

## **Appendix C: Summary of Bids**

### **Main CIL Pot Recommended Bids**

#### **Langstone Flood and Coastal Erosion Risk Management (FCERM) Scheme Feasibility Assessment**

The bid outlines the feasibility stage of an FCERM scheme to reduce the flood risk of 59 properties (present day) and 86 properties (2115) to a 1/75-1/200 year standard of protection. The Portchester to Emsworth FCERM strategy recommends a minimum of 1/75 year standard, however, the NPPF (2012) states that new development should be protected to a 1/200 standard. In addition, the scheme would also reduce future erosion and flood risk to the A3023 highway, A27 and Hayling Road Bridge. From this, the potential for loss of life would be reduced, not only by reduction of flood risk, but by securing the only vehicle road on and off the island for the use of the emergency services.

The Havant Borough Local Plan Housing Statement includes proposals for future development on the island using the assumption that the two flood defence schemes at Langstone and Stoke are essential for development to go ahead. As such, the scheme would help Havant Borough to meet its objective housing need by unlocking future housing development sites. At the same time, the scheme has the potential to avoid £16 million (approx.) of damages associated with a 1/200 year tidal event.

At present, further funding sources need to be investigated as part of the initial work. The total life cost of the project is estimated to be £6,642,473 and £7,469,777 for a 1/75 and 1/200 year standard of protection respectively.

The long term delivery of the Langstone Scheme will be dependant on additional funding sources. Other sources explored to date include: 1) Flood and Coastal Risk Management Grant in Aid; and 2) Local Levy.

At present, **£75,000** for the 2017/18 Feasibility Assessment is being sought through CIL. Further CIL funding will need to be explored for future phases of the project. The infrastructure produced by the scheme will have a mixture of landowners and thus have collaborative responsibility for maintenance from Havant Borough Council, Hampshire Highways, the Environment Agency, as well as private stakeholders.

#### **Southmoor Lane, Harts Farm Way Junction Improvements (Short Term Solution)**

The bid outlines much needed improvements to the junction layout at Southmoor Lane, Harts Farm Way and Brockhampton Road. This will be achieved by providing a roundabout with improved approaches for vehicles, pedestrians and cyclists. More specifically, the northbound of Southmoor Lane will be widened from its current one lane to combat the 15-20 minute traffic queues; thus improving permeability. The benefits of this scheme, include; 1) improvements of pedestrian and cyclist facilities, therefore increasing sustainable forms of travel and CO<sub>2</sub> reduction; 2) increase economic development in the Broadmarsh area; and 3) remove complaints and threats from businesses to leave Havant for less congested areas. The bid highlights key elements of the Borough's Core Strategy, these including support for our communities, infrastructure improvement and economy boost. HCC and HBC Civil Engineering Team are the project providers, with HCC able to provide a short term

solution within 12 months if CIL funding is secured. All other potential funding sources have been unsuccessful, therefore the project will not go forward if CIL funding is not secured. At present, the project requires an estimated **£190,405** of CIL money. HCC will contribute S106 funds of £147,595. Total project cost £338K.

### **Havant Railway Footbridge (Detailed Design)**

The bid is proposing to carry out a detailed design for a new footbridge adjacent to Havant Railway Station. This will follow on from the current HCC feasibility study into bridge options, outline designs and public consultation. The project will include obtaining a cost estimate with all the necessary consents, such as, planning permission and the approval of Network Rail. With this, the project will be ready to progress to delivery when funding becomes available. The bridge was originally constructed in 1947 and is used by 3800 people daily at present. Some parts are visibly rusting. If not replaced, the bridge will need to be closed in the next 10-15 years for safety reasons. The project will contribute to; 1) the delivery of HBC's Active Travel Study; and 2) the redevelopment/regeneration of Market Parade. This proposal is also included in the Infrastructure Delivery Plan for the Havant Borough Local Plan and in the CIL Regulation 123 List. The project is asking for **£300,000** of CIL funding for the first stage of the scheme; i.e. the design (2017-19). Construction would then start in 2019/20 once additional funding is obtained, with the total cost estimated around £3.5 million. This includes construction costs, preliminaries, fees and development cost, with a contingency of 40%.

An architecturally led design has been considered, but a cost estimate has yet to be established. Other funding options include Hampshire County Council held developer contributions of £600,000 for the local area. There is also the possibility of funding from the Solent LEP and Network Rail. It is estimated that it could take three years to obtain the necessary agreement with Network Rail and secure possession orders to work above the railway lines. The bridge will be owned and maintained by HCC.

### **Warblington Station Footbridge**

The provision of a footbridge at Warblington Station has long been an aspiration of residents and Councillors. Planning Permission was granted in 2012 (APP/12/01143 now expired). The footbridge is considered highly likely to receive planning permission again.

