

# CABINET

**Tuesday, 21<sup>st</sup> May 2013  
at 5.00 pm**

## **Council Chamber - Civic Centre**

This meeting is open to the public

### **Members**

To be appointed at Annual Council

(QUORUM – 3)

### **Contacts**

Cabinet Administrator

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## **BACKGROUND AND RELEVANT INFORMATION**

### **The Role of the Executive**

The Cabinet and individual Cabinet Members make executive decisions relating to services provided by the Council, except for those matters which are reserved for decision by the full Council and planning and licensing matters which are dealt with by specialist regulatory panels.

### **Executive Functions**

The specific functions for which the Cabinet and individual Cabinet Members are responsible are contained in Part 3 of the Council's Constitution. Copies of the Constitution are available on request or from the City Council website, [www.southampton.gov.uk](http://www.southampton.gov.uk)

### **The Forward Plan**

The Forward Plan is published on a monthly basis and provides details of all the key executive decisions to be made in the four month period following its publication. The Forward Plan is available on request or on the Southampton City Council website, [www.southampton.gov.uk](http://www.southampton.gov.uk)

### **Key Decisions**

A Key Decision is an Executive Decision that is likely to have a significant

- financial impact (£500,000 or more)
- impact on two or more wards
- impact on an identifiable community

Decisions to be discussed or taken that are key

### **Implementation of Decisions**

Any Executive Decision may be "called-in" as part of the Council's Overview and Scrutiny function for review and scrutiny. The relevant Overview and Scrutiny Panel may ask the Executive to reconsider a decision, but does not have the power to change the decision themselves.

### **Southampton City Council's Seven Priorities**

- More jobs for local people
- More local people who are well educated and skilled
- A better and safer place in which to live and invest
- Better protection for children and young people
- Support for the most vulnerable people and families
- Reducing health inequalities
- Reshaping the Council for the future

### **Procedure / Public Representations**

Reports for decision by the Cabinet (Part A of the agenda) or by individual Cabinet Members (Part B of the agenda). Interested members of the public may, with the consent of the Cabinet Chair or the individual Cabinet Member as appropriate, make representations thereon.

**Smoking policy** – The Council operates a no-smoking policy in all civic buildings.

**Mobile Telephones** – Please turn off your mobile telephone whilst in the meeting.

**Fire Procedure** – In the event of a fire or other emergency, a continuous alarm will sound and you will be advised, by officers of the Council, of what action to take.

**Access** – Access is available for disabled people. Please contact the Cabinet Administrator who will help to make any necessary arrangements.

### **Municipal Year Dates (Tuesdays)**

<b>2013</b>	<b>2014</b>
21 May	21 January
18 June	18 February
16 July	18 March
20 August	15 April
15 October	
19 November	
17 December	

## CONDUCT OF MEETING

### **TERMS OF REFERENCE**

The terms of reference of the Cabinet, and its Executive Members, are set out in Part 3 of the Council's Constitution.

### **RULES OF PROCEDURE**

The meeting is governed by the Executive Procedure Rules as set out in Part 4 of the Council's Constitution.

### **DISCLOSURE OF INTERESTS**

Members are required to disclose, in accordance with the Members' Code of Conduct, **both** the existence **and** nature of any "Disclosable Personal Interest" or "Other Interest" they may have in relation to matters for consideration on this Agenda.

### **DISCLOSABLE PERSONAL INTERESTS**

A Member must regard himself or herself as having a Disclosable Pecuniary Interest in any matter that they or their spouse, partner, a person they are living with as husband or wife, or a person with whom they are living as if they were a civil partner in relation to:

(i) Any employment, office, trade, profession or vocation carried on for profit or gain.

(ii) Sponsorship:

Any payment or provision of any other financial benefit (other than from Southampton City Council) made or provided within the relevant period in respect of any expense incurred by you in carrying out duties as a member, or towards your election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.

(iii) Any contract which is made between you / your spouse etc (or a body in which the you / your spouse etc has a beneficial interest) and Southampton City Council under which goods or services are to be provided or works are to be executed, and which has not been fully discharged.

(iv) Any beneficial interest in land which is within the area of Southampton.

(v) Any license (held alone or jointly with others) to occupy land in the area of Southampton for a month or longer.

(vi) Any tenancy where (to your knowledge) the landlord is Southampton City Council and the tenant is a body in which you / your spouse etc has a beneficial interests.

(vii) Any beneficial interest in securities of a body where that body (to your knowledge) has a place of business or land in the area of Southampton, and either:

a) the total nominal value for the securities exceeds £25,000 or one hundredth of the total issued share capital of that body, or

b) if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you / your spouse etc has a beneficial interest that exceeds one hundredth of the total issued share capital of that class.

## **Other Interests**

A Member must regard himself or herself as having a, 'Other Interest' in any membership of, or occupation of a position of general control or management in:

Any body to which they have been appointed or nominated by Southampton City Council

Any public authority or body exercising functions of a public nature

Any body directed to charitable purposes

Any body whose principal purpose includes the influence of public opinion or policy

## **Principles of Decision Making**

All decisions of the Council will be made in accordance with the following principles:-

- proportionality (i.e. the action must be proportionate to the desired outcome);
- due consultation and the taking of professional advice from officers;
- respect for human rights;
- a presumption in favour of openness, accountability and transparency;
- setting out what options have been considered;
- setting out reasons for the decision; and
- clarity of aims and desired outcomes.

In exercising discretion, the decision maker must:

- understand the law that regulates the decision making power and gives effect to it. The decision-maker must direct itself properly in law;
- take into account all relevant matters (those matters which the law requires the authority as a matter of legal obligation to take into account);
- leave out of account irrelevant considerations;
- act for a proper purpose, exercising its powers for the public good;
- not reach a decision which no authority acting reasonably could reach, (also known as the "rationality" or "taking leave of your senses" principle);
- comply with the rule that local government finance is to be conducted on an annual basis. Save to the extent authorised by Parliament, 'live now, pay later' and forward funding are unlawful; and
- act with procedural propriety in accordance with the rules of fairness.

## AGENDA

**Agendas and papers are now available via the Council's Website**

### **1 APOLOGIES**

To receive any apologies.

### **2 DISCLOSURE OF DISPOSABLE PECUNIARY, PERSONAL AND PECUNIARY INTERESTS**

In accordance with the Localism Act 2011, and the Council's Code of Conduct, Members to disclose any personal or pecuniary interests in any matter included on the agenda for this meeting.

NOTE: Members are reminded that, where applicable, they must complete the appropriate form recording details of any such interests and hand it to the Democratic Support Officer.

## **EXECUTIVE BUSINESS**

### **3 STATEMENT FROM THE LEADER**

### **4 RECORD OF THE PREVIOUS DECISION MAKING**

Record of the decision making meetings held on 16<sup>th</sup> and 23<sup>rd</sup> April 2013, attached.

### **5 MATTERS REFERRED BY THE COUNCIL OR BY THE OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE FOR RECONSIDERATION (IF ANY)**

There are no matters referred for reconsideration.

### **6 REPORTS FROM OVERVIEW AND SCRUTINY COMMITTEES (IF ANY)**

There are no items for consideration

### **7 EXECUTIVE APPOINTMENTS**

To deal with any executive appointments, as required.

## **ITEMS FOR DECISION BY CABINET MEMBER**

### **8 REWARDS FOR RECYCLING**

Report of the Interim Director for Environment and Economy to progress the implementation of a reward scheme for residents that recycle the right materials, attached.

### **9 LORDSHILL PLAYING FIELDS DRAINAGE PROJECT**

Report of the Head of Leisure and Culture, seeking approval to spend City Council funds towards a project at Lordshill Playing Fields to improve drainage, attached.

## **ITEMS FOR DECISION BY CABINET**

### **10 ADDITIONAL FUNDING TO BE ADDED TO THE ENVIRONMENT AND TRANSPORT CAPITAL PROGRAMME**

Report of the Cabinet Member for Environment and Transport seeking approval to add additional funding to the Environment and Transport Capital Programme, attached.

### **11 SMART TICKETING BACK OFFICE PROCUREMENT**

Report of the Cabinet Member for Environment and Transport, seeking authority to delegate award for the new smart ticketing contract to the Interim Director of Economy and Environment, attached.

### **12 CARLTON CRESCENT CONSERVATION AREA APPRAISAL AND MANAGEMENT PLAN**

Report of the Cabinet Member for Environment and Transport, seeking approval of the Carlton Crescent Conservation Area Appraisal and Management Plan, attached.

### **13 ADDITIONAL FUNDING FOR FLOOD RISK MANAGEMENT**

Report of the Cabinet Member for Environment and Transport, seeking approval to accept new funding awarded by the Department for Environment, Food and Rural Affairs add the funding to the capital programme for flood risk management and delegate authority to spend, attached.

### **14 ESTATE PARKING IMPROVEMENTS**

Report of the Cabinet Member for Resources detailing proposed estate parking improvements developed in response to growing concern from residents about the shortage of parking, attached.

**15 EXCLUSION OF THE PRESS AND PUBLIC - CONFIDENTIAL PAPERS INCLUDED IN THE FOLLOWING ITEM**

To move that in accordance with the Council's Constitution, specifically the Access to Information Procedure Rules contained within the Constitution, the press and public be excluded from the meeting in respect of any consideration of the confidential appendix to the following Item

Appendix 1 is confidential, the confidentiality of which is based on category 3 of paragraph 10.4 of the Council's Access to Information Procedure Rules. It is not in the public interest to disclose this because doing so would prejudice the authority's ability to achieve best consideration for the disposal of land (the identity of the preferred developer and the figures associated with the land transaction are commercially sensitive).

**16 \*SOUTHAMPTON NEW ARTS COMPLEX SCHEME**

Report of the Leader of the Council, seeking scheme approval for additional expenditure for the Southampton New Arts Complex Scheme, attached.

**17 EXCLUSION OF THE PRESS AND PUBLIC - CONFIDENTIAL PAPERS INCLUDED IN THE FOLLOWING ITEM**

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Appendix 1 is confidential, the confidentiality of which is based on category 3 of paragraph 10.4 of the Council's Access to Information Procedure Rules. It is not in the public interest to disclose this because doing so would prejudice the authority's ability to achieve best consideration for the disposal of land (the identity of the preferred developer and the figures associated with the land transaction are commercially sensitive).

**18 \*DISPOSAL OF PART OF 164-176 ABOVE BAR STREET**

Report of the Cabinet Member for Resources seeking the disposal of part 164-176 Above Bar Street for a mixed use refurbishment/development scheme, attached.

Monday, 13 May 2013

Head of Legal, HR and Democratic Services

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# Agenda Item 4

## SOUTHAMPTON CITY COUNCIL EXECUTIVE DECISION MAKING

### RECORD OF THE DECISION MAKING HELD ON 16 APRIL 2013

#### Present:

Councillor Dr R Williams	-	Leader of the Council
Councillor Stevens	-	Cabinet Member for Adult Services
Councillor Bogle	-	Cabinet Member for Children's Services
Councillor Rayment	-	Cabinet Member for Communities
Councillor Noon	-	Cabinet Member for Efficiency and Improvement
Councillor Thorpe	-	Cabinet Member for Environment and Transport
Councillor Payne	-	Cabinet Member for Housing and Leisure Services
Councillor Letts	-	Cabinet Member for Resources

#### 128. REPORTS FROM OVERVIEW AND SCRUTINY COMMITTEES (IF ANY)

Cabinet noted the report of the Chair of Scrutiny Panel A detailing the inquiry into Welfare Reforms Inquiry.

#### 129. PRIMARY SCHOOL DEVELOPMENT - STATUTORY CONSULTATION

DECISION MADE (Ref: CAB 12/13 10158)

On consideration of the report of the Director, People the Cabinet Member for Children's Services made the following decision:

- (i) considered the outcome of pre-statutory consultation and approved the commencement of six weeks of statutory consultation, 25<sup>th</sup> April to 6<sup>th</sup> June on proposals to:
  - Discontinue Bitterne Park Infant and extend the age range of Bitterne Park Junior, to establish a primary school from the 1<sup>st</sup> September 2013.
  - Discontinue Tanners Brook Junior and extend the age range of Tanners Brook Infant, to establish a primary school from the 1<sup>st</sup> September 2013.
  - Discontinue Oakwood Infant and extend the age range of Oakwood Junior, to establish a primary school from the 1<sup>st</sup> January 2014.
  - Discontinue Heathfield Junior and extend the age range of Valentine Infant, to establish a primary school from the 1<sup>st</sup> January 2014.
  - Discontinue St Monica Junior and extend the age range of St Monica Infant, to establish a primary school from the 1<sup>st</sup> January 2014.
- (ii) Cabinet noted that it will be asked to consider the consultation responses and make a final decision on the establishment of five primary schools on 18<sup>th</sup> June 2013 or 16<sup>th</sup> July 2013.

- (iii) delegated authority to the Director of Children's Services and Learning, following consultation with the Head of Legal, HR and Democratic Services, to determine the final format and content of consultation in accordance with statutory and other legal requirements.
- (iv) Subject to complying with Financial and Contractual Procedure Rules, Cabinet delegated authority to the Director, People following consultation with the Cabinet Member for Children's Services, to do anything necessary to give effect to the recommendations in this report.

130. SOUTHAMPTON JOINT HEALTH AND WELLBEING STRATEGY 2012-15

DECISION MADE (Ref: CAB 12/13 9490)

On consideration of the report of the Director of Public Health the Cabinet Member for Communities made the following decision:

- (i) That the Joint Health and Wellbeing Strategy be adopted
- (ii) That authority be delegated to the Director of Public Health, following consultation with the Cabinet Member for Communities to make any minor drafting or other amendments required following consideration of the strategy by Southampton City Clinical Commissioning Group.

131. \*REBUILD OF ERSKINE COURT, LORDSHILL

DECISION MADE: (Ref: CAB 12/13 10113)

On consideration of the report of the Cabinet Member for Housing and Leisure Services, Cabinet agreed the following:

- (i) To note that extensive prior consultation has taken place in relation to the rebuild proposals with residents however the proposed changes to previously discussed decant arrangements necessitates a further period of consultation under the Housing Act 1985. Therefore it is proposed to delegate authority to the Interim Director of Environment & Economy to:
  - a. Carry out all necessary consultation on the revised decant arrangements under the Housing Act 1985, section 105.
  - b. Determine the final decant arrangements following consideration of any representations received pursuant to 1(i) above taking into account the need to sensitively decant the remaining residents having regard to their individual circumstances and housing needs
- (ii) Subject to the satisfactory completion of the Housing Act 1985 consultation referred to in 91) above and subject to obtaining Care and Specialist Supported Housing (CASSH) Grant of £2,700,000 from the Homes and Communities Agency
  - a. To recommend that Council approve acceptance of the CASSH grant to part fund the rebuild of Erskine Court.
  - b. To recommend that Council approve, in accordance with Financial Procedure Rules, the addition of £9,800,000 to the HRA Capital Programme for the rebuild of Erskine Court funded by the CASSH grant, any available capital receipts and the balance from additional borrowing within the HRA Business Plan.

- c. To recommend that Council approve, in accordance with Financial Procedure Rules, expenditure of £1,000,000 in 2013/14, £5,200,000 in 2014/15, and £3,600,000 in 2015/16 on the rebuild of Erskine Court.
- d. To delegate authority to serve Initial Demolition Notices on secure tenants under the provisions of the Housing Act 1985, to the Director of Environment and Economy following consultation with the Cabinet Member for Housing and Leisure, the Head of Legal, HR and Democratic Services and the Head of Finance and IT (CFO).
- e. To implement the Council's adopted Decant Policy, including the award of additional Housing register points, for the remaining residents who are required to move as a result of the rebuild.
- f. To delegate authority to enter into a Development Agent agreement with First Wessex Housing Group, part of the Wayfarer Consortium, to the Director of Environment and Economy, following consultation with the Head of Legal, HR and Democratic Services, Head of Property and Procurement and the Head of Finance and IT (CFO).
- g. To delegate authority to enter into a build contract with a contractor engaged via First Wessex using their OJEU compliant framework to the Director of Environment and Economy following consultation with the Head of Legal, HR and Democratic Services, Head of Property and Procurement and the Head of Finance and IT (CFO)

#### 132. STATEMENT OF COMMUNITY INVOLVEMENT - ADOPTION

DECISION MADE: (Ref: CAB 12/13 10117)

On consideration of the report of the Cabinet Member for Resources, Cabinet agreed the following:

- (i) To consider the comments received during the recent 4 week consultation and to agree the Council's response (see Appendix 1).
- (ii) To adopt the revised Statement of Community Involvement (attached as Appendix 2) which has been prepared in accordance with the Town and Country Planning (Local Development) (England) (Amendment) Regulations 2012.

#### 133. DEMOLITION OF OAKLANDS SCHOOL AND ASSOCIATED BUILDINGS

DECISION MADE (Ref: CAB 12/13 10095)

On consideration of the report of Cabinet Member for Resources, Cabinet made the following decision:

- (i) To approve, in accordance with Financial Procedure Rules, capital expenditure of £480,000 in 2013/14 for the Oaklands School demolition, to be funded by Direct Revenue Financing
- (ii) That the Head of Property and Procurement is granted Delegated Powers to vary the scope and programme of the work following consultation with the Cabinet Member for Resources within the overall budget parameters of the scheme.

- (iii) To delegate authority to the Chief Financial Officer, following consultation with the Cabinet Member for Resources, to approve additional expenditure of £100,000 for the demolition and associated costs, bringing the total scheme up to a maximum of £580,000, to be funded by Direct Revenue Financing.

134. \*ACCOMMODATION STRATEGY UPDATE 2013

DECISION MADE: (Ref: 12/13 10094)

On consideration of the report of the Cabinet Member for Resources, Cabinet agreed the following:

- (i) To approve the next phase of the Accommodation Strategy to implement measures necessary to vacate Marland House within the timescales identified.
- (ii) To approve, if required, a renewal of the lease of 45 Castle Way to the Council and delegate authority to the Head of Property, Procurement and Contract Management and the Head of HR, Legal and Democratic Services to finalise the detailed terms and complete the lease
- (iii) To note that the revenue funding to enable the vacation of Marland House has already been approved by Full Council in July 2012 to ensure that this can be achieved
- (iv) To note that the existing authority delegated to the Executive Director of Corporate Services will continue to be applied, to allocate premises related resources (revenue and capital) to enable any works necessary to be delivered within the timescales identified to ensure the implementation of this next phase of the Accommodation Strategy.
- (v) Subject to Council approval on 15<sup>th</sup> May 2013, approve in accordance with Financial Procedure rules capital expenditure of up to £1.2m, if required. Phased £1M in 2013/14 and £200k in 2014/15, to be funded by Council Resources.

135. \*HOMELESS TEMPORARY ACCOMMODATION

DECISION MADE: (Ref: CAB 12/13 10038)

On consideration of the report of the Cabinet Member for Housing and Leisure and having received representations from a member of the public, Cabinet agreed the following:

- (i) To approve, in accordance with Financial Procedure Rules, the addition of a £1,270,000 Homeless Temporary Accommodation scheme to the Modern Facilities section of the HRA Capital Programme for the appropriation, from the General Fund, of the former Children's Referral Unit in Selborne Avenue and for the refurbishment of Selbourne Avenue and Oatlands House to be funded by capital receipts from the sale of Seymour House and a virement from savings in the 2013/14 Housing Refurbishment scheme as detailed in Appendix 2.

- (ii) To approve in accordance with Financial Procedure Rules expenditure in financial year 2013/14 of £1,270,000 (including fees) on the Homeless Temporary Accommodation scheme.
- (iii) To note the proposed disposal of Seymour House following completion of works to Selbourne Avenue and Oatlands House.

136. \*PROPERTY DISPOSAL PROGRAMME - APPROVAL TO DETAILED TERMS

DECISION MADE: (Ref: CAB 12/13 10153)

On consideration of the report of the Cabinet Member for Resources, Cabinet agreed the following:

- (i) to approve the principle of the disposal of the Council's freehold investments at Portland Terrace NCP Car Park and 173-178 High Street.
- (ii) to delegate authority to the Head of Property, Procurement and Contract Management subject to the agreement of the Cabinet Member for Resources to approve the sale to the preferred bidders at not less than the minimum prices set out in the confidential Appendix, and to subsequently negotiate and carry out all ancillary matters to enable disposal of the sites.
- (iii) that the Head of Legal, HR and Democratic Services be authorised to enter into any legal documentation necessary in respect of the sales
- (iv) to note that the estimated value of the capital receipt from these disposals has already been built into the funding of the capital programme. Any receipt that differs from the estimates will need to be considered corporately as part of any future prioritisation of resources.

SOUTHAMPTON CITY COUNCIL  
EXECUTIVE DECISION MAKING

RECORD OF THE DECISION MAKING HELD ON 23 APRIL 2013

Present:

Councillor Dr R Williams	-	Leader of the Council
Councillor Stevens	-	Cabinet Member for Adult Services
Councillor Bogle	-	Cabinet Member for Children's Services
Councillor Rayment	-	Cabinet Member for Communities
Councillor Thorpe	-	Cabinet Member for Environment and Transport
Councillor Payne	-	Cabinet Member for Housing and Leisure Services
Councillor Letts	-	Cabinet Member for Resources

Apologies: Councillor Noon

137. MATTERS REFERRED BY THE OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE FOR RECONSIDERATION

Cabinet noted the report of the Chair of Overview and Scrutiny Management Committee setting out the recommendations made at the meeting held on 19<sup>th</sup> February, 2013.

138. PROPOSED CHANGES TO THE NON RESIDENTIAL ADULT SOCIAL CARE CHARGING POLICY

DECISION MADE (Ref: CAB 12/13 10493)

Having received representations from members of MENCAP and the City Council, Cabinet made the following reconsidered decision as a result of Call-in:

- (i) To approve changes to the non residential care (NRC) contributions policy for adult social care as set out in Appendix 1.
- (ii) To delegate authority to the Senior Manager: Safeguarding Adults, following consultation with the Cabinet Member for Adult Care and the Head of Legal, HR and Democratic Services to review the format and content of the current non-residential care contributions policy for adult social care, to make any textual, formatting or administrative or other minor changes required to update the policy, give effect to recommendation 1 above and ensure it is fit for purpose for 2013 and beyond.
- (iii) To delegate authority to the People Director to determine which 'one off' services should be included within the Policy as chargeable services and to determine the scale of fees and charges to be applied for these services (Proposal 10 in Appendix 1 – changes to Policy).
- (iv) To note that recommendation 2 above does not extend to making any major or substantive changes to either the services to be provided under the policy

or the charges to be applied to any such service. Such matters would require reference to Cabinet for determination following appropriate public consultation.

- (v) To respond to the recommendations of the Overview and Scrutiny Committee made on 19<sup>th</sup> February 2013 as set out in paragraphs 15 – 17 of this report.
- (vi) Having regard to the Council's transformation programme and this review of charging policy, to delegate authority to the People Director, following consultation with the Cabinet Member for Adult Services, to undertake a review of the Financial Assessment process for non residential care charging and to thereafter to regularly review and update assessment processes in line with current and future policy and legislative requirements.

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# Agenda Item 8

<b>DECISION-MAKER:</b>	CABINET MEMBER FOR ENVIRONMENT AND TRANSPORT		
<b>SUBJECT:</b>	REWARDS FOR RECYCLING		
<b>DATE OF DECISION:</b>	21 MAY 2013		
<b>REPORT OF:</b>	DEVELOPMENT AND PERFORMANCE MANAGER		
<b><u>CONTACT DETAILS</u></b>			
<b>AUTHOR:</b>	<b>Name:</b>	<b>Gale Williams</b>	<b>Tel:</b> <b>023 8083 2536</b>
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<b>STATEMENT OF CONFIDENTIALITY</b>			
None.			

## **BRIEF SUMMARY**

The purpose of this paper is to firstly set out the reasons for introducing a reward scheme for residents that recycle correctly in Southampton in order to drive up the City's recycling rate and secondly, to explain how the scheme is intended to work.

In November 2012, the Council was informed that it would receive funds from the Department for Communities and Local Government (DCLG) to retain weekly collections until 2017. Included in the bid was funding for a reward scheme.

Since then, in conjunction with Portsmouth City Council, market research has been commissioned to better understand local recycling behaviours and how a 'reward' might motivate residents.

A simple reward scheme is recommended, which uses current in-cab technology (Bartec) to feedback about residents' recycling behaviours by round, using a traffic light system. This is linked to a prize draw and a reward to the value of £30 is made to 22 residents each month in phase 1. There are two phases to implementation of the reward scheme; phase 1 would be houses and commence July 2013 and phase 2 would be flats and commence November 2013.

## **RECOMMENDATIONS:**

- (i) To implement a reward scheme for houses in phase 1;
- (ii) To implement a reward scheme for flats in phase 2; and
- (iii) To delegate authority to the Director of Environment and Economy following consultation with the portfolio holder for Environment and Transport, to undertake any work necessary within approved budgets and subject to compliance with Contract and Financial Procedure Rules, to deliver the implementation of the reward scheme outlined in this report.

## **REASONS FOR REPORT RECOMMENDATIONS**

1. With funding from the weekly collection support scheme (WCSS), it is expected Southampton City Council will introduce a reward scheme for its residents to encourage them to recycle better and recycle more of their household waste.
2. Research from Defra informs us that by rewarding residents who recycle their waste, it is anticipated that reward and recognition will bring about behaviour change and increase Southampton's recycling rate.
3. There is growing thought that it is better to reward householders for doing the right thing with their waste than to penalise them for doing the wrong thing. Southampton's recycling rate is currently 26%. Industrial action and the recession have impacted on our recycling rate. The national target for England is 50% by 2020, so clearly the City has a challenging target to reach. There are also financial incentives to recycle more as the cost of waste disposal increases.
4. There is opportunity to work with local businesses to develop a sustainable reward scheme once funding from the WCSS ceases.
5. The scheme proposed is low cost and uses infrastructure and working practices already in place.

## **ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

6. A number of incentive schemes such as RecycleBank, Green Points and Nectar Points have been considered. They have been developed based on residents accumulating points/rewards if they recycle correctly. These points/rewards are accumulated and can then be spent on local discounts/offers/community projects or used to offset shopping costs or to access recyclable goods via an on-line platform. These schemes rely on waste disposal savings for their funding and with Southampton's disposal costs being low compared to the authorities introducing the above schemes, the level of savings generated in the City would not be enough to fund any of these types of schemes.

## **DETAIL (Including consultation carried out)**

7. The overarching purpose of a rewards scheme is to increase the quality of recyclables thus reducing contamination. It will also support the following objectives:
  - Increase the recycling participation rates of households
  - Increase tonnages of recyclables
  - Increase the range of materials that are recycled by residents
  - Increase recycling in flats and in areas of low performance
  - Decrease residual waste tonnages and thus make a saving on disposal costs.
8. Southampton's reward scheme will:
  - Be a local scheme that is not points based
  - Reward residents that recycle the right materials
  - Not be overly bureaucratic and take significant administration

- Be a scheme that can be easily publicised
  - Enable low performing areas of the City to be targeted
  - Utilise current infrastructure e.g. in-cab technology
  - Not be high cost and could be continued at a reduced rate after WCSS funding ceases.
9. The reward scheme will be a free entry prize draw and residents will need to inform us if they do not wish to take part. Residents opt out of the scheme rather than opt into the scheme. A prize draw is favoured because it is not asking for payment to enter (this then becomes a lottery) and it does not require skill, judgement or knowledge which would prevent a significant proportion of people who wish to participate from doing so.
  10. It will be based on issuing up to 22 prizes per month in phase 1, for the 11 recycling rounds we currently have – 2 prizes per round. The number of prizes can be increased or decreased. With the introduction of glass recycling later in the year there will be a small increase in the number of collection rounds. It is round based in order to make the scheme manageable and also link to the in-cab terminals. It also means that residents across the City have a chance to participate in the scheme.
  11. The Bartec in-cab terminals are able to record events against properties that recycle. Red events will be used to record if the recycling is wrong. This is based on the visual assessment made by the crew at the time of collection.
  12. Only households that receive two green events during the month for correctly recycling will be entered into the prize draw. Households that have any red events during the month will not be eligible but would be eligible the following month if they have two greens. If a resident is on holiday or does not put their bin out for collection, they will not be entered into the prize draw for the relevant month.
  13. Verification that the reward was appropriate would be undertaken before the reward was confirmed. All residents that are eligible for a reward will be contacted so they know their container is being checked for evidence of correct recycling before the actual reward is made. The recycling officer or group leader will check the container prior to collection. The reward will be made in arrears.
  14. Consultation with residents has been undertaken across the City through market research using telephone interviews. One thousand interviews have taken place, which included 300 mobile phone users. Over 50% of respondents in Southampton would rather have a smaller reward for a larger number of people than a larger reward for fewer people. Those interviewed are also interested in raising money for charity or local community projects.
  15. Analysis of the market research for both Southampton and Portsmouth indicates that the top three reasons residents are more likely to recycle are to:
    - i. Help save the environment / do the right thing'
    - ii. Raise money for charity or local community projects'.
    - iii. Help the council reduce costs

For these reasons, it is intended to offer residents that are eligible for a reward a menu of rewards to choose from that includes vouchers for local shops, Southampton City Council facilities discounts, garden waste

subscriptions, composter / digesters for example, alongside the opportunity to donate their reward value to charity or a local project. Rewards will be to the value of £30. The reward menu is outlined in Appendix 1.

16. The proposal would be to develop an agreed list of charities / local projects that can be selected by residents.
17. The value of rewards has been suggested following the result of market research and the need to make the reward 'worth having', balanced with need to keep the overall scheme low cost. We will also explore adding value through local partnerships with retail outlets to make the scheme sustainable.
18. Two phases of implementation are proposed: phase 1 would be houses and commence July 2013 and phase 2 would be flats in November 2013.
19. The implementation of a rewards scheme for residents living in flats will take longer due to the complexities around enabling rewards for residents who share communal bins. The key idea currently being developed is a sticker scheme that requires residents who live in flats to opt in and register. They will then receive a pack of referenced stickers and be asked to place a set number of stickers on items they recycle each collection. Random items would then be chosen by officers and winners then notified.
20. This type of project is being operated successfully by five councils in the North East: County Durham, Newcastle, Northumberland, South Tyneside and Sunderland, and is running until June 2013. We are also developing the possibility of a communal reward scheme for flats.
21. The scheme needs to integrate into our overall waste transformation marketing campaign and build on the need for residents to have more information about what and how they can recycle. Market research feedback informs us that customers are still confused about what can and can't be recycled. It will need to have distinctive visual branding. The scheme could be called 'Rewards for Recycling' or a catchy title developed that links to the key reasons people in Southampton recycle ( see paragraph 15).

## RESOURCE IMPLICATIONS

### Capital/Revenue

22. The approximate total cost of the scheme for an initial two year period, commencing in July 2013, is £38,000 as shown in the following table:

Activity	Year 1	Year 2
Market Research	£12k	£1k
Communications	£5k	£2k
Phase 1 (houses) - 2 x £30 rewards per month for 11 rounds	£8k	£8k
Phase 2 (flats) - 2 x £30 rewards per month for 2 rounds (commencing November 2013)	£1k	£1k
Management of scheme	Costs included in current job roles	Costs included in current job roles
Yearly Total	£26k	£12k

The costs will be funded by the weekly collection support scheme. Any decision to extend the scheme beyond two years will be the subject of a future report to Cabinet.

**Property/Other**

23. No property implications identified

**LEGAL IMPLICATIONS**

**Statutory power to undertake proposals in the report:**

24. Section 1 of the Localism Act 2011 (the ‘general power of competence’) empowers the Council to do anything that a private individual or body could do subject to any pre or post commencement limitations (none of which apply in this case). It is considered that the proposals set out in the report fall within the scope of the general power of competence.

**Other Legal Implications:**

25. Bins issued to residents for the purposes of weekly collections remain the property of the Council. When bins are placed on the public highway for collection, the ownership of their contents transfers and the Council is entitled to inspect bins to ensure they comply with the requirements of the Environmental Protection Act 1990 (which empowers a Council to determine the type of Household Waste that may be placed in a specified receptacle / bin). The reward programme requires follow up checks on potential reward recipients’ bins. Where such checks need to take place on the resident’s property, the resident will receive a letter/ email / telephone call advising them of the arrangements for inspecting a bin. Any resident that refuses to allow the Council to enter onto their property for the purpose of inspecting a bin, will be ineligible for a reward under the terms and conditions of the reward programme and their bin may be subject to further inspections when next placed out for collection.

**POLICY FRAMEWORK IMPLICATIONS**

26. All wards in the City will be able to take part in the rewards scheme. The recommendations contained in this report are in line with the Council’s Policy Framework.

**KEY DECISION?** Yes

<b>WARDS/COMMUNITIES AFFECTED:</b>	All wards
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**SUPPORTING DOCUMENTATION**

**Appendices**

1.	Rewards Menu
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**Documents In Members' Rooms**

1.	None
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**Equality Impact Assessment**

Do the implications/subject of the report require an Equality Impact Assessment (EIA) to be carried out.	Yes
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**Other Background Documents**

**Equality Impact Assessment and Other Background documents available for inspection at:**

Title of Background Paper(s)

Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)

1.	None	
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## Appendix 1 – Rewards Menu

### Recycling Rewards

	Reward	Type	Costs, Discounts etc
1	Love 2 Shop Voucher	High street vouchers, Argos, BHS, Iceland, Debenhams, Boots, Matalan	Face value. Discount of 2% available on purchases of over £250
2	National Gardening Vouchers	For use at most Garden Centres	Face value discount of 5% on £250
3	Straights	Composters, Water Butts etc	Checking on voucher/discounts
4	Leisure Vouchers	Multi venue voucher eg Bella Italia, LA Fitness, Waterstones	Face value although discounts available for negotiated quantities
5	Active Nations	One months leisure centre pass	Monthly fitness pass worth £57
6	Southampton City Council Museums and Cafes Voucher	£30 voucher to be used at SCC attractions	£30 (Voucher value £34)
7	Mayors Charities	Currently Headway and Two Saints	
8	Hampshire & Isle of Wight Air Ambulance	Donate voucher to help support the Hampshire & Isle of Wight Air Ambulance (Fund raise by collecting textiles/ print cartridges/mobile phones)	
9	Local Charity/Community Group/School	Winners chooses the group/charity/school their voucher goes to as long as it meets certain criteria.	
10	Garden Waste Collection	Free collection for a year	£35 value

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# Agenda Item 9

<b>DECISION-MAKER:</b>	CABINET MEMBER FOR HOUSING AND LEISURE SERVICES		
<b>SUBJECT:</b>	LORDSHILL PLAYING FIELDS DRAINAGE PROJECT		
<b>DATE OF DECISION:</b>	21 MAY 2013		
<b>REPORT OF:</b>	HEAD OF LEISURE AND CULTURE		
<b><u>CONTACT DETAILS</u></b>			
<b>AUTHOR:</b>	<b>Name:</b>	<b>Alison Baker</b>	<b>Tel:</b> <b>023 8083 3948</b>
	<b>E-mail:</b>	<b>Alison.baker@southampton.gov.uk</b>	
<b>Director</b>	<b>Name:</b>	<b>John Tunney</b>	<b>Tel:</b> <b>023 8091 7713</b>
	<b>E-mail:</b>	<b>John.tunney@southampton.gov.uk</b>	

## STATEMENT OF CONFIDENTIALITY

None.

## BRIEF SUMMARY

The report seeks approval to improve the drainage at Lordshill playing fields. The total cost of the project is estimated to be £134,800.

## RECOMMENDATIONS:

- (i) To add, in accordance with Financial Procedure Rules, a sum of £134,800 to the Housing & Leisure Capital Programme for drainage works at Lordshill playing fields.
- (ii) To approve, in accordance with Financial Procedure Rules, capital expenditure of £134,800 in 2013/14 from the Housing & Leisure Capital Programme to carry out drainage works at Lordshill playing fields.
- (iii) To transfer, in accordance with Financial Procedure Rules, a sum of £50,000 from the Academies – Capital Works project in the Children’s Services Capital Programme.
- (iv) To note that a bid of £50,000 has been made to Sport England for additional funding for the project, and that this will be added to the project in accordance with Financial Procedure Rules, if the bid is successful.

## REASONS FOR REPORT RECOMMENDATIONS

1. Lordshill Recreation ground has had a longstanding problem with drainage resulting in a lot of football, cricket and rugby matches being cancelled, leading to a loss of income and a reduction in people using the site. This has been highlighted in a recent refresh of the Playing Pitch Audit.

## ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

2. Doing nothing has been considered as an option. However, the site would continue to deteriorate and it is possible that clubs and leagues would look to relocate elsewhere eventually.

## **DETAIL (Including consultation carried out)**

3. Using Sport England's costings (a requirement of the bid) £184,800 would improve the drainage of three football pitches (two adult and one junior) and one rugby pitch. A bid to Sport England has been made for an additional £50,000 which will be added to the project if successful.
4. The project and the bid to Sport England for additional funds has been supported by all the major clubs and leagues that use the site along with the main National Governing Bodies.
5. The Cabinet Members for Leisure and Housing Services, Resources, and Children's Services have been consulted on this project, as well as the main users of the site through the Lordshill User Group. Football, Cricket and Rugby National Governing Bodies have also been consulted.

## **RESOURCE IMPLICATIONS**

### **Capital/Revenue**

6. The total cost of the improvements is estimated to be £184,800 but these can be scaled down to match the £134,800 funding currently available, by improving the drainage of two football pitches rather than three (one adult and one junior) and one rugby pitch. A bid has been submitted to Sport England under its Protecting Playing Fields funding stream. The request is for the maximum funding of £50,000. If the bid is successful, the additional funding will be added to the project in accordance with Financial Procedure Rules and the works increased accordingly.
7. The proposed funding for the project is shown in the table below:

<b>Funding sources</b>	
Section 106 funding	£84,800
Transfer from Academies – Capital Works project	£50,000
<b>Total</b>	<b>£134,800</b>

8. The Section 106 (Playing Fields) fund is a rolling fund. The current balance of unallocated funding is £295,000.
9. It is proposed that £50,000 is transferred to this project from the Academies – Capital Works project in the Children's Services Capital Programme. This money has been earmarked for Lordshill Playing Fields as part of the project to build the new Lord's Hill Academy on the site.

### **Property/Other**

10. None

## **LEGAL IMPLICATIONS**

### **Statutory power to undertake proposals in the report:**

11. The Council has the power to provide recreational facilities under section 19 of the Local Government (Miscellaneous Provisions) Act 1976. This includes outdoor facilities such as pitches for team games.

**Other Legal Implications:**

12. The City Council has the freehold on Lordshill Playing Fields.

**POLICY FRAMEWORK IMPLICATIONS**

13. None.

**KEY DECISION?** Yes

<b>WARDS/COMMUNITIES AFFECTED:</b>	Coxford
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**SUPPORTING DOCUMENTATION**

**Appendices**

1.	None
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**Documents In Members' Rooms**

1.	None
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**Equality Impact Assessment**

Do the implications/subject of the report require an Equality Impact Assessment (EIA) to be carried out.	No
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**Other Background Documents**

**Equality Impact Assessment and Other Background documents available for inspection at:**

Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)
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1.	None	
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# Agenda Item 10

<b>DECISION-MAKER:</b>	COUNCIL CABINET		
<b>SUBJECT:</b>	ADDITIONAL FUNDING TO BE ADDED TO THE ENVIRONMENT AND TRANSPORT CAPITAL PROGRAMME		
<b>DATE OF DECISION:</b>	COUNCIL	15 MAY 2013	
	CABINET	21 MAY 2013	
<b>REPORT OF:</b>	CABINET MEMBER FOR ENVIRONMENT AND TRANSPORT		
<b><u>CONTACT DETAILS</u></b>			
<b>AUTHOR:</b>	<b>Name:</b>	<b>John Harvey</b>	<b>Tel:</b> 023 8083 3927
	<b>E-mail:</b>	<a href="mailto:john.harvey@southampton.gov.uk">john.harvey@southampton.gov.uk</a>	
<b>Director</b>	<b>Name:</b>	<b>John Tunney</b>	<b>Tel:</b> 023 8091 7713
	<b>E-mail:</b>	<a href="mailto:john.tunney@southampton.gov.uk">john.tunney@southampton.gov.uk</a>	

## STATEMENT OF CONFIDENTIALITY

Not applicable.

## BRIEF SUMMARY

The report seeks to create a new scheme *Bridges to Prosperity* which will allow essential maintenance works to be carried out on key bridges in the City.

This report seeks approval to spend £4.19m on the delivery of The *Bridges to Prosperity* scheme and provides details of this scheme and how it is to be funded.

## RECOMMENDATIONS:

### COUNCIL

- (i) To accept the award of £2,470,000 of Local Pinch Point funding from the Department for Transport (DfT);
- (ii) To approve the addition of £2,470,000 to the Environment and Transport Capital Programme funded from the DfT Local Pinch Point Fund Government Grant;
- (iii) To approve the addition of £410,000 to the Environment and Transport Capital Programme funded from the 2015/16 Itchen Bridge Maintenance Fund (Revenue);
- (iv) To approve the addition of £400,000 to the Environment and Transport Capital Programme funded from the 2014/15 Local Transport Plan Government Grant;
- (v) To approve capital variations to the Environment and Transport Capital Programme totalling £910,000 in 2013/14 as detailed in Appendix 3;

- (vi) To note that as part of the above recommendations, a major scheme called “Bridges to Prosperity” will be created in order to maintain the major bridges in the City with a total budget of £4,190,000 and that the funding and detailed project expenditure is as set out in Appendices 1 and 2;
- (vii) To approve, in accordance with Financial Procedure Rules, capital expenditure of £4,190,000 on the Bridges to Prosperity scheme with phasing of £1,590,000 in 2013/14, £2,190,000 in 2014/15, and £410,000 in 2015/16; and
- (viii) To note that there is an obligation on the Council from DfT to cover any unbudgeted additional costs associated with the scheme.

#### **CABINET**

- (i) Subject to the decision of Council to approve the recommendations set out above, to approve the procurement and delivery of the Bridges to Prosperity capital scheme; and
- (ii) To delegate authority to the Interim Director of Environment and Economy to make decisions necessary to procure and deliver the Bridges to Prosperity scheme within the overall approved budget.

#### **REASONS FOR REPORT RECOMMENDATIONS**

1. Financial Procedure Rules require that approval to spend is secured to enable the delivery of the Council’s Capital Programme each year.
2. The scheme will enable essential maintenance works to ensure that these key structures remain fit for purpose and continue to provide essential local, regional and national transport routes across the City.

#### **ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

3. Council could refuse to accept the offer of additional funding from DfT. This would reduce the ability to repair and maintain the key structures in the City and could lead to reputational damage to the City Council, having submitted the bid.

#### **DETAIL (Including consultation carried out)**

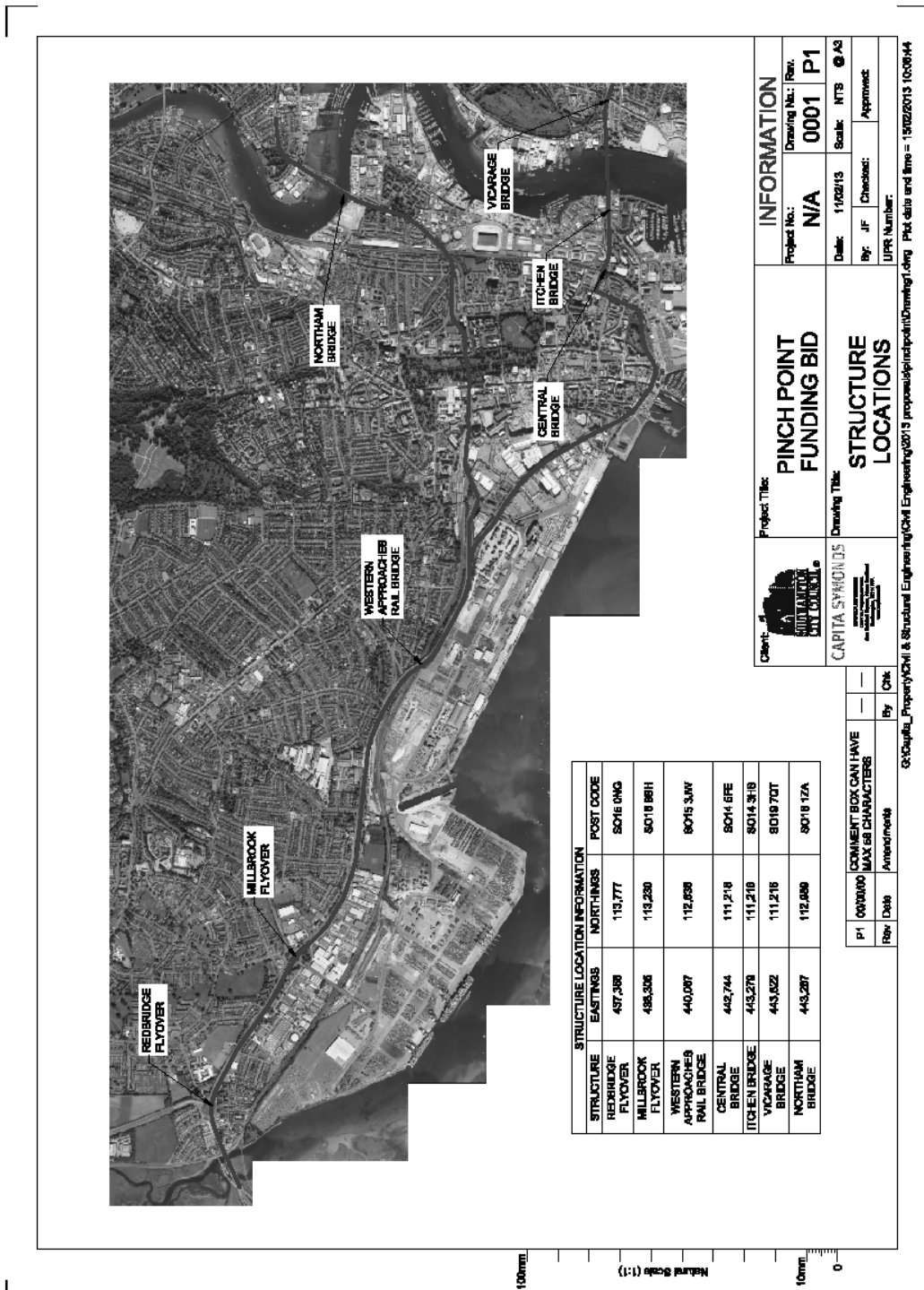
4. The *Bridges to Prosperity* Scheme was submitted to the Department of Transport (DfT) in February 2013 as a bid for a share of the Local Pinch Point funding that has been made available to deal with local road network issues, where serious congestion is being caused or will be caused without intervention.
5. The Bid included a package of essential structural repairs and maintenance measures on key bridges in the City, together with evidence of the impact on the City and the wider region if these works were not carried out, leading to possible restrictions on use or closures of the bridge(s) in the future.
6. The full amount of the bid has been awarded by DfT in the first round of Pinch Point scheme awards illustrating the importance of these works.
7. The following photograph shows the deterioration of the bearings under one of the structures:



Vicarage bridge bearing

8. The traffic modelling in support of the Pinch Point Bid indicated that if these bridge works are not carried out there will be restrictions or closure of the bridges in the future and the creation of bottlenecks. It also indicated that the long term cost to the City, residents and businesses could be 133 times more than the temporary inconvenience during construction. This is an unprecedented cost ratio illustrating the importance of the Bridges to the City.
9. The modelling demonstrated that all of these bridges are critical infrastructure and that their maintenance is essential to the future economy and vitality of the City.
10. The *Bridges to Prosperity* Scheme includes the delivery of the following essential maintenance works over the next three years:
  - Western Approach Rail Bridge
    - Bearing maintenance
    - Drainage improvements
    - Concrete repairs
    - Concrete surface treatment
  - Northam River Bridge
    - Waterproofing and resurfacing
    - New expansion joints
  - Central Bridge
    - Waterproofing and resurfacing
    - Concrete repairs
    - Drainage improvement
    - New expansion joints
  - Western Approach Flyovers (2)
    - Concrete surface treatment
    - Drainage improvement
  - Vicarage Bridge (part of Itchen bridge)
    - Bearing replacement
    - New expansion joints
    - Concrete repairs

11. The Bridges to Prosperity structures are located as shown:



12. The Traffic Management Act 2004 places a duty on The Council to coordinate all road works and reduce delays and congestion. Opportunities are taken to combine projects where possible to reduce the overall delays on the network that would occur if works were carried out separately.



13. The *Bridges to Prosperity* works have been carefully coordinated with each other and other roadworks on the network to ensure that there will be no conflicts on key traffic corridors. Some of the bridge works will involve diversions and temporary traffic arrangements and a comprehensive strategy has been developed to reduce disruption and delays. Care has been taken to avoid the closure of Bridges at the same time.

The following table illustrates this strategy:

14.

Phase	Bridge	Window for works to be carried out between (Estimated duration)	Temporary Traffic Arrangements
1	Central Bridge	Between October 2013 and March 2014 (20 weeks max)	Part of a larger scheme in this area which will require full closure of Central Bridge for much of the works. Itchen Bridge will remain open at all times with diversions in place.
2	Western Approach Rail Bridge	Between February 2014 and April 2014 (6 weeks)	Mostly works under the structure with minimum impact on daytime traffic Isolated lane closures Isolated night closures
3	Western Approach Flyovers (Millbrook and Redbridge)	Between March 2014 and April 2014 (8 weeks)	Mostly works under the structure with minimum impact on daytime traffic Isolated lane closures Isolated night closures
4	Northam River Bridge	Between July 2014 and August 2014 (8 weeks)	Works during school holidays Day time closures or contra flow during some operations.
5	Vicarage Bridge (part of Itchen Bridge)	Between September 2015 and February 2016 (20 weeks max)	Mostly works under the structure with minimum impact on daytime traffic Isolated lane closures Isolated night closures

15. It is proposed to carry out the *Bridges to Prosperity* works on Central Bridge (Terminus Terrace and Marsh Lane) at the same time as other planned works in the immediate area. This means the following works will be carried out as one comprehensive scheme within 20 weeks:

- Waterproofing the structure
- Resurface the structure and new expansion joints

- Replacing the drainage system
  - Installing traffic signals on the bridge and introducing two way traffic flow on part of Terminus Terrace (funded from *Platform for Prosperity* project)
  - Repairs to the reinforced spans
  - Cycle lanes and safety improvements (funded from LSTF cycling improvement scheme)
  - Installing traffic signals at Saltmarsh Road junction (funded from LSTF cycling improvement scheme)
16. It is anticipated that combining these works will save months of disruption compared to the alternative of carrying them out individually over the next three years. Early Contractor Involvement will ensure that the works are carried out in the most efficient manner and every effort will be made to reduce the closure period without compromising safety for the workforce or travelling public.
  17. The works on Central Bridge have been timed to avoid conflict with major works in Town Quay (part of *Platform for Prosperity Project*) and major development works in Evans Street which are both planned for later in 2014.
  18. Once completed, the works on Central Bridge will complement the improvements to the eastern railway span carried out by Network Rail in 2010.
  19. The works on Northam River Bridge involve taking off and replacing the road surface so that the bridge deck can be waterproofed and drainage improvements carried out. These works will be carried out during school holidays to reduce inconvenience and delays. Some daytime closures of lanes over the bridge will be required to protect the workforce and these will be managed to be as short as necessary.
  20. A comprehensive communication strategy will be developed to ensure that the public and other stakeholders are fully informed about the works and the reason for carrying them out. Clear messages will be issued on various media regarding any traffic restrictions in place so that motorists are able to make informed decisions and plan their journeys. My Journey and ROMANSE traffic information will be utilised in full.
  21. Appendix 1 shows how the *Bridges to Prosperity* Scheme is funded.
  22. The Environment and Economy Directorate Capital and Major Projects Board has an overarching responsibility for the delivery of the Environment and Transport Capital Programme whilst The Structures Board will manage the interface for delivery with the partner contractors, review progress and performance and report exceptions.
  23. *Bridges to Prosperity* will be managed through the corporate Project Management System, “PM Connect” which facilitates the financial and timely delivery of individual projects within the overall Scheme. The scheme will have an approved Project Initiation Document including authority to deliver, prior to commencement of any works.
  24. The works on each bridge will be procured through the SE7 Regional contract or the Highways HSP Contract as appropriate.

25. *Bridges to Prosperity* will require phasing to meet the DfT's requirement on spending the Pinch Point Funding grant by March 2015. Non DfT funded works will continue into 2016.
26. The Bridges for prosperity Bid was submitted to DfT on 21<sup>st</sup> February 2013. The Bid was supported by the following organisations:
- Blue Star
  - First
  - Transport for South Hampshire
  - ABP
  - Solent Local Enterprise Partnership
  - Future Southampton Group
  - Chamber of Commerce
27. On 22<sup>nd</sup> March, the Council was advised that the Bid had been supported to the full value requested. The Bid was one of only ten approved in the first round from over 170 applications. This recognises that the scheme will remove potential future bottlenecks on the network and support economic growth. The Bid demonstrated the very real contribution that the highway and structures network in the City provide to both the local and national economy. The ability to start work on the scheme immediately was also a factor in awarding the allocation. Both the Council's strategic partners, Capita and Balfour Beatty Living Places have been involved in the preparation of the bid and will be key to the delivery of the works.

## RESOURCE IMPLICATIONS

### Capital/Revenue

28. The Capital Programme for Environment and Transport Portfolio will be increased by £1,030,000 in 2013/14 and £1,440,000 in 2014/15 by the addition of the DfT Local Pinch Point Funding.
29. The Council has an obligation to match fund the *Bridges to Prosperity* Scheme by £560,000 in 2013/14, £750,000 in 2014/15 and £410,000 in 2015/16.
30. The 41% match funding by the Council is made up of a mix of LTP allocation, Itchen Bridge Maintenance Fund allocation and a contribution from the *Platform for Prosperity* Project as detailed below:

Capital virement from General Bridges Scheme in 2013/14 (including slippage from 2012/13) (Local Transport Plan Government Grant)	£560,000
Local Transport Plan Government Grant in 2014/15	£400,000
Capital virement from The Platform to Prosperity Scheme in 2014/15 (Local Transport Plan Government Grant)	£350,000
Itchen Bridge Maintenance Revenue Fund in 2015/16	£410,000
<b>Total SCC contribution (41%)</b>	<b>£1,720,000</b>

31. This capital expenditure can be fully funded as detailed in Appendix 1.
32. This report seeks to accept the award, add the funds to the Environment and Transport Capital programme and provide approval to spend the *Bridges to Prosperity* funding over 2013/14, 2014/15 and 2015/16 financial years as detailed in Appendix 2.
33. There is adequate contingency built into the individual projects within the *Bridges to Prosperity* scheme to ensure that the possibility of overspend on the projects is minimised.
34. There is a condition within the award of the DfT Local Pinch Point Funding that the Council accepts responsibility for any overspend on the scheme.
35. There is potential for a reduction in the Itchen Bridge Toll income during the comprehensive scheme of improvements to Central Bridge. The loss will be minimised by ensuring that the duration of the closure is as short as possible, alternative routes are well signed, traffic signals rephrased, and a comprehensive communication strategy is in place utilising all media. The Itchen Bridge will remain open throughout the duration of the works on Central Bridge. There may be some isolated night time closures during the works on Vicarage Bridge.

#### **Property/Other**

36. The City Council is responsible for circa 200 structures in the City. The major bridges to be maintained in the *Bridges to Prosperity* Scheme are also part of the public highway. The Council has an obligation to keep them maintained, repaired and in good order. It should be noted that failure to maintain our assets now will result in higher repair costs and more disruption in the future.

#### **LEGAL IMPLICATIONS**

##### **Statutory power to undertake proposals in the report:**

37. The *Bridges to Prosperity* scheme will be delivered in accordance with a variety of Highways and Environmental legislation, including but not limited to the Highways Act 1980, Road Traffic Regulation Act 1994, Traffic Management Act 2004, and s.1 Localism Act 2011 (the general power of competence) – there being no pre or post commencement limitations preventing the use of the power.

##### **Other Legal Implications:**

38. Procurement of the Scheme will be carried out in accordance with the Council's procurement strategy, existing and newly procured partnership contracts and in accordance with National and European procurement legislation and directives. Design and implementation of schemes will take into account the provisions of s.17 Crime and Disorder Act 1998 and the impact of schemes on individuals and communities will be assessed against Human Rights Act 1998 and Equalities legislation provisions.

#### **POLICY FRAMEWORK IMPLICATIONS**

39. The *Bridges to Prosperity* Scheme is compatible with the objectives of the Community Strategy.

40. The City Council is a Local Transport Authority as laid down in the Transport Act 2000 and the Council's relevant Policy Framework is the City of Southampton Local Transport Plan (LTP3).
41. The importance of the condition of the highway network in terms of defects, as well as its ability to assist in providing high quality transport for all modes cannot be understated in terms of providing an indication of the health and vitality of the City. Increased investment by the Council can only signal to businesses and residents that Southampton is a location to invest and commit to. Getting this message clearly across to key stakeholders in the City will be a priority once the scheme is approved.

**KEY DECISION?** Yes

<b>WARDS/COMMUNITIES AFFECTED:</b>	All
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### SUPPORTING DOCUMENTATION

#### Appendices

1.	<i>Bridges to Prosperity</i> – Sources of Funding
2.	<i>Bridges to Prosperity</i> – Approval to spend
3.	<i>Bridges to Prosperity</i> – Capital Variations

#### Documents In Members' Rooms

	None
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#### Equality Impact Assessment

Do the implications/subject of the report require an Equality Impact Assessment (EIA) to be carried out.	Yes (An EIA has been prepared for the scheme)
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#### Other Background Documents

**Equality Impact Assessment and Other Background documents available for inspection at:** Floor 3 One Guildhall Square

Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)
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1.	The City of Southampton Local Transport Plan (LTP3)	<a href="http://www.southampton.gov.uk/s-environment/transportplanning/localtransportplan3/">http://www.southampton.gov.uk/s-environment/transportplanning/localtransportplan3/</a>
2.	The City of Southampton Transport Asset Management Plan	<a href="http://www.southampton.gov.uk/s-environment/roadsandparking/roadsmaintenance/tamp.aspx">http://www.southampton.gov.uk/s-environment/roadsandparking/roadsmaintenance/tamp.aspx</a>
3.	<i>Bridges to Prosperity</i> – Local Pinch Point Fund Application Form	<a href="http://www.southampton.gov.uk/s-environment/transportplanning/funding.aspx">http://www.southampton.gov.uk/s-environment/transportplanning/funding.aspx</a>

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### BRIDGE MAINTENANCE SPEND 2013/14 TO 2015/16 ASSUMING PINCH POINT FUND BID IS SUCCESSFUL

Bridge	2012/13		2013/14		2013/14		2013/14		2013/14		2014/15		2014/15		2014/15		2015/16		2015/16		2015/16		Total				
	Slippage	LTP	Pinch Point	LTP	IBMF	RGF	Total	Pinch Point	LTP	IBMF	RGF	Total	Pinch Point	LTP	IBMF	RGF	Total	Pinch Point	LTP	IBMF	RGF	Total	Pinch Point	LTP	IBMF	RGF	Total
<b>PINCH POINT SPEND</b>																											
Western Approach Rail			30,000	410,000			440,000	100,000															130,000	410,000			540,000
Northam River Bridge			900,000				900,000	300,000															1,200,000				1,200,000
Central Bridge	127,000			23,000			150,000	850,000	350,000			1,200,000											850,000	500,000			1,350,000
Western Approach Flyovers			100,000				190,000	190,000	250,000			440,000											290,000	250,000			540,000
Vicarage Bridge (Ichen)									150,000			150,000			410,000									150,000	410,000		560,000
<b>TOTAL</b>	<b>127,000</b>		<b>1,030,000</b>	<b>433,000</b>			<b>1,590,000</b>	<b>1,440,000</b>	<b>750,000</b>			<b>2,190,000</b>			<b>410,000</b>							<b>2,470,000</b>	<b>1,310,000</b>			<b>4,190,000</b>	
<b>PINCH POINT BID FIGURES</b>																											
			1,030,000	560,000			1,590,000	1,440,000	400,000			2,190,000			410,000							2,470,000	960,000			3,500,000	4,190,000

0 check

Bridge	2012/13		2013/14		2013/14		2013/14		2013/14		2014/15		2014/15		2014/15		2015/16		2015/16		2015/16		Total				
	Slippage	LTP	Pinch Point	LTP	IBMF	RGF	Total	Pinch Point	LTP	IBMF	RGF	Total	Pinch Point	LTP	IBMF	RGF	Total	Pinch Point	LTP	IBMF	RGF	Total	Pinch Point	LTP	IBMF	RGF	Total
<b>OTHER BRIDGE SPEND</b>																											
Kingsway Subway	61,000						61,000																61,000				61,000
Millbrook Rd Footbridge	23,000						23,000																23,000				23,000
Brock Bridge	13,000						13,000																13,000				13,000
New Mansbridge Road Bridge	67,000						67,000																67,000				67,000
Other bridge works									300,000			300,000												300,000			300,000
Ichen Bridge works					12,000		12,000								200,000								200,000				200,000
£50k Bridge emergency works				31,000			31,000		50,000			50,000		50,000									50,000	131,000			212,000
<b>TOTAL</b>	<b>164,000</b>			<b>31,000</b>	<b>12,000</b>		<b>207,000</b>		<b>50,000</b>			<b>50,000</b>		<b>350,000</b>	<b>200,000</b>							<b>595,000</b>	<b>212,000</b>			<b>807,000</b>	
<b>TOTAL BRIDGE SPEND</b>																											
	291,000		1,030,000	464,000	12,000		1,797,000	1,440,000	800,000			2,240,000		350,000	610,000							2,470,000	1,905,000			4,997,000	

464,000

**Bridges for Prosperity - Sources of Funding****A**

<b>FUNDING STREAM</b>	<b>2013/14</b>	<b>2014/15</b>	<b>2015/16</b>	<b>TOTAL CAPITAL FUNDING</b>
	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>
<b>LTP Government Grants</b>	560	750	0	1,310
<b>Government Grants (Pinch Point)</b>	1,030	1,440	0	2,470
<b>Revenue (IBMF)</b>	0	0	410	410
<b>Total Funding</b>	<b>1,590</b>	<b>2,190</b>	<b>410</b>	<b>4,190</b>



## Appendix 1

**Bridges for Prosperity - Capital Approval to Spend****A**

<b>Bridge</b>	<b>2013/14</b>	<b>2014/15</b>	<b>2015/16</b>	<b>TOTAL CAPITAL EXPENDITURE</b>
	<b>£000</b>	<b>£000</b>	<b>£000</b>	<b>£000</b>
<b>Western Approach Rail</b>	440	100	0	540
<b>Northam River Bridge</b>	900	300	0	1,200
<b>Central Bridge</b>	150	1,200	0	1,350
<b>Western Approach Flyovers</b>	100	440	0	540
<b>Vicarage Bridge (Itchen)</b>	0	150	410	560
<b>TOTAL</b>	<b>1,590</b>	<b>2,190</b>	<b>410</b>	<b>4,190</b>

## Appendix 2

VARIATIONS & ADDITIONS TO THE ENVIRONMENT AND TRANSPORT CAPITAL PROGRAMME

Appendix 3

Block	Scheme No	Scheme Description	2013/14	2013/14	2013/14	2014/15	2014/15	2014/15	2014/15	2015/16	2015/16	2015/16	Total	Total	Total
			LTP Government Grants £000	Government Grants (Pinch Point) £000	Total Funding 2013/14 £000	LTP Government Grants £000	Government Grants (Pinch Point) £000	Total Funding 2014/15 £000	Revenue (BMF) £000	Total Funding 2015/16 £000	LTP Government Grants £000	Government Grants (Pinch Point) £000	Total	Total	Total

Variations to the Capital Programme															
Bridges	C7911	Bridges Maintenance (including slippage)	-560	0	-560	0	0	0	0	0	-560	0	0	0	-560
Bridges	C8911	Platform for Prosperity	0	0	0	-350	0	-350	0	0	-350	0	0	0	-350
Bridges	New	Bridges to Prosperity	560	0	560	350	0	350	0	0	910	0	0	0	910
													0	0	0
<b>Net Capital Variations</b>															
													0	0	0

Additions to the Capital Programme - funded by additional Pinch Point government grant, LTP government grant (2014/15) and Revenue BMF															
Bridges	New	Bridges to Prosperity		1,030	1,030	400	1,440	1,840	410	410	400	2,470	410	410	3,280

Memo: Following capital variation & addition this revises the capital schemes as below															
Bridges	New	Bridges to Prosperity	560	1,030	1,590	750	1,440	2,190	410	410	1,310	2,470	410	410	4,190

<b>DECISION-MAKER:</b>	CABINET		
<b>SUBJECT:</b>	SMART TICKETING BACK OFFICE PROCUREMENT		
<b>DATE OF DECISION:</b>	21 MAY 2013		
<b>REPORT OF:</b>	CABINET MEMBER FOR ENVIRONMENT AND TRANSPORT		
<b><u>CONTACT DETAILS</u></b>			
<b>AUTHOR:</b>	<b>Name:</b>	<b>Thomas King</b>	<b>Tel:</b> 07825119311
	<b>E-mail:</b>	Thomas.king@southampton.gov.uk	
<b>Director</b>	<b>Name:</b>	<b>John Tunney</b>	<b>Tel:</b> 023 8091 7713
	<b>E-mail:</b>	John.tunney@southampton.gov.uk	

<b>STATEMENT OF CONFIDENTIALITY</b>
N/A

## **BRIEF SUMMARY**

This report seeks agreement on the procurement and award of a new smart ticketing contract to be delegated to the Interim Director of Environment and Economy. This decision is required to ensure the procurement timescales can be adhered to and the contract awarded once the tender evaluation process has been undertaken.

## **RECOMMENDATIONS:**

- (i) To delegate authority to the Director of Environment and Economy to take action necessary to procure and enter into a contract for the delivery of a smart ticketing back office system.

## **REASONS FOR REPORT RECOMMENDATIONS**

1. To enable the Council to award the contract for smart ticketing without delay, once the tender process has been undertaken in partnership with other Transport for South Hampshire and Isle of Wight (TfSHIoW) authorities.
2. The smart ticketing back office system currently supports Southampton's SmartCities card which delivers key services, including Southampton's English National Concessionary Travel Scheme.

## **ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

3. The option of seeking Cabinet approval once the tender evaluation process has been undertaken was considered. This was rejected on the grounds that it would unnecessarily delay contract award and potentially impact upon the transfer of the current back office arrangements to the new provider. The Local Sustainable Transport fund (LSTF) funding provided by the Department for Transport (DfT) is required to be spent within the current financial year.

## **DETAIL (Including consultation carried out)**

4. Following a successful LSTF bid, Southampton City Council (SCC) as part of TfSHIoW is required as part of the funding commitment to deliver a multi-modal smart ticketing scheme for bus and ferry across south Hampshire. One of the main deliverables is the procurement of a centralised smart ticketing back office system. The chosen system will also replace the current SCC back office contract which is due to expire in July 2013. The back office system is an essential part of Southampton's concessionary fares scheme. The new back office procurement will ensure 'business as usual' for all passholders and provide the foundations to deliver the other commitments within TfSHIoW's LSTF bid, which includes: funding equipment to rollout smart ticketing across the TfSHIoW region; and upgrading the current paper based, bus only Solent Travelcard to a 'smart' multi-operator, multi-modal travelcard.
5. Appendix 1 shows the executive summary of the Local Sustainable Transport Fund bid.
6. The OJEU procurement process is being led by Southampton City Council, on behalf of the TfSHIoW partner authorities, to procure a framework contract. Named authorities will be able to call-off the framework and deal directly with the chosen supplier.
7. It is anticipated that between 3-5 suppliers will bid for the contract. Suppliers will be required to demonstrate that they are certified to version 2.1.4 of the national smart ticketing standard 'ITSO'.
8. The combined contract value for the lifetime of the four year framework is anticipated to be up to £2.0m. SCC's costs are likely to be in the range of £160,000 - £400,000. Contract management will be undertaken by each authority. Ongoing maintenance will be covered as part of the annual charge. Where required, existing IT systems will be integrated with the chosen supplier's systems.
9. The two stage procurement process started on the 21 March 2013 with the release of the Pre Qualifying Questionnaire. Following the Pre Qualifying Questionnaire stage, approved tenderers will be issued with the Invitation to Tender Document. This includes a detailed specification along with a series of questions and method statements, which will be evaluated in accordance with set criteria. The contract will be awarded in June / July 2013, with implementation estimated to take around six months.

## **RESOURCE IMPLICATIONS**

### **Capital/Revenue**

10. It is estimated that the cost of the smart ticketing back office system will be up to £2.0 million. This figure will depend upon the responses received and the level of take up amongst TFSH and IoW partners. Capital funding has been secured as part of the Local Sustainable Transport Fund bid; this will cover all back office costs until 2014/15. Once the funding period has concluded, future revenue costs will be shared between TfSH's partners. SCC is likely to see a reduction in ongoing costs as a result of greater competition within the supplier market.

11. Financial approval was given for the 'Addition of Transport Funding to the Capital and Revenue Programme' at full Cabinet on 13<sup>th</sup> November 2012. Decision ref: CAB 12/13 9215.

**Property/Other**

12. There are no property or other implications

**LEGAL IMPLICATIONS**

**Statutory power to undertake proposals in the report:**

13. S1 Localism Act 2011 empowers the Council to do anything that a private individual may do (the 'General Power of Competence) subject to any pre- and post commencement limitations. Subject to compliance with UK procurement legislation in undertaking the procurement it is not considered that and pre or post commencement limitations apply.

**Other Legal Implications:**

14. In undertaking the procurement activities highlighted in this report, the Council will be required to comply with Contract procedure Rules and UK / EU procurement legislation. Any system procured will be required to be fully accessible in accordance with the Equalities Act 2010. An Equalities Impact Assessment has been carried out in the preparation of this report and is available for inspection.

**POLICY FRAMEWORK IMPLICATIONS**

15. The smart ticketing back office procurement is linked to the delivery of SCC's Local Transport Plan 3 (LTP3). Smart ticketing has been identified as a key driver in delivering Policy I and J: To encourage private investment in bus, taxi and community transport solutions, where practical, better infrastructure and services; and to further develop the role of water-borne transport within the TfSH area and across the Solent. The LSTF bid and the subsequent funding awarded by the DfT will enable the policies relating to smart ticketing within LTP3 to be delivered.

**KEY DECISION?** Yes

<b>WARDS/COMMUNITIES AFFECTED:</b>	All
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## SUPPORTING DOCUMENTATION

### Appendices

1.	Executive summary of the Local Sustainable Transport Fund bid - 'Package Description Point 2, South Hampshire smartcard ticketing system'
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### Documents In Members' Rooms

1.	None
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### Equality Impact Assessment

Do the implications/subject of the report require an Equality Impact Assessment (EIA) to be carried out.	Yes
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### Other Background Documents

#### Equality Impact Assessment and Other Background documents available for inspection at:

Transport Policy & Sustainable Travel Team  
Floor 4, One Guildhall Square, Civic Centre Place  
Southampton, SO14 7FP

Title of Background Paper(s)

Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)

	Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)
1.	LSTF Bid	
2.	Smart Card Business Case (MVA)	



# A Better Connected South Hampshire

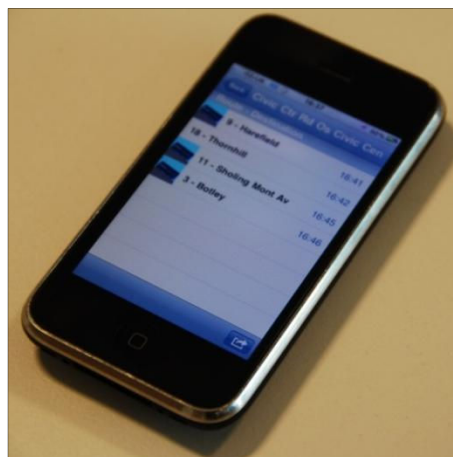
## Agenda Item 11

DfT Local Sustainable Transport Fund Bid

Appendix 1

December 2011

### Executive Summary



## Executive Summary

Transport for South Hampshire (TfSH) is delighted to submit a business case for funding from the Local Sustainable Transport Fund (LSTF) of **£17.8m** to be added to **£13.3m local contributions** from local authorities, bus operators, BAA and local businesses such as Aviva and B&Q. Our proposals support **sustainable economic growth** within urban South Hampshire, whilst also **reducing carbon**.

Rising levels of congestion **threaten economic growth** and increase carbon emissions; but more highway capacity is unsustainable. However, **two-thirds of trips are less than 5km**; providing an **opportunity** to transfer trips to improved bus services or active modes.

### Package Description

Our package involves an investment of £31.2m and comprises three **inter-locking** layers:

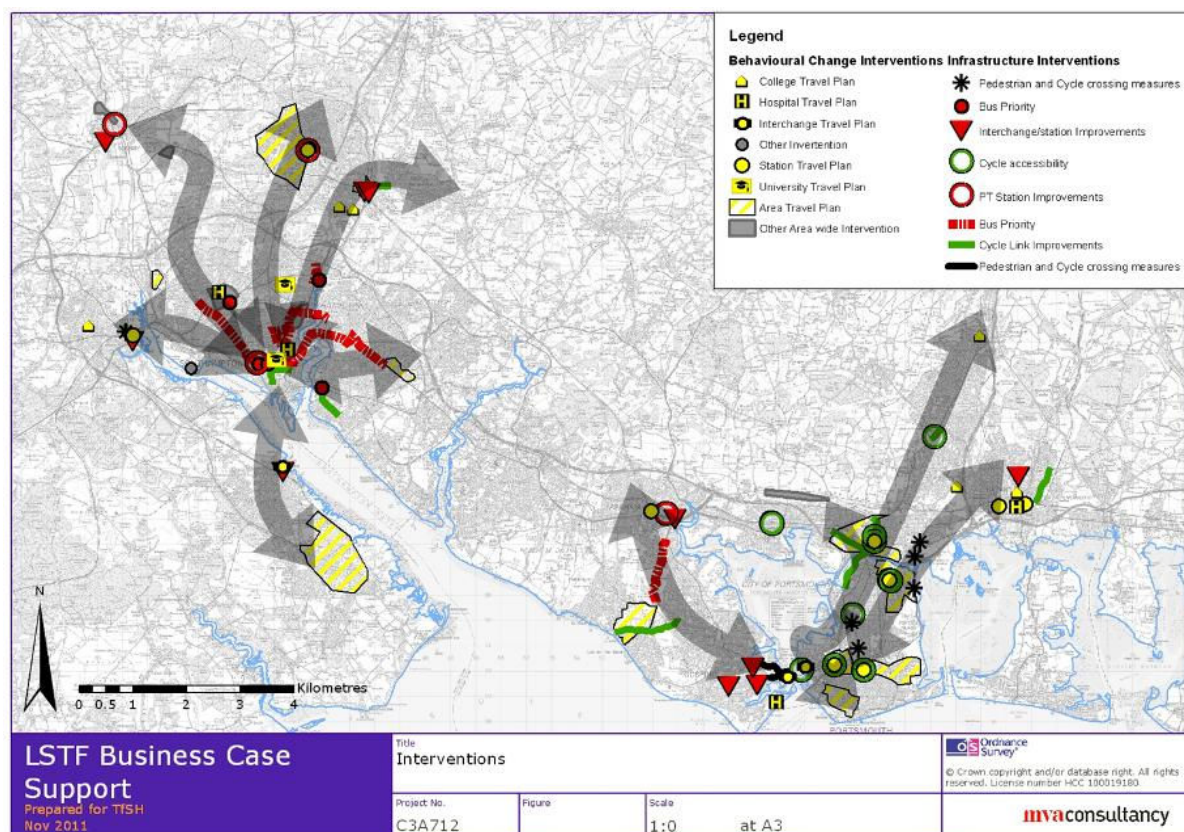
- 1) Low cost **physical improvements along nine corridors** to ensure that public transport provides a realistic, reliable and therefore attractive alternative to the private car, linking people to jobs – total cost £16.4m
  - Enhancements to **16 bus and rail interchanges** covering improved access, more and clearer information, cycle parking, shelters and seating;
  - Improving bus journey time reliability with targeted **priority measures and junction improvements**;
  - A step change in public transport information with **250 Real Time Passenger Information screens** and the ability to access real time information using **Smartphones**, and through **SMS text** at other bus stops.
  - Integrating public transport and active modes through **cycle links and pedestrian and cycle crossings**;
- 2) Integration of public transport with an inter-operable **South Hampshire smartcard ticketing** system – total cost £9.3m
  - ITSO compliant smartcard across bus and ferry services, implemented and run in partnership with South Hampshire Bus Operator Association (SHBOA);
- 3) A highly targeted marketing approach to achieve **behavioural change**, underpinning the other two – total cost £5.1m.
  - Travel awareness campaigns
  - Station and interchange Travel Plans
  - Engaging residents and businesses
  - Hospital Travel Plans
  - Travel to school and college initiatives
  - Promoting Smartcards

In addition there is £0.3m for monitoring and evaluation of benefits.

### Key Outcomes from LSTF Package

<ul style="list-style-type: none"> <li>• <b>8.5 BCR and £255m NPV</b></li> <li>• £3.9m in 2014 <b>agglomeration benefits</b></li> <li>• <b>creates 375 new jobs</b> by 2019 and <b>763 by 2026</b> directly from the LSTF interventions</li> <li>• reinforces the 38k new jobs predicted by 2026</li> <li>• improves access to jobs on <b>nine key corridors</b></li> <li>• provides wider labour markets for employers</li> <li>• strengthens the roles of our three international gateways and our city centres</li> <li>• targets significant <b>pockets of deprivation, economic inactivity and health problems</b></li> <li>• tackles 28 barriers identified by stakeholders</li> </ul>	<ul style="list-style-type: none"> <li>• <b>reduces carbon</b> output by <b>26k tonnes</b> (c 1%)</li> <li>• improves air quality (-56tonnes NOx pa)</li> <li>• delivers mode shift from the <b>private car (-5%)</b></li> <li>• <b>increases PT use (+25%)</b></li> <li>• <b>reduces congestion by 10%</b></li> <li>• improves bus journey times (-1% to -7%)</li> <li>• improves environment at PT interchanges</li> <li>• much improves access to PT services</li> <li>• improves journey time reliability for all</li> <li>• improves health and reduce absenteeism and mortality (save about 1 life pa)</li> <li>• reduces road accidents (-37 PIAs pa)</li> </ul>
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The figure below shows the nine corridors and the locations of the physical interventions and behavioural change measures; the smart ticketing system will operate across the TfSH area on bus and ferry services.



Our package of interventions represents a **targeted approach**: targeted on nine economically crucial commuter corridors; targeted on areas containing groups with a propensity for changing behaviour; targeted on making the transport system work harder and more efficiently; targeted on linking disadvantaged sectors of the population with new and existing employment opportunities .

### Partnerships

TfSH is a partnership with a **proven track-record of delivery**. It is a formal Joint Committee, made up of the local transport authorities of Hampshire County Council (HCC), Southampton City Council (SCC) and Portsmouth City Council (PCC), as well as the **Solent Local Enterprise Partnership**. TfSH provides advice and research for both **Partnership for Urban South Hampshire (PUSH)** and the **Solent LEP** on transport matters. Partnership working is a strong feature of TfSH, and has been a key component of the development of this business case.

### Our stakeholders

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>• District Councils</li> <li>• PUSH</li> <li>• South Hampshire Bus Operators Association (SHBOA) and ferry operators</li> <li>• Sustrans</li> <li>• University of Southampton</li> <li>• South Downs National Park</li> <li>• Southampton Airport</li> <li>• Associated British Ports</li> <li>• BAA</li> </ul> | <ul style="list-style-type: none"> <li>• Transport Alliance (Chambers of Commerce, Business Solent and Hampshire Economic Partnership)</li> <li>• Highways Agency</li> <li>• South West Trains</li> <li>• Network Rail</li> <li>• NHS</li> <li>• Exxon</li> <li>• DB Schenker (port freight operator)</li> <li>• Gun Wharf Quays (shopping centre)</li> </ul> |
|--|---|

# 1 Strategic Case

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## Characteristics of the Area

South Hampshire is the **largest urbanised area in southern England, outside London** and is home to over 1.1m people. It reflects a **functional economic area**, anchored around the two cities of Portsmouth and Southampton and the M27 corridor. Its coastal geography with a number of peninsulas creates particular transport challenges, with movements channelled through a limited number of river, estuary and harbour crossing points.

The area has strong economic links with its neighbouring areas, and also with regional, national and global economies, principally through its **three international gateways** – Port of Southampton, Port of Portsmouth and Southampton International Airport.

South Hampshire, and in particular the two cities have been underperforming in comparison to the wider South East and the recession has exacerbated this. Southampton, Portsmouth and Gosport stand out as having particularly acute problems across a range of measures, with significant **pockets of deprivation, economic inactivity and health problems**.

Despite this inequality the economic opportunities of the area are significant. The marine, logistics, higher education and advanced manufacturing sectors are very strong national economic drivers. The **Economic Development Strategy** for the area has identified a preferred growth scenario to realise 56,300 new jobs in South Hampshire by 2026.

Particular opportunities exist around a number of key sectors that tend to locate in our cities, as well as at the Enterprise Zone at Daedalus. The key period of effort needs to be from 2011 to 2015, to increase the GVA growth rate, and set South Hampshire on a preferred growth trajectory.

## Current and Future Transport-Related Problems

Overall there is a significant use (25%) of **Active Modes** across the area during an average day but this reduces considerably for journeys to work (10.6% walk and 4.6% cycle) where the majority of trips are made by car (70%). **Severe congestion** exists throughout the area, especially at junctions on radial routes into the city centres and between urban centres. Around 10% of peak period highway travel time is spent in **queues**. Significant increases in highway capacity for general traffic are not sustainable. Examination of where **bus speeds fall below 10kph** has identified the corridors where physical measures can be designed to improve bus speeds and reliability.

Total car demand on the highway network is expected to grow by 13% by 2026 (assuming only committed interventions and therefore constrained by increased congestion). Furthermore, the total time lost due to **delays will increase by more than 50%** compared to today. Most of the vehicles contributing to the highway delays are on short trips – **68% of highway trips are less than 5km** in length – highlighting the **opportunity** to transfer these trips to improved bus services or active modes. Public transport demand overall will rise, but bus patronage is forecast to decline slightly as a result of the worsening highway congestion and the resultant worsening bus journey time reliability.

Forecasts of **vehicle emissions** show that despite rising vehicle hours and kilometres, technology improvements will reduce all emissions except **carbon** up to around 2020. Beyond that emissions increase significantly.

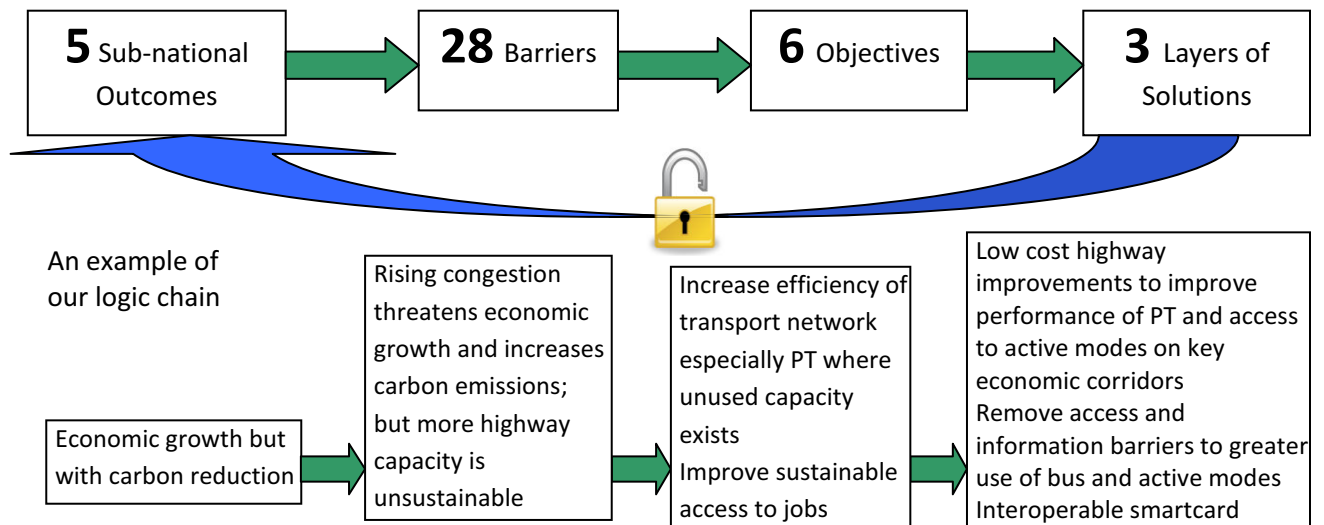
Our SRTM modelling capability enables us to demonstrate the impact of transport **constraints on economic growth**.

In the figure below, the green line shows employment growth unconstrained by worsening transport costs, whereas the pink line shows the impact of increased transport costs in South Hampshire. The gap between the two lines shows the impact of what would happen without the LSTF investment. Our LSTF proposals will start the process of bridging this gap.



### Developing Transport Solutions

We adopted a careful analytical process to identify the solutions needed to unlock our preferred outcomes.



A **MOSAIC analysis** was undertaken to identify those most likely to respond positively to our proposals. This resulted in a set of **nine well-defined corridors** targeted at supporting our cities, economic centres and growth opportunities within which to concentrate interventions. The analysis also identified disadvantaged sectors of the community where there were demonstrable barriers to employment opportunities either close-by or within reach by public transport. Essentially the problem is that **low skilled workers do not now live conveniently nearby low skilled employment** and do not have low cost transport options to make the journey. In addition the analysis took account of significant development opportunities such as the Enterprise Zone at Daedalus.

Much can be achieved by a **co-ordinated and concerted series of ‘nudges’** concentrated on specific corridors, economic sectors and population segments. The full range of potential interventions was tested at a stakeholder workshop.

The LSTF interventions are framed by and form part of a wider **Long Term Strategic Implementation Plan (LTSIP)** for South Hampshire, and represent a critical **first step** to reducing the number of car trips and managing our transport networks better.

## 2 Economic Case

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In recent years TfSH has substantially increased its evidence capability through an investment in the webTAG-compliant **Sub-Regional Transport Model (SRTM)** that includes a **Local Economic Impact Model (LEIM)**.

The **SRTM** was used in combination with TUBA to determine the economic case for the proposed interventions. The Net Present Value (NPV) and Benefit Cost Ratio (BCR) of the whole package is greater than the sum of its parts. The **whole package**, over a 30yr appraisal period, produces a **NPV of £253m with a BCR of 8.5**. These result from a **5% reduction in car trips; a 24% increase in public transport trips and a 9% increase in active modes** in 2026. **Business users** benefit significantly through time savings from reduced congestion which also benefits bus passengers and operations. In addition, increased patronage benefits the public transport operators.

There will be an increase in employment of **375 jobs by 2019 and 763 by 2026** directly attributable to our LSTF interventions. These are located principally in Southampton and Portsmouth supporting the PUSH ‘cities first’ approach. In addition there is an expected increase in public transport operator employment of **25% (c 375 jobs)** and **394 new jobs** expected during the implementation phases and possibly beyond. Furthermore, the generation of new jobs in the Daedalus Enterprise Zone (650 by 2015 and 3,700 by 2026) will be significantly reinforced by the package measures. These increases in employment are part of the **56,000 additional jobs** forecast by 2026 for the TfSH area, assuming no further interventions beyond the LSTS measures.

Early results, from a Wider Benefits analysis using LEIM, show significant **agglomeration benefits amounting to £3.94m** in 2014.

## 3 Commercial Case

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TfSH has a **proven track-record of delivery** that underpins our confidence that all projects will be deliverable within the stated timescales and milestones. Responsibility for delivery of the proposals will be allocated between the three local authorities and the bus and ferry transport operators, as appropriate.

Most of the individual projects are relatively small and independent of each other. They also utilise **non-competing resources** and the reduction in LTP funding by a third last year has freed up delivery capacity. Recent success in other bids does not compromise this position.

All three TfSH local authorities have an **established approach to procurement** which means that procurement arrangements are already in place and will support delivery. For the smartcard system, the bus and ferry operators will use **established procurement mechanisms** at national/company levels. We have a **Memorandum of Understanding** between TfSH and SHBOA for implementation of the smartcard system and **firm contracts** will be drawn up with individual operators ready for the funding decision in June 2012.

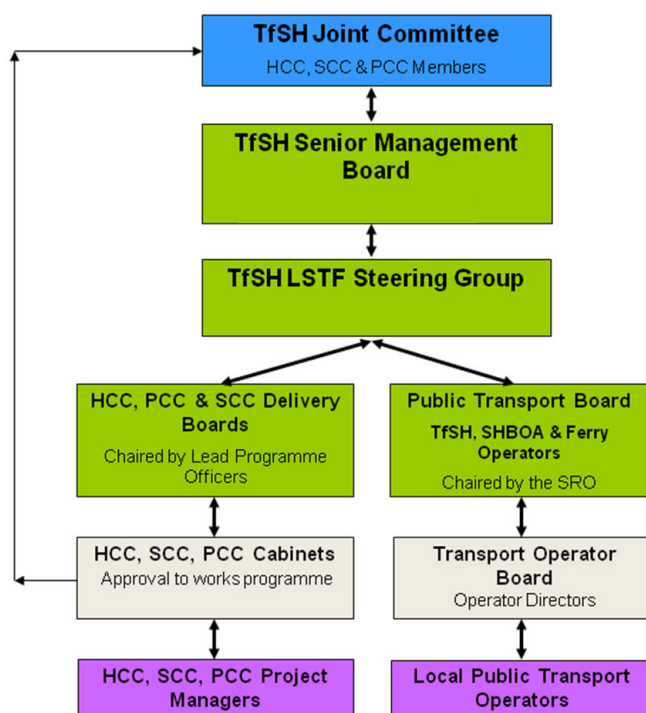
## 4 Financial Case

Whole Package	2012/13	2013/14	2014/15	Total
DfT revenue funding sought	£1,469,833	£2,668,028	£1,947,388	£6,085,000
DfT capital funding sought	£3,576,999	£4,160,752	£4,015,803	£11,754,000
<b>DfT TOTAL funding sought</b>	<b>£5,046,832</b>	<b>£6,828,780</b>	<b>£5,963,191</b>	<b>£17,839,000</b>
Local contribution	£3,372,217	£5,463,824	£4,488,541	£13,324,000
<b>TOTAL PACKAGE COST</b>	<b>£8,419,049</b>	<b>£12,292,604</b>	<b>£10,451,732</b>	<b>£31,163,000</b>

All costs include a level of contingency and an uplift from lessons learned in other similar schemes. **Financial sustainability** equals about £2m pa. **Local contributions** are from local authorities, bus operators, BAA and local businesses such as Aviva and B&Q.

## 5 Management Case

A small amount of additional resource and management will be added to our existing **governance** of TfSH. Our detailed **project plan** shows the key output milestones, interactions and timescales. There are few dependencies. Within the three year implementation period, activity will be progressed across all corridors to achieve economies of scale. Critical to the whole package is the inter-operable smartcard and considerable advanced work has been undertaken and lessons learnt from similar installations. The **management of risk** is shared by the individual local authority and public transport Delivery Boards. The **realisation of benefits** from behavioural and physical interventions will be monitored by the proposed shared service for behaviour change including the University of Southampton and SUSTRANS.



*Governance Chart*

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<b>DECISION-MAKER:</b>	CABINET		
<b>SUBJECT:</b>	CARLTON CRESCENT CONSERVATION AREA APPRAISAL AND MANAGEMENT PLAN		
<b>DATE OF DECISION:</b>	21 MAY 2013		
<b>REPORT OF:</b>	CABINET MEMBER FOR ENVIRONMENT AND TRANSPORT		
<b><u>CONTACT DETAILS</u></b>			
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<b>STATEMENT OF CONFIDENTIALITY</b>
None

## **BRIEF SUMMARY**

An appraisal was carried out on the Carlton Crescent Conservation Area during 2012 as part of the continuing appraisal programme. The final document recommends a number of management proposals that will help to guide future development.

## **RECOMMENDATIONS:**

- (i) To adopt the Conservation Area Appraisal and Management Plan in order that the policies contained within the Management Plan will guide future development proposals in the Conservation Area;
- (ii) To approve the proposal to develop an Article 4 Direction for Canton Street to remove Permitted Development (PD) rights for works to the roofs and front elevations, and to authorise officers to prepare a draft Article 4 Direction and consult with residents; and
- (iii) To approve the boundary of the Conservation Area remaining unchanged.

## **REASONS FOR REPORT RECOMMENDATIONS**

1. To enable the Council to manage change inside the Conservation Area within a clear framework.

## **ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

2. Not to adopt the Conservation Area Appraisal and Management Plan. This would result in the present out-of-date appraisal and guidance being used to inform development proposals within the Conservation Area.

## **DETAIL (Including consultation carried out)**

3. A Conservation Area is 'an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance'. Southampton City Council designated Carlton Crescent as a Conservation

Area in 1972 to conserve the special character and appearance of the area. The last appraisal of the area was published in 1986 and is therefore 27 years old.

4. The Conservation Area consists of a large number of listed buildings and is particularly important as a cohesive example of Regency style architecture in Southampton.
5. The Appraisal was carried out over several months and involved a photographic survey of all buildings in the Conservation Area, an assessment of historic maps and a brief analysis of the exteriors of most of the historic buildings, an assessment of the issues facing the Conservation Area, a review of the appropriateness of the Conservation Area boundary, an assessment as to whether new development has made a positive, negative or neutral impact on the character of the Conservation Area and the formulation of management policies for the area.
6. Letters were delivered to each property in the Conservation Area outlining the appraisal and public consultation process. A public meeting was held on 15 February 2013 at the start of the six week public consultation. The consultation period ended on 31 March 2013. Responses were received from 15 people including representation from the City of Southampton Society and St. Anne's Catholic School. A summary of the responses are detailed in Appendix 2.
7. Two specific proposals were suggested during the consultation period.
8. The first proposed change was to alter the boundary of the Carlton Crescent Conservation Area to include the whole of the St. Anne's Catholic School site, as an acknowledgement that it is illogical to draw the line arbitrarily so that some of the school buildings are included and others are not. This suggestion was met with objections at a briefing held with the Headmistress on 6 February, at the public meeting on 15 February, and in several letters and written feedback received.
9. Further discussion regarding this first proposal included consideration of the following options:
  - Option 1 Change the boundary to include the whole of the school site
  - Option 2 Change the boundary to exclude the whole of the school site
  - Option 3 Leave the boundary as it currently is.
10. It is recommended that Cabinet approve Option 3 and that the boundary of the Conservation Area remains unchanged.
11. The second proposed change is to introduce an Article 4 Direction for Canton Street in order to protect against unsympathetic alterations and preserve the current, valued, character of the street. The Article 4 Direction will include proposals to remove Permitted Development rights for works to the roofs and front elevations of all residential properties. This proposal has been met with general approval by local residents.
12. It is recommended that Cabinet approve the proposal to make an Article 4 Direction for Canton Street, and that officers are authorised to begin consultations with residents.
13. The adoption of the Carlton Crescent Conservation Area Appraisal and Management Plan will assist the Local Planning Authority to ensure that

proposals for future development both enhance the area and assist with future regeneration.

## **RESOURCE IMPLICATIONS**

### **Capital/Revenue**

- 14. There is no capital implication arising from this report.
- 15. There are no revenue implications.

### **Property/Other**

- 16. There are no property implications for the Council arising from the recommendations contained within this report.

## **LEGAL IMPLICATIONS**

### **Statutory power to undertake proposals in the report:**

- 17. The Planning (Listed Buildings and Conservation Areas) Act 1990.

### **Other Legal Implications:**

- 18. The Council must be satisfied that any Conservation Area Appraisal and Management Plan conforms to the requirements of the Human Rights Act 1998, in particular, Article 1 of the First Protocol in relation to the Protection of Property. Any interference with property rights (including restricting development opportunities, etc.) must be necessary and proportionate in order to control the use of property in accordance with the general public interest.

## **POLICY FRAMEWORK IMPLICATIONS**

- 19. The recommendations set out in the Carlton Crescent Conservation Area Appraisal and Management Plan are based on and complement, the existing policies set out in the Core Strategy and the saved policies of the City of Southampton Local Plan Review.

**KEY DECISION?** Yes

<b>WARDS/COMMUNITIES AFFECTED:</b>	Bevois and Bargate
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## SUPPORTING DOCUMENTATION

### Appendices

1.	Carlton Crescent Conservation Area Appraisal and Management Plan
2.	Consultation Responses to the Draft Carlton Crescent Conservation Area Appraisal & Management Plan - April 2013

### Documents In Members' Rooms

1.	None
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### Equality Impact Assessment

Do the implications/subject of the report require an Equality Impact Assessment (EIA) to be carried out.	No
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### Other Background Documents

**Equality Impact Assessment and Other Background documents available for inspection at:**

1.	None	
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# Carlton Crescent Conservation Area





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# Introduction

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The Carlton Crescent Conservation Area, which includes Rockstone Place, Carlton Crescent, Carlton Place, Southampton Street, Handford Place, Upper Banister Street, Canton Street and parts of Bedford Place, Henstead Road and London Road, was formally designated in 1972.

With Conservation Area designation comes extra controls. These controls cover:

- minor developments such as porches, extensions, satellite dishes and boundary walls;
- demolition of buildings; and
- works to trees.

The objectives of these measures are to help preserve the special character and appearance of the area and maintain, or improve, its environmental quality. Whilst it is recognised that Conservation Areas must be allowed to evolve to meet changing demands, it is important that this occurs within a framework of controlled and positive management.

Furthermore the National Planning Policy Framework (2012) states that in determining planning applications, local planning authorities should take account of:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- the desirability of new development making a positive contribution to local character and distinctiveness.

To this end the Conservation Area Appraisal and Management Plan is a material consideration for development control purposes. The development is laid out in two sections. The first section highlights the key historical and architectural characteristics of the area, analyses the strengths, weaknesses, opportunities and threats involved, and looks at the changes affecting the Conservation Area which have taken place since the area was last appraised in 1986. The second section of the document establishes management policies that set a framework within which future development should take place.

The following work has been done to produce this document:

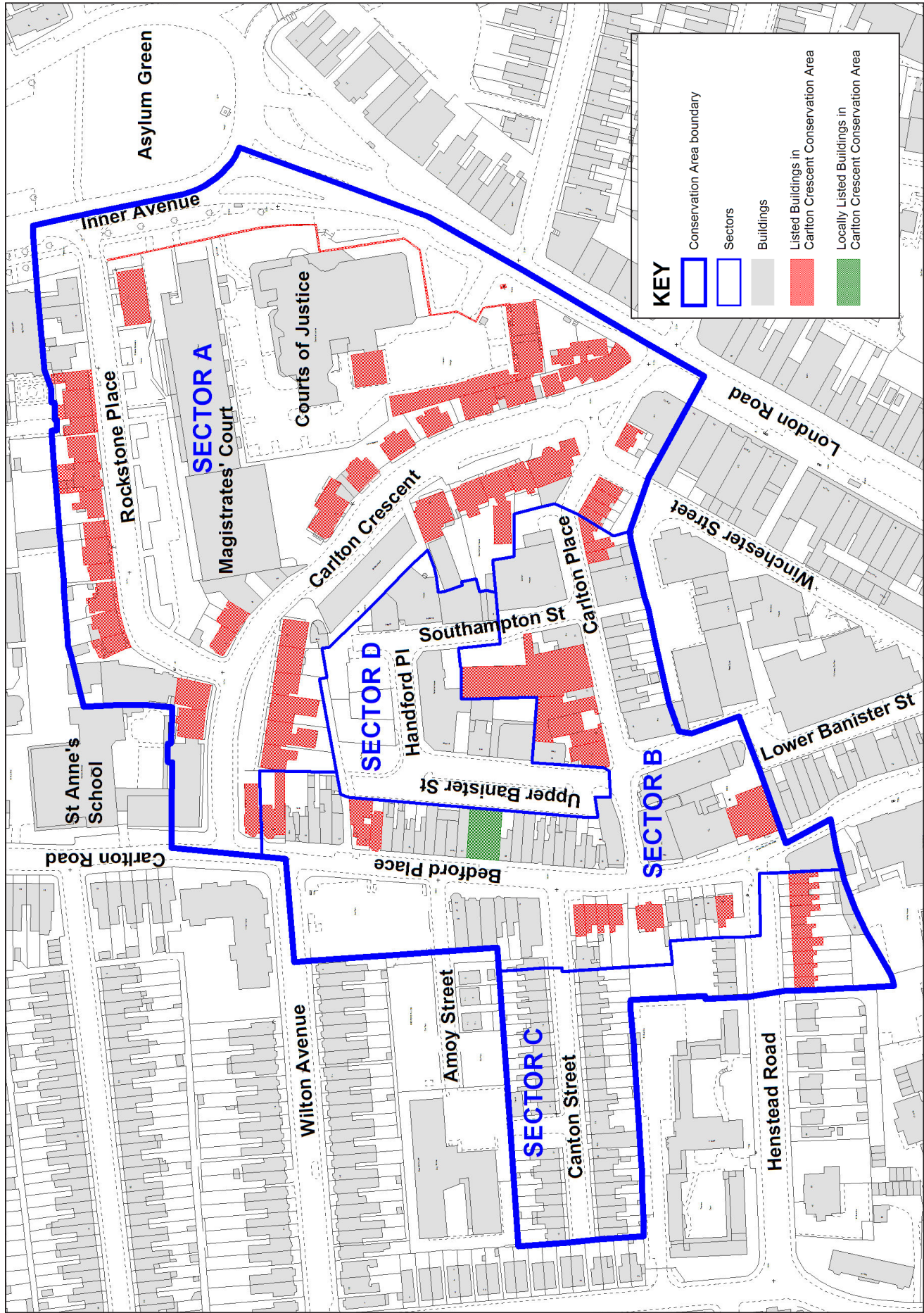
- A photographic survey of all buildings in the Conservation Area.
- An assessment of historic maps and a brief analysis of the facades of most buildings.
- An assessment of the issues facing the Conservation Area.
- A review of the appropriateness of the Conservation Area boundary.
- An assessment as to whether new development has made a positive, negative or neutral impact on the character of the Conservation Area.
- The formulation of management policies for the area.

The City Council will aim to review the Carlton Crescent Conservation Area every five years.

**For any further information or advice please contact:**

Historic Environment Team  
Southampton City Council  
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Southampton SO14 7LY

Telephone 023 8083 3192



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Fig. 2 Map showing Carlton Crescent Conservation Area



# Background and history

The following section briefly summarises the development of the Conservation Area.

## Archaeology

There is evidence of human occupation in the area dating from the Neolithic through to the medieval period.

Excavations and observation has found material ranging from a Neolithic hand axe, roman coins and settlement sites, Saxon settlement and medieval settlement. The area was likely to have been farmland throughout these periods, with scattered small-scale farms supporting the Roman, Saxon and medieval towns.

There has been little archaeological work actually within the Conservation Area, as development here has been limited. However, it is likely that any future major developments will reveal further evidence of the past occupation, enabling a clearer picture to be built up.

## 18<sup>th</sup> Century

Up until the late 1700s the area covered by the Conservation Area was open countryside lying outside the town walls of Southampton. Fields stretched from West Marlands (now Watts Park) to the north and provided views of the city and the Isle of Wight. This pleasant rural retreat, with few properties (one of which was Bedford Cottage built in 1761, which at the time of writing is Bassil's The Chemist), changed in the middle of the eighteenth century when Southampton became a fashionable spa resort patronised by Frederick, Prince of Wales.

Where the Prince led, the nobility and gentry followed, and the area was soon established as a residential area 'resorted to by families of respectability and eminence'.<sup>1</sup> The area to the north and north-west of the walled town became a 'thickening fringe of gentlemen's seats'<sup>2</sup> and in 1794 there were Cavalry Barracks located in the area.



Fig. 3 Where Wilton Road meets Bedford Place

Fig. 4 Barrack buildings



Fig 5 1846 map of the area (© Southampton City Council)

## 19<sup>th</sup> century

Southampton's popularity as a spa resort declined in the 1830s. However, its importance as a merchant port increased with the construction of the Eastern Docks in 1838 and the arrival of the railway in 1840. Trade with the Americas and Africa grew, and the population of the old town increased. Passenger traffic also increased with people emigrating to the colonies or the Americas.

Development of the area began at the southern end of Bedford Place, much of which was built by John Snook, the owner of Terrace Cottage (marked on the 1846 map at the corner of Bedford Place and Carlton Place).

Wilton Lodge and Wilton Cottage (now no 54 Bedford Place) were built by John Curtis, a prosperous grocer. In 1824 Curtis sold the properties and surrounding land to Edward Toomer, a local businessman, who added it to the 1 <sup>3</sup>/<sub>4</sub> acres he had bought the previous year (referred to as Little Mongers which had been part of Bannisters Farm on the outskirts of

Southampton), on which, during the 1830s and 1840s, four blocks of houses, forming Rockstone Place, were built.

Samuel Toomer, architect and son of Edward, was probably responsible for the overall design of Rockstone Place and Carlton Crescent, which were mainly occupied by the wealthy and their servants. A number of notable figures were amongst the local residents; Charles George Gordon, also known as Gordon of Khartoum (5 Rockstone Place), Emily Davies, campaigner for women's education (6 Carlton Crescent), Juan Manuel de Rosas, the Argentinean dictator (8 Carlton Crescent) and Alexander Ross Clarke, who determined the figure of the earth (21 Carlton Crescent).

The half acre opposite the houses in Rockstone Place and backing on to the already developed Carlton Crescent was left as an amenity for the residents of Rockstone Place and laid out as a small pleasure garden with railings. In 1879 the surviving heirs of Samuel Toomer gifted the garden to Southampton Borough Council to be kept as an open area in perpetuity. <sup>3</sup>



Fig 6 Rockstone Place



Fig 7 Little Mongers Park

Henstead Road, Bedford Place, Canton Street, Handford Place, Southampton Street and Upper Banister Street were developed as residential streets between 1840 and 1860. The terraced villas in Henstead Road were designed as scaled down versions of the grander properties in Carlton Crescent and Rockstone Place, whilst the remaining streets were more modest dwellings with a small scale, domestic character.

The Cavalry Barracks were converted into a Royal Military Asylum for the orphans of soldiers, and later became the Ordnance Survey Map Office in 1841. In 1847 the 'Bedford Riding School' (32 Bedford Place), designed by local architect William Hinves, was opened, later becoming both a drill hall and an assembly rooms.

As a result of the continuing urban growth and consequent expansion of the city centre, the residential character of Bedford Place and Carlton Place began to be eroded by the introduction of commercial uses, so that by the late 1880s the eastern side of Bedford Place and the southern side of Carlton Place had assumed a wholly commercial character.



Fig 8 Henstead Road  
 Fig 9 Indoor riding school building  
 Fig 10. 73 - 75 Bedford Place  
 7

Fig 11. 47 & 48 Bedford Place  
 Fig 12. 39 - 41 Bedford Place  
 Fig 13. Shop fronts in Carlton Place

## 20<sup>th</sup> Century

The development of the area stabilized from the 1890s onwards and there are no major changes until WWII. A six hour bomber attack during the evening of 30 November 1940 badly damaged the area. Several properties were either destroyed or had to be demolished after the raid, including buildings within the Ordnance Survey site, part of Bedford Place (currently Amoy Street public car park) and 23 – 27 Carlton Crescent (currently the Lester Aldridge site).

After the war Canton Street and Amoy Street (part of which is outside the Conservation Area) were subject to a Clearance Order because dwellings were deemed to be substandard. However, by 1969 the Council had limited the Clearance Order to Amoy Street, thereby removing the threat of demolition from Canton Street.

In the 1970s the Ordnance Survey moved to Maybush resulting in the redevelopment of the area, starting in 1977, into the current day Courts complex.

The area comprising of Upper Banister Street, Handford Place and Southampton Street acts largely as a service area to the surrounding streets. By 1968 the number of terraced houses in Handford Place had reduced and a hall had been erected on the north side to accommodate the 6<sup>th</sup> Southampton Boy Scouts Headquarters. The hall was subsequently demolished and permission was granted, in 1980, for the use of land in Handford Place as a temporary car park. Nos. 5 – 7 Handford Place were demolished as late as 1990.

It was in 1972 that the area was designated a Conservation Area, by which time most of the properties in Carlton Crescent and Rockstone Place were occupied by doctors' surgeries, solicitors' offices, government offices and educational establishments.



Fig 14 Amoy Street public car park  
Fig 15. Canton Street

Fig 16. 33 & 35 Canton St  
Fig 17. South side of Canton Street

Bedford Place continued to be a mainly commercial area and with the expansion of the two universities in the city, the area surrounding Bedford Place has become a popular place for students to live. This in turn has brought its' own challenges, with an increase in late-night activity and a proliferation of pubs, nightclubs and take away food outlets.

## References

1. Temple Patterson, A. Southampton – A biography. 1970, p.109
2. Temple Patterson, A. Southampton – A biography. 1970, p.73
3. Hutton, S. and B. (unpublished). Research by Hampshire Gardens Trust on Rockstone Place Park, 2004
4. Leonard, A. G. K. “Carlton Crescent: Southampton’s most spectacular Regency development”. Southampton Local History Forum Journal. 2010, p. 19.



Fig 17. South side of Canton Street

Fig 18 Courts complex

Fig 19 Handford Place & Upper Banister Street

Fig 20 Handford Place

# Character Appraisal

The conservation area lies within the city centre, and as such it is virtually surrounded by development. The small exception to this is the north eastern corner where the bottom of The Avenue, with its grassed central area, ends, giving a green frontage to the law courts.

To the west and east of the Conservation Area there are late Regency and early Victorian artisan terraces. To the south the character changes and the size and style of buildings and streets become larger and more commercial, contrasting with the more human scale of the Conservation Area.

The Conservation Area divides naturally into four sectors within which buildings and uses display similar characteristics. The four sections are described below.

## Sector A – Carlton Crescent/Rockstone Place

This sector consists of a large number of listed buildings and is particularly important as a cohesive example of Regency style architecture in Southampton. The north-east side of Carlton Crescent is composed of three and four storey, stuccoed, linked villas, with central porticos and appears as a unified piece of townscape. The south side includes a three storey terrace, a four storey terrace, and a two storey building on the corner with Bedford Place.

The westwards extension of St Anne's Catholic School, built in 1961 by architects Richard Sheppard, Robson & Partners, received a Civic Trust design award. In terms of scale and character it harmonizes well with the surrounding buildings. Alleyn House, 23 – 27 Carlton Crescent, was refaced and refurbished in the mid 1980s and its external appearance now fits well into the street scene. Similarly the four storey detached, rendered, building which has been slotted in between Alleyn House and 22 Carlton Crescent is an example of how a modern building can successfully blend with the surrounding townscape without being a pastiche.

With the exception of the school, the buildings in Carlton Crescent are used as offices (93%) and residential (7%).

The north side of Rockstone Place consists mainly of a series of stuccoed buildings, grouped in threes. These form a continuous terrace occupied by a mix of residential and uses associated with St Anne's School. The south side of Rockstone Place, which forms the northern edge of the Combined Courts Centre, is a garden known as Little Mongers Park. The garden, which was restored in 1991, includes a variety of trees Cherry, Foxglove, Beech, Hornbeam and Amelanchier. The former Director General's House, at the junction with The Avenue, has been altered and extended and now has an office use.



Fig 21 St Anne's Catholic School



Fig 22 Director General's House

The Combined Courts Centre is a mixture of the original 1794 Cavalry Barrack buildings, a 1980s yellow bricked block with a slate mansard roof and a squat tower, a white block with a tube-like extension along the entire length of one side (built by Hampshire County Council in 1990) and a subtle low rise white multi-storey car park. This mass of varied buildings does not detract from the surrounding Georgian architecture.

The overwhelming impression of structures in Sector A are that they have a high quality finish, largely in stucco (a smooth render) so that they appear to be stone built, but without the cost. Many of the town houses are rendered at ground floor level to replicate the dressed joints in natural stone construction. Other typical details include vertical proportions, double hung sliding sash windows, parapets hiding roofs, symmetry or visual balance, repeating rhythm, iron railings and balconies, pale colours and minimal decoration.



Fig 23 Court building  
Fig 24 Example of front door  
11

Fig 25 Example of railings  
Fig 26 Example of window and balcony

## Sector B – Bedford Place/Carlton Place

The predominant use in this sector is shops, interspersed with offices. The upper floors of some properties are still used for residential purposes. This mixture of uses ensures that the area is inhabited during both day and evening hours. The retail element consists of important local shopping facilities and specialist shops.

The eastern side of Bedford Place has a pleasant small scale terraced character with varied roof heights and building form and a number of historic shop fronts. The majority of buildings have minimal decoration, with the exceptions of 31 – 32 Bedford Place. The western side of the street contains a number of fine Grade II listed buildings.

Although the Amoy Street public car park situated at the northern end of the Conservation Area is an intrusive element in the townscape, established trees (Sycamore, White Beam, Lime and Horse Chestnut) and shrubs help to alleviate the visual impact.

Carlton Place is a side street which contains a mixture of uses including public houses, the Southampton University Officers' Training Corps (originally the purpose-built riding school), office buildings and shops. There are several good examples of

Victorian shop fronts within Carlton Place and the character of the street is derived principally from the mix of building styles and their scale. The group of buildings on the north side of the street, in between the Pensioners Arms Public House and 32 Carlton Place, are all listed but unfortunately, at the time of writing, largely stand vacant. Planning Consent has been granted to convert Carlton House (vacant office block) into student accommodation.

## Sector C – Canton Street/Henstead Road

These streets have generally remained in residential use apart from a shop and beauty clinic at No 2 Canton Street and a light industrial use (Wessex Car Trimming Ltd) to the rear of No 27 Canton Street, fronting onto Henry Street. Canton Street contains no outstanding individual buildings but, as a group, the street forms an important and attractive part of the townscape. Despite obvious signs of modernisation and improvements the street has managed to retain its overall Victorian character and is a good example of early 19<sup>th</sup> century small-scale artisan houses.

The part of Henstead Road within the Conservation Area is characterised by two and three storey terraced Regency-style town houses. The terrace on the south side is Grade II listed.



Fig 27 Terrace in Carlton Place



Fig 28 North side of Carlton Place



## Sector D – Upper Banister Street/ Handford Place/Southampton Street

There is an opportunity for the gradual re-planning and redevelopment of this area to make better use of the land and to improve it visually. This sector is the least attractive part of the Conservation Area. It provides approximately 110 car parking spaces in total, including both public and private parking areas and rear servicing to Bedford Place properties. There is also a number of mixed commercial uses which are mostly housed in late 20<sup>th</sup> century buildings. 21 Southampton Street, a large red brick building facing on to Handford Place & Upper Banister Street, is largely vacant and boarded up. The area also provides accommodation, with a block of flats in both Upper Banister Street and Southampton Street.

### Vehicular Access

Bedford Place, Carlton Crescent and Carlton Place are the main streets forming access routes to serve the area. Bedford Place is particularly busy at peak periods and carries a significant amount of through-traffic. Carlton Crescent, which is also a bus route, provides access from London Road. Carlton Place is lightly trafficked and provides access to substantial areas of street parking in Upper and Lower Banister Street as well as businesses in Handford Place and Southampton Street.



Fig 29 Southampton Street

### Road and Pavement Surfaces

A good proportion of stone kerb stones remain and in places these sit alongside black gutter gullies. Surviving pavement crossovers are rare, though one exists beside Bedford's public house in Bedford Place. Generally both road and footway surfacing are modern.



Fig 30 Pavement crossover and black gutter gullies

**An analysis of the Conservation Area looked at areas of strengths, weaknesses, opportunities and threats, and these are listed below.**

## Strengths

- High quality townscape - attractive Georgian/early Victorian architecture creating main urban character. Common scale and palette of materials
- Survival of early 19<sup>th</sup> century buildings of definable quality, with good external features such as door cases, fanlights and sash windows e.g. 4 - 24 Canton Street, Riding School building
- Varied domestic scale to buildings, from the artisan houses in Canton Street, to more middle class property in Henstead Road, to those in Rockstone Place and Carlton Crescent.
- Survival of historic street pattern
- Sweeping grandeur of Carlton Crescent
- View of Arts & Crafts Gothic style Central Baptist Church (1910) at end of Henstead Road
- Large number of listed buildings in Bedford Place, Carlton Crescent, Carlton Place and Rockstone Place
- Good examples of historic shop fronts e.g. 68 Bedford Place, 47 and 48 Bedford Place, 39 - 41 Bedford Place, 23 Carlton Place, 2 and 2A Canton Street
- Range of local amenities, including varied shopping and commercial area
- Trees surrounding Amoy Street car park and in Little Mongers Park
- Availability of parking - Amoy Street car park, Handford Place car parks, on street parking
- High quality contemporary design e.g. law courts, multi-storey car park next to law courts, rear extension to No 51 Bedford Place (complement, rather than jarring with, surrounding historic buildings)
- Proximity to The Avenue Conservation Area
- Local residents support the introduction of an Article 4 Direction for Canton Street.

## Weaknesses

- Reduced sense of community and fewer families living in the area due to increase in Houses of Multiple Occupancy and student rentals (resulting in quieter atmosphere during the University's Summer vacation)
- Rental rates for office space in the area have been reduced by up to 30% in recent years due to the current economic climate (this reflects the situation in the city centre as a whole where rents have fallen over the last few years and/or landlords have offered significant incentives)
- Whole buildings vacant and some upper floors vacant
- No adopted shop front policy for Bedford Place or Carlton Place, therefore no easily accessible guidance for owners
- Erosion of architectural character e.g. 21 Southampton Street, Carlton House, Southampton House, Penthouse 90 (Carlton Place), extension to Yuzu with glass and ceramic exterior, Carlton Studios, extension to back of the Co-op, area surrounding the Riding School building
- Air conditioning units on the exterior of commercial premises on Bedford Place
- Poor design of some modern buildings just outside Conservation Area e.g. scale issues, access points (Winchester Street area and Lower Banister Street)
- Volume of traffic at certain times e.g. rush hours, start and end of school day, University change-over days
- Poor quality pavements, specifically in Carlton Place (patched tarmac)
- General appearance of Handford Place (which is largely used as a service area) - number of disjointed car parking areas (one area is surrounded by a brick wall, another by galvanised metal railings topped by razor wire, other parking bays are just marked out on tarmac), some properties poorly maintained and empty
- Multiplicity of street furniture in areas other than Bedford Place (which has been recently upgraded) - bins, signage, lighting and bollards in Carlton Place and Handford Place.
- Wheelie bins outside Houses of Multiple Occupancy
- Some poor standards of building maintenance
- Unsocial evening activity
- Partial demolition of wall (outside of the Conservation Area boundary) between a property in Devonshire Road and the end of Canton Street has resulted in additional vehicular traffic in Canton Street.

## Opportunities

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- Further enhancement of public realm e.g. rationalisation of car parking areas in Handford Place.
- Energy efficiency in historic buildings e.g. Photovoltaics (PV) could be used where not visible. A Sustainable Development Sub Guide for Historic Buildings and Conservation Areas is available from the Historic Environment Team.
- Provide written guidance for property owners regarding shop fronts.
- An article 4 Direction will be introduced for Canton Street.

## Threats

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- Anti-social behaviour associated with students and night-time economy.
- Erosion of character through inappropriate re-development.
- Current economic climate lessens likelihood of businesses spending money on building maintenance.
- Increase in vacancy of buildings due to low economic base.
- Increase in number of off licenses and take away shops.
- Decline in the quality of shop fronts.
- More traffic issues as a result of development in the wider area e.g. increased speed and volume, and parking issues.
- Development outside (but visible from) the Conservation Area.
- Unregulated proliferation of advertising.

# Changes which have affected the Conservation Area

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The Carlton Crescent Conservation Area was designated in October 1972 and was last reviewed by Southampton City Council in November 1986. Since then there has been a number of both positive and negative changes which have had a significant impact on the character and appearance of the conservation area; these are listed below.

## Positive

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There have been a number of developments within the Conservation Area. In the mid-1980s 23 – 27 Carlton Crescent (offices for Lester Aldridge), a post-war building on a bombed site, was refaced and refurbished and its' external appearance now fits in well to the street scene.

The Combined Courts Centre demonstrates how modern additions to a Conservation Area can be simultaneously bold and sympathetic.

What was a temporary public car park on the south-eastern section of Rockstone Place has been restored as a public open space (Little Mongers Park).

Rockstone Place has, since the mid-1980s, reverted from the majority of buildings being used for offices back to residential.

Re-surfacing of Bedford Place as part of the Walk to Work scheme.

## Negative

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As part of the review of the Conservation Area a number of properties displaying inappropriate alterations and additions have been noted. The Council will look at ways of mitigating these works and will oppose the occurrence of similar situations arising in the future. Design guidance on repairs and maintenance of historic properties is available from the Historic Environment Team.

A number of buildings, or upper floors of buildings, are vacant at the time of writing, for example Handford House (fronting on to Handford Place), 30 - 30a Carlton Place and the first and second floor of Bedfords Public House. The prolonged vacancy or under use of buildings make their longer term future uncertain and presents an atmosphere of neglect. The conservation area would benefit if these buildings were returned to use. It is important for the long-term future of the conservation area that its historic buildings remain in beneficial use.

## Neutral

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The new addition of Sainsbury's supermarket, with 44 flats above (24 Bedford Place).

# Carlton Conservation Area Management Plan

The overall aim of this document is to clearly state how Southampton City Council will preserve, and where appropriate, enhance, the character or appearance of the Conservation Area in line with Section 72 of the Planning (Listed Building and Conservation Area) Act 1990.

This section sets out how Southampton City Council will aim to firstly preserve, and secondly enhance, the features and details that contribute to the character of the Carlton Crescent Conservation Area.

It is important to note that permitted development rights have been removed from commercial premises and flats, and to change a family home (C3) into a small HMO (C4) also require planning permission.

The policies below apply to non-Listed commercial properties and non-Listed residential properties where there is no Article 4 Direction in place. Listed building consent must be applied for in order to make any changes to a listed building which might affect its special interest.

## 1. Key theme: Preserve

The most significant problem facing Conservation Areas is the gradual erosion of character and appearance, caused by small changes and alterations to specific details, for example windows, doors, front garden walls, etc. Individual alterations of this kind may have little immediate effect, but a street can gradually be transformed by the cumulative effect of these changes. This section contains guidance on specific features identified in the character appraisal as significant in the character of the area.

### 1.1 – 1.3 Windows

A building's windows can have a greater effect on the overall appearance of its façade than any other single factor. Therefore, any replacement of windows has to be carried out with a high degree of sensitivity. Most properties in Carlton Crescent and Rockstone Place have sash windows made of painted timber. This is one of the principal factors that contribute to the character inherent in both the properties themselves and the area as a whole.

The incremental introduction of modern materials or finishes, such as uPVC (polyvinyl chloride), aluminium and stained, rather than painted, wood, has had an adverse effect on the appearance of some parts of the Conservation Area. These new materials frequently have different profiles, glazing bars and other details and can seem particularly conspicuous if introduced to a property that is part of a terrace where similar alterations have not been carried out.

### Policies:

- 1.1 On front elevations the City Council will support the retention of existing traditional window types, details and materials.
- 1.2 On front elevations the City Council will support the repair of existing windows wherever possible, and on front and side elevations where uPVC windows need to be replaced, traditional materials are to be used rather than like-for-like replacement. The use of uPVC, aluminium and other materials or finishes inappropriate to the area will be opposed.
- 1.3 For windows which front or face a highway or open space, the City Council recommends the use of paint colour RAL 9010 from the Classic RAL System.

### 1.4 – 1.7 Wall Finishes

The majority of the early to mid 19th century buildings in the Conservation Area have stucco, Beaulieu brick (yellow) or red brick facades.

Due to the unified architectural composition of the Regency style buildings, it is considered essential that, on those which are rendered, a monochrome colour should be used when external redecoration takes place.

### Policies:

- 1.4 The City Council will support the retention and conservation of existing and original external wall finishes as appropriate and will oppose the introduction of materials which are likely to be inappropriate or ill-suited to the character of the area.
- 1.5 Paint colours RAL 9001 and RAL 9003 from the Classic RAL System are recommended for use on stucco facades.
- 1.6 The City Council will oppose the painting of surfaces such as brickwork where this was not originally intended.
- 1.7 Mortar, for renders and pointing, should be used in accordance with recommended lime-based mixes. The use of cement, in view of its hard and inflexible qualities which can damage bricks through spalling, is not acceptable.

### 1.8 – 1.9 Front Doors

On the older buildings in the conservation area the great majority of doors will be of wood, albeit with different patterns and detailing. It is usual for front doors to be painted. The aim should be to match, wherever possible, the existing pattern for the particular property or group of properties, rather than to use or prescribe a 'standard' pattern. The substitution of original doors with doors constructed of uPVC or metal would be regarded as unsuitable and would detract from the appearance of the conservation area.

### **Policies:**

1.8 The City Council will support the retention or reinstatement of original or sympathetically designed external front doors and will oppose the use of doors of inappropriate size, design or material.

1.9 Traditional paint colours are recommended for use on front doors.

### **1.10 – 1.11 Rainwater goods**

The use of uPVC rainwater goods can be unsightly and inappropriate on the facades of historic buildings.

### **Policies:**

1.10 On front and side elevations where uPVC rainwater goods need to be replaced, traditional materials are to be used rather than like-for-like replacement. If no records survive of the original materials then original designs present in similar properties should be used.

1.11 The use of cast iron lookalike rainwater goods made from uPVC will be opposed.

### **1.12 – 1.14 Roofs, chimney stacks and pots**

The majority of older properties in this area will have had slate roofs and clay tiles and in some cases these survive. Many of the roofs in the Conservation Area are concealed behind parapets.

Some slate and clay tile roofs have been replaced by modern interlocking tiled roofs, which may result in problems caused by the use of a heavier roofing material. The use of a variety of different coloured tiles can have a discordant visual effect especially where properties form part of a terrace.

Roof details such as ridge tiles, finials, decorative shaped slates or tiles and patterns are important and should be retained wherever possible or salvaged and reused where the roof has to be replaced.

Roof extensions often lead to the loss of existing historic fabric such as pitched roofs and chimneys, and can lead to an unacceptable increase in the bulk of properties.

### **Policies:**

1.12 The City Council will support the retention and use of traditional roofing materials (such as slate and clay tiles) and will oppose the use of unsympathetic modern roofing materials (such as interlocking concrete tiles).

1.13 Roof details such as ridge tiles and decorative roofing should be retained whenever possible.

1.14 The retention of chimney stacks and pots will be encouraged, and their removal will be opposed.

### **1.15 – 1.16 Shop fronts**

By the late 18th century a language of ornamentation emerged which was unique to shop fronts. Classical detailing was introduced to relieve the appearance of large shop front openings in the walls of ordinary urban terraced houses. There are examples of 19th century shop front detailing - classical columns, pediments and scrolled corbel brackets - in existence along both Bedford Place and Carlton Place.

Often, apparently new, shop fronts may contain sufficient numbers of the original details to enable accurate restoration of the original. New fascias may hide the original cornice and the upper part of the window head. In such cases restoration inevitably results in a substantially more impressive design than can be achieved with a standard modern replacement.

### **Policies:**

1.15 The City Council will require planning applications for alterations to shop fronts.

1.16 The City Council will support the retention and reinstatement of historic shop front detail and ornament.

### **1.17 – 1.19 Retain green spaces and important trees**

Open green space is scarce within the Conservation Area. One such area is the garden surrounding No 82 Bedford Place (on the corner of Henstead Road) which has a lawn and provides an important, publicly visible, green space.

There are a number of trees in the Conservation Area which provide important aesthetic enhancement and shade for the public and residents, including those in the Amoy Street car park and Little Mongers Park.

Trees in conservation areas are subject to special control. Trees with a trunk diameter greater than 75mm at 1.5m above ground level are protected.

Anyone wishing to do works to trees in a Conservation Area must give the Local Planning Authority six weeks notice of their intention to lop, top, or fell the tree(s).

### **Policies:**

1.17 The City Council will oppose the loss of existing areas of open land (such as gardens) particularly to the front or side of properties.

1.18 The City Council will oppose the loss of trees in this area and will support Tree Preservation Orders as necessary.

1.19 The City Council will continue to support the good management of trees in this area and will encourage new and replacement planting of appropriate species to help maintain and enhance the character of the area, including the replacement of dead or vandalised specimens.

## 1.20 – 1.21 Retention of front gardens and walls

The demolition of existing front and boundary walls requires Planning Permission.

### Policies:

1.20 Demolition will be opposed unless the walls are to be rebuilt in appropriate materials and to a traditional design.

1.21 The replacement of front gardens with soft landscaping by hard standing for motor vehicles will be opposed.

## 1.22 – 1.23 Support the re-use of vacant buildings, sites and floor space

There has been an increase in buildings, or parts of buildings, standing empty due to their poor condition.

Some upper floors of properties in Bedford Place and Carlton Place are used for offices or storage. Some residential accommodation remains and any proposal which involves the loss of living accommodation from upper floors will be resisted.

### Policies:

1.22 The City Council will oppose any proposal which involves the loss of living accommodation from upper floors.

1.23 The City Council will work actively with owners wishing to utilise vacant buildings, sites and floor space within the Conservation Area; this includes looking at issues regarding Listed Building consent and fire regulations.

## Maintenance of historic properties

The Historic Environment Team are able to advise on the maintenance of historic properties and the protection of remaining and replacement of missing original architectural ornament, windows and fenestration details, and cast iron rainwater goods.

## 2. Key theme: Enhance

The Council recognises as priorities the following potential enhancements of the Conservation Area.

### 2.1 – 2.2 Road surfaces and pavements

Some areas of historic surfaces or details still survive, for example the pavement crossover outside Bedford's Public House, and these add to the character of the area and should be retained.

### Policies:

2.1 The City Council will continue the existing policy of retaining existing features and details, including Purbeck kerbstones, pavement crossovers, etc.

2.2 New surfacing materials of pavements should be sympathetic in texture and colour to the character of the Conservation Area.

### 2.3 – 2.5 Street furniture

Street furniture, such as street lighting, bollards, signage and cycle parking facilities, can add to or detract from the visual character of the area.

### Policies:

2.3 The City Council will support the retention of historic street furniture where this survives.

2.4 Unsightly and unnecessary street furniture will be prioritised for removal by the City Council, where possible.

2.5 The Council will pay particular attention to the design and siting of street furniture in the Conservation Area, which should comply with the street scape manual.

### 2.6 – 2.9 Support good quality new development and redevelopment

Not all elements of a Conservation Area will necessarily contribute to the predominant character of the area or the understanding of its' historic development. Certain elements may detract from its character and appearance or may simply not contribute to it in a positive way.

Several sites within the Conservation Area have redevelopment potential and, where redevelopment consists entirely of new build, the key to its success in design terms would be the pursuit of a general policy of 'reference, not deference.' New buildings should respect the surrounding historical context without attempting to reproduce it. This can be achieved by adhering to the general scale and character of development in the vicinity, acknowledging the rhythm of neighbouring elevations, and noting the vernacular (such as the materials used) in surrounding properties. Some mid to late 20th century buildings would benefit from re-cladding if demolition

is not an option. Care should be taken to observe the materials and colour schemes used in buildings in the surrounding area.

Opportunities to assess the potential for the rationalisation of parking facilities and for environmental improvements exist in the Upper Banister Street/Handford Place/Southampton Street area. The implementation of such a scheme will seek to improve the appearance of this rather bleak part of the Conservation Area.

#### **Policies:**

2.6 The City Council will oppose the redevelopment of existing older properties unless it can be demonstrated that the redevelopment would positively enhance the character or appearance of the Conservation Area.

2.7 The City Council will advocate for the highest possible standards of design and architecture with regards to new buildings to ensure that development adds to the Conservation Area's unique qualities by respecting local scale, street patterns, elevations, windows, features, materials and colour palette.

2.8 Traditional materials such as brick, clay tiles, slates, timber, stone, lead and render would usually be preferred, although in a few situations modern materials may be more appropriate e.g. lead substitutes to prevent lead theft.

2.9 The City Council accepts the discreet addition of safety railings across windows and Juliet balconies as necessary safety features in certain designs, but will oppose their use as deliberate architectural embellishments.

#### **2.10 – 2.13 Extensions**

Extensions on elevations fronting the highway normally require planning permission and will generally be opposed, particularly in relation to the older buildings in the area.

Where an extension is required, the design should match or complement the existing original building, not only in more obvious respects such as external materials, but also in the detail, such as brick bonding and pointing, window style and associated dressings.

Large roof additions can spoil the appearance of a house and look incongruous in the general street scene. Careful thought needs to be given to ensure that dormers and other roof additions do not dominate the roofscape.

#### **Policies:**

2.10 Extensions will be opposed where they would have an adverse visual effect on the area.

2.11 Where small extensions are permitted they should match the existing original property in respect of design, materials and detail. The size of an extension should not overpower the original building size.

2.12 Large roof extensions will be opposed, particularly at the front, where they would have an adverse visual effect on the existing building or townscape, or where they would lead to the loss of original historic roofs or their features.

2.13 Where roof extensions are permitted they should match the existing building in respect of design and materials.

#### **2.14 Energy Efficiency**

The introduction of appropriate energy efficient systems to historic buildings is supported by the Council and a Sustainable Development sub Guide for Historic Buildings and Conservation Areas is available from the Historic Environment Team.

#### **Policies:**

2.14 The Council will support energy efficiency in buildings where appropriate and work with owners of historic buildings to improve the energy efficiency of buildings whilst retaining the character of the Conservation Area.

#### **2.15 – 2.18 Management of Advertisements**

Outdoor advertisements are controlled by the Town and Country Planning (Control of Advertisements) Regulations 1992.

Poorly placed advertisements can have a negative impact on the appearance of the built and natural environment.

#### **Policies:**

2.15 Advertisement consent will only be given where the scale, size, design, materials, colouring and luminance respects the character and appearance of the building or areas in which they are displayed.

2.16 Advertisement consent will only be given where there is no adverse effect on public safety including the safety of people using the highway.

2.17 Advertisement consent will only be given in the case of large outdoor advertising hoardings and panels where they are intended to screen a site awaiting development.

2.18 The installation of skyline or parapet level signs on buildings will not be permitted.

#### **2.19 – 2.21 Satellite antennae, television aerials and air conditioning units**

Poorly placed satellite antennae, television aerials and air conditioning units can have a negative impact on the appearance of the built and natural environment.

#### **Policies**

2.19 Television aerials should, where possible, be located within the roofspace.

2.20 Satellite dishes require planning permission and the



Local Planning Authority will require applicants to show locations which are unobtrusive, for example mounted in rear gardens.

2.21 The positioning of air conditioning units on the front and side elevations of properties will be opposed.

## Future possibilities regarding enhancement of the Conservation Area

The Historic Environment Team would welcome discussions with local residents and businesses, community groups, amenity groups, developers and their agents regarding any further enhancement proposals for the area. Such joint action can offer significant practical, aesthetic and financial benefits.

**For further information and advice please contact:**

Historic Environment Team  
Southampton City Council  
Civic Centre  
Southampton SO14 7LY

Telephone 023 8083 3192

May 2013

**Consultation Responses to the Draft Carlton Crescent Conservation Area Appraisal & Management Plan - April 2013**

No.	Organisation/ individual	Page No. etc.	Support/ object/ comment	Summary of comment	Officer response	Recommended change
1	Anonymous 1	General	Comment	Increased heavy traffic down Bedford Place because of the restriction to turn right at London Road.	These comments have been noted and will be forwarded to the Council's Highways dept.	No change required
2	Anonymous 1	General	Comment	Student access into Canton Street from properties in Devonshire Road. Backyard open to Canton Street.	The property and wall at the bottom of Canton Street is not in the Conservation Area and is therefore not covered by the Appraisal & Management Plan.	Issue re. the partial demolition of the wall at end of Canton St. will be added to the SWOT analysis (although it is not within the CA).
3	Anonymous 1	p.21	Support	Would support a loss of Permitted Development Rights for householders in Canton Street.	Support welcomed	Introduce Article 4 Direction for Canton Street
4	Anonymous 1	General	Comment	The following would improve the area: i. Burying the telephone wires in Canton St. ii. By not opening Henry St. iii. By closing the gap at the bottom of Canton St.	Noted. i. Burying of overhead wires would be the responsibility of BT Openreach and there would, of course, be a cost implication. ii. This issue is related to a specific planning application which has subsequently been withdrawn. iii. The wall at the bottom of Canton Street is not in the Conservation Area and the council are therefore unable to	Issue re. the partial demolition of the wall at end of Canton St. will be added to the SWOT analysis (although it is not within the CA).

					enforce the rebuilding of the demolished wall.	
5	Anonymous 2	General	Comment	The main issues in the area are the opening up of Henry Street, wall at bottom of Canton Street, speed of vehicles through Bedford Place and Carlton Place.	The opening up of Henry Street is related to a specific planning application which has subsequently been withdrawn. The wall at the bottom of Canton Street is not in the Conservation Area and the council are therefore unable to enforce the rebuilding of the demolished wall. Comments re. speed of vehicles have been noted and will be forwarded to the Council's Highways dept.	Issue re. the partial demolition of the wall at end of Canton St. will be added to the SWOT analysis (although it is not within the CA).
6	Anonymous 2	p. 21	Support	Would support a loss of Permitted Development Rights for householders in Canton Street.	Support welcomed	Introduce Article 4 Direction for Canton Street
7	Anonymous 2	General	Comment	The area could be improved by traffic calming and double decker buses not using Bedford Place.	Noted and will be forwarded to the Council's Highways dept.	No change required
8	Mrs Castell, resident	General. P.14	Comment	The state of the stairwell to the side of Revolution Bar and from Yuzu Bar to Posh Pads all the back yards are full of rubbish, fire hazard and Health & Safety. Friction Linings next to CoCo Rio Bar is an eyesore. Should the council put pressure on to re-develop the site? We need more accommodation for the housing list.	Comments have been passed on to Environmental Health. An application is currently being considered for a proposed development of flats (16 - 18 Upper Banister Street).	No change required
9	Steve Eddy,	p.15 - 16	Comment	Main issues in the area are noise, busy	Noted. These issues are	No change

	resident			traffic, rowdiness and too many licensed premises.	outside the legal remit of the Appraisal.	required
10	Steve Eddy, resident	p.15 - 16	Comment	The area could be improved by closing Carlton Place to through traffic access only.	Noted and will be forwarded to the Council's Highways dept.	No change required
11	Mrs Gara, Freemantle/Polygon Community Action Forum	p.15 - 16	Comment	Bedford Place looking scruffy, too many signs on buildings, flags outside a premises, 'Booze R Us', tattoo advert, etc on a listed building at corner of Henstead Road. Filthy pavements outside 90° and Revolution.	The council has recently taken action to remove the unauthorised advertisements in the area. Comments re the pavements outside the bars will be passed on to the street cleaning department.	No change required
12	Mrs Gara, Freemantle/Polygon Community Action Forum	General	Comment	Quicker response from council when breaches are reported would improve the area.	See above, but comment noted and passed on to the enforcement team	No change required
13	Mrs Gara, Freemantle/Polygon Community Action Forum			Making owners of run down properties maintain them would improve the area.	Where listed properties are in a dangerous or unsound state the council can and does take action under the Planning (Listed Buildings and Conservation Areas) Act 1990.	No change required
14	Mrs Gara, Freemantle/Polygon Community Action Forum			Remove advertising boards from lawn outside listed building on corner of Henstead Road would improve the area.	See response to 11.	No change required
15	Mrs Gara, Freemantle/Polygon Community Action Forum			Do not agree that Sainsbury's and 44 flats are a neutral change; could have been built more sympathetically to blend in with neighbouring properties. No objection to a supermarket, just the	Noted.	No change required

				façade.		
16	L. Gilder, resident			Main issues in the area are architectural and environmental integrity. The latter means taking into account developments on the periphery of the area and its effect on community aspects, including use of new developments.	Noted. The implementation of the policies contained in the Appraisal and Management Plan, in concert with those contained within the Residential Design Guide, will help to maintain integrity.	No change required
17	L. Gilder, resident	p.21	Support	Would support a loss of Permitted Development Rights for householders in Canton Street.	Support welcomed	Introduce Article 4 Direction for Canton Street
18	L. Gilder			Disagree with the opinion that logic is a relevant criterion for including the whole of St. Anne's School in the Conservation Area.	Noted	As the result of public consultation, the boundary of the conservation area to remain as it is.
19	L. Gilder			Not confident that planning applications will be considered in the light of consequential effects on the area or that applications will be refused if the council feel that commercial interests over-ride aesthetic or community aspects. Can the Planning and Conservation functions be better co-ordinated in the interests of residents?	See response to 16. Commercial interests are not a planning consideration and are not considered as part of the decision-making process. The Historic Environment Team is located within the Development Management (Planning) section to enable better coordination.	No change required
20	Monsignor Vincent Harvey VG, Parish Priest, St. Joseph's and St.			Supports the proposal to exclude the whole of St. Anne's School from the Conservation Area.	Noted	As the result of public consultation, the boundary of the conservation area

	Edmund's City Centre Catholic Parish					to remain as it is
21	Max Holmes, Concept Design & Planning			As many of the buildings in the Carlton Crescent Conservation Area are now part full or becoming empty we are concerned that the council is going to see building degenerate as there is a presumption against change of use to residential. If we were drafting a policy we would encourage higher end conversions with no 106 or affordable contributions in the area due to the need to invest heavily in the buildings.	Carlton Crescent creates an attractive environment for offices which is close to the Law Courts, other office areas and city centre facilities / public transport services. There are only a small proportion of office premises vacant in Carlton Crescent at present, despite the poor economic conditions, which illustrates the underlying attractiveness of the area for offices. Once an economic recovery occurs, areas like Carlton Crescent are likely to be amongst the first to benefit from renewed interest from office occupiers. Re-use for offices would benefit the listed buildings and support economic growth.	
22	Jill Lovelock, resident		Comment	Main issues: Traffic – volume and speed in Bedford Place and Canton Street	These comments have been noted and will be forwarded to the Council's Highways dept.	No change required
23	Jill Lovelock, resident		Comment	Main issues: Conflict between residential area and night time economy	Noted. Issue highlighted in the SWOT analysis.	No change required

24	Jill Lovelock, resident		Comment	Main issues: Insufficient awareness of status as Conservation area	Noted. As part of the consultation undertaken for the appraisal all households and businesses in the area received hand-delivered notification of the process and the public meeting. This has helped to raise awareness, but the council is aware that as ownership changes over the years continuing to raise awareness will be a priority.	No change required
25	Jill Lovelock, resident		Object	Main issues: Proposal to change boundary of Conservation Area - in relation to St. Anne's school, logic indicates the school should be either all in or all out, but the school clearly has a very strong reasoned argument, which should be supported.	Noted	As the result of public consultation, the boundary of the conservation area to remain as it is
26	Jill Lovelock, resident		Support	Yes, would strongly support loss of Permitted Development Rights. This will preserve the fabric and maintain the quality of the overall environment.	Support welcomed	Introduce Article 4 Direction for Canton Street
27	Jill Lovelock, resident		Comment	Improvements to the area: Traffic – traffic calming measures and 20 mph limit in Bedford Place and Canton Street.	These comments have been passed on to the council's Highways Department	No change required
28	Jill Lovelock, resident		Comment	Improvements to the area: Use of quality materials for the street scene	Noted. Carlton Crescent has been identified in the Streetscape Toolkit to be paved in Malvern Leemoor	No change required



					paving and with black painted street furniture when any future improvement scheme is implemented	
29	Jill Lovelock, resident		Comment	Improvements to the area: Stronger relationship with landlords/agents for let property, so tenants know and comply with requirements such as refuse collection times and methods.	Noted.	No change required
30	Jill Lovelock, resident		Comment	Improvements to the area: Encourage residential use above shops.	Agreed.	No change required
31	Derek Lubbock, resident			Against change of boundary of Conservation Area because i. There is a need to retain the building of historic importance on the corner of Rockstone Place within the Conservation Area, and ii. The undesirability of adding the remainder of St. Anne's School site in the Conservation Area, it being neither historic nor of particular architectural interest.	Noted.	As the result of public consultation, the boundary of the conservation area to remain as it is
32	Derek Lubbock, resident		Support	Would support a loss of Permitted Development Rights for householders in Canton Street.	Support welcomed	Introduce Article 4 Direction for Canton Street
33	Derek Lubbock, resident			The paving in Canton Street should be brought up to standard befitting a Conservation Area.	The council has a programme of streetscape improvements for the main commercial areas of the city. Canton Street is a residential area and is not at present included in this programme.	No change required

34	Mrs B Murtagh, Headmistress of St. Anne's Catholic School and Sixth Form College			Against the change in boundary to include the whole School site. Bound to lead to extra expense which funding from the government will not be able to meet.	Noted	As the result of public consultation, the boundary of the conservation area to remain as it is
35	Mrs B Murtagh, Headmistress of St. Anne's Catholic School and Sixth Form College			Against the change in boundary to include the whole School site due to timescales involved with consulting with the conservation officer before work happens. Would severely limit the amount of maintenance done. Contractors need to be lined up quickly and tenders produced within a very short timescale for director approval; we fear that adding in another layer of bureaucracy will severely inhibit our ability to update the site as and when we need to.	Noted	As the result of public consultation, the boundary of the conservation area to remain as it is
36	Mrs B Murtagh, Headmistress of St. Anne's Catholic School and Sixth Form College			Against the change in boundary to include the whole School site as it would be a challenge to us to continue to admit physically disabled students if adaptations to parts of the site became burdensome to such an extent that the school could not meet their needs.	Noted	As the result of public consultation, the boundary of the conservation area to remain as it is
37	Mrs B Murtagh, Headmistress of St. Anne's Catholic School and Sixth Form College			I wonder if you might reconsider whether another proposal could be to retain the parts of the school already in the conservation area but not extend it to the rest? This could be a very palatable compromise.	Noted	As the result of public consultation, the boundary of the conservation area to remain as it is

38	Mrs B Murtagh, Headmistress of St. Anne's Catholic School and Sixth Form College			We do not believe putting the whole school into the conservation area is necessary given the already adequate powers of development control which the council has. To include the whole School would be detrimental in planning terms as it does not preserve or enhance the area.	Noted	As the result of public consultation, the boundary of the conservation area to remain as it is
39	Tony Snelling FRICS, Stanley Hicks Chartered Surveyors			On behalf of Trustees of La Sainte Union and St, Anne's School, I am instructed to object to the proposal to extend the boundary of the Carlton Crescent Conservation Area to include the whole of the St. Anne's Catholic School site. Concerns about having the ability or funding to provide education in buildings that are difficult to alter or demolish, or of a standard that would be expected to enhance a conservation area.	Noted	As the result of public consultation, the boundary of the conservation area to remain as it is
40	David Whalley, resident			The changes in policy are insufficiently bold to bring about the changes identified within the analysis. I understand this is partly because any suggested policies may conflict with policies from other council departments. I would hope this is an opportunity for the management plan to identify a vision for the development of the conservation area over the next few years.	The appraisal is one part of the council's overall vision and policies for the area, dealing specifically with a restricted range of issues. It forms part of a suite of policies, including the Core Strategy and the City Centre Action Plan which articulates a vision for the area.	No change required
41	David Whalley			The document highlights the reduced sense of community with fewer families	The proposed article 4 Direction for canton Street will	No change required

				living in the area. Encouraging the development of a strong community should be a key part of the Plan.	help to strengthen to existing community.	
42	David Whalley			Very limited car parking for residents. This is made more acute by the time restrictions placed on street parking, making it difficult for visitors and residents alike. Whilst recognising the conflicting pressures faced by the City Council with on-street parking, this might be something the report could at least identify.	These comments have been noted and will be forwarded to the Council's Highways dept	No change required
43	David Whalley	1.18 – 1.19	Support	The policies to take a longer-term view to an improvement in visual standards of shop fronts would be welcome.	Support welcomed	No change required
44	David Whalley			Introducing a policy which resists the loss of living accommodation from upper floors (2.4) might add to the proportion of student accommodation unless this is also linked to resisting an increase in the number of HMOs in the area.	The policy protects the area for offices, therefore any form of residential use (including student accommodation) would be contrary to this. Any new HMOs will require planning permission and will have to comply with the recently adopted Supplementary Planning Guidance.	No change required
45	David Whalley			The SWOT analysis identifies the unsightly wheelie bins in some areas, but does not attempt to suggest how these might be removed. Removing the bins and reverting to black sacks instead of wheelie bins might not work. Some of	Noted and agreed	No change required

				the flats are small and there is little space to store rubbish for a week. The storage of rubbish is a problem, but not one with a simple solution. I would hope the management plan highlights this as a challenge for other council departments. A positive pro-active approach by the City Council to work with those residents with on-street wheelie bins, working with them to remove the bins, would be a positive step.		
46	David Whalley			A possible additional policy might be: The council will encourage energy efficiency in all buildings and work positively with residents in historic buildings to improve the energy efficiency of the building whilst retaining the character of the area.	Welcome comment	Policy added to Carlton Crescent Conservation Area Appraisal & Management Plan
47.	Robin Lovelock, resident			Main issues: Traffic and Parking: (i) Volume and speed throughout area, especially in Bedford Place, Carlton Place and Canton Street (ii) Abuse of Residents and Visitors Parking Scheme in Canton Street – including and not least via ‘fly-parking’ by short-term shoppers, