructure providers.

Agreed and signed off by:

Finance: 19/05/2015

Legal Services: 15/05/2015

Executive Head of Governance & Logistics:

Relevant Executive Head:

Portfolio Holder

Contact Officer: Jack Caine
Job Title: Democratic Services Assistant
Telephone: 02392446230
E-Mail: Jack.Caine@Havant.gov.uk