The bid highlights the need for a footbridge to the north of Warblington School, including a cycle ramp, for pedestrian and cyclist use. The proposed project will aid local residents and students to cross the rail line safely when the barriers are down along Southleigh Road and give certainty of accessing the correct platform in a timely fashion for potential rail travellers. This will reduce the waiting time for pedestrians and cyclists, especially during peak hours when 12 trains per hour are recorded, whilst; 1) supporting the school's travel plan to encourage walking and cycling; 2) reduce injudicious crossing of the rail line and thus risk to life; and 3) support the Borough's Core Strategy to help communities and improve infrastructure. The school have identified the need for a footbridge and have lobbied their local MP previously. Moreover, they have identified that 450 of their 700 students live north of the rail line and thus highlight it as a main pedestrian and cycle route for accessing school. Additional funding sources include previous S106 funding and a bid was made for £300,000 to Great Western Railway (unfortunately this bid was unsuccessful). An extra

**£833,623** is being requested for the project, otherwise previous S106 money (£647,784.07) may be lost if the project does not commence in the next 3.5 years. The project will be delivered by HBC Civil Engineering and Landscape Team, HCC Bridge Office and Network Rail, with the latter maintaining the bridge in the future.

## **Neighbourhood Portion Recommended Bids**

### **The Hub – Hayling Island Community Centre Association**

The Hayling Island Community Centre Association (HICCA) is seeking **£42,638** in order to complete the process, implementation and construction of their new extension or 'Hub'. The 'Hub' will include a community café (also acts as a meeting space), as well as three multi-space meeting rooms. These spaces will be used by; Hayling Island Job Club; Motiv8 Youth Group; and the Citizens Advice Bureau (CAB). As the local Surestart Centre is about to close, HICCA are also currently liaising with children's centre agencies. At present, HICCA needs new space to meet the demand for additional services and facilities (weekly footfall of 2000 people) due to an ever growing population on the Island; already, they are forced to turn down 5 potential bookings a week due to lack of space, with function and group bookings increasing annually. HICCA are a registered charity. They have over 70 volunteers along with their long serving support staff and management committee. They maintain their track record of financial management and are completely self-supporting in the day-to-day running with no regular grants. As such, they have already appointed a project team with an architect to manage the project and have planning permission (APP/15/00079). The total cost of the project is £595,515. They have already secured £469,081 from the National Lottery Reaching Community Buildings Fund and additional funds through fundraising. HICCA require the shortfall of £42,638 from the CIL fund. This figure may reduce as they have included £40,000 within the total cost of the project contingency when the project starts. Any amount not used from the existing contingency could be offset against the shortfall.

The project is the result of an increasing population on the Island and thus the demand in services that follows. Under the Localism Act 2011, the Government have stressed that local planning authorities should work closely with neighbourhoods to decide what infrastructure they require. This links with HICCA's statement that 'increased partnership working between local authorities, Voluntary and Community services can help to reduce the negative effects of recession and develop resilience and capacity within the community to build inclusive and empowered places to live'. At present, the plans highlight to commence the work in January 2017, with this being handed over to HICCA in July 2017. The ongoing maintenance costs will be met by HICCA, but the responsibility of the insurance of the building will fall to HBC.

### **Northney Coastal Path**

The North East Hayling Residents Association (NEHRA) is proposing a safer access route to Northney. They have commented that the path is; unlit, the bank has worn down, there is frequent flooding at high tide, and therefore deems the path to be unsafe. The preliminary design suggests; 1) the ditch is piped and connected to existing tidal flaps; 2) the formation of a path over the top to provide safe access; and 3) the bank be raised to prevent overtopping by the sea. As such, this will allow safe access to the village for pedestrians,

cars and emergency vehicles; in addition to, tourists and cyclists. Planning permission has been provided for the preliminary design suggestions, however, no conclusion has been made. The Residents Association state that the project could be part of the Coastal path envisaged around the Island, though this route has not yet been finalised. The proposal requires **£90,000** (including VAT) of CIL funding. At present, the Coastal Community Fund has also been identified but no answer has yet been received. The scheme will complete a detailed plan by early next year and then start construction in May/June 2017 once the overwintering birds/waders have left. It is envisaged that the project will be constructed under the jurisdiction of HBC and the Eastern Solent Coastal Partnership (ESCP) with responsibility for the ongoing maintenance costs falling to either HBC or HCC upon completion.

## **List of Bids not Recommended for Expenditure Following Prioritisation using the CIL Protocol**

Belmont Grove Local Centre Enhancements (bid 3)

Dunsbury Hill Farm Cycle and Pedestrian Links (bid 5)

Elm Grove Enhancements (bid 6)

Havant Town Centre Cycle Cross Links (bid 7)

Hayling Billy Trail/Shipwrights Way: Reconstruction (bid 8)

Milton Parade Local Centre Enhancements (bid 9)

Point Seven Local Centre Enhancements (bid 10)

Rusty Cutter Link Road – Congestion Relief Scheme (bid 11)

Waterlooville Town Centre Enhancements (bid 12)

West Street Havant Enhancements (bid 13)

North Street Havant Enhancements (bid 14)

Expansion of Primary School Provision Within Havant (bid 16)

Southmoor Lane/Harts Farm Way Junction – Long Term Management Options (bid 17)

Solent Way Upgrade Project (bid 19)

Hermitage Restoration (bid 20)

West Brook South Flood Alleviation Scheme (bid 21)

Improving the School Grounds Mengham Junior School (bid 22)

Pathway from Car Park at Southdown View to Join New Pathway at Billy's Lake (bid 23)

Petersfield Road Cycle Accessibility (bid 24)

Pathway Works Front Lawn Recreation Ground Project (bid 25)