

Gosport Borough Local Plan 2011-2029

Statement on Issues and Questions

Issue 3.7

Should there be an addition to policy LP2 to clarify how transport infrastructure will be funded until the adoption of CIL?

Date: 6th February 2015



GOSPORT
Borough Council

Introduction

- 1.1 Transport infrastructure is currently partly funded by developer contributions under provisions of the Gosport Borough Local Plan Review 2006 Policy R/DP3 as shown as document (LP/A5/1) in the evidence library. The transport developer contributions are collected by the Borough Council based on a tariff formula prepared by Hampshire County Council. However after April 2015 it will no longer be possible to apply the tariff to all sites due to the restrictions outlined in the CIL Regulations on pooling contributions. A position recognised by Hampshire County Council.

Future funding of transport infrastructure

- 2.1 It is not anticipated that the Gosport Borough Local Plan 2011-2029 will be adopted before April 2015 so reference to the tariff approach to collecting financial contributions for transport infrastructure is not appropriate.
- 2.2 It is the Council's intention to introduce a Community Infrastructure Levy (CIL). This would then be the main mechanism to secure developer contributions for transport infrastructure. The Council has prepared a CIL draft charging schedule (CIL-1 in the CIL submission library) and draft Regulation 123 list (CIL-2 in the CIL submission library) identifying transport infrastructure as a recipient for CIL funding. The CIL draft charging schedule has been submitted for examination.
- 2.3 Subject to the findings of both the GLBP and CIL draft charging schedule examinations it is the Council's intention to adopt the GBLP and the CIL charging schedule at the same time.
- 2.4 Policy LP2 in the GBLP makes it clear that financial contributions can still be collected through planning obligations. This could include contributions towards transport infrastructure. Paragraph 5.14 of the GBLP identifies the occasions when a planning obligation may be appropriate.

Conclusion

- 3.1 It is not considered that there should be any further addition to policy LP2 for the reasons outlined above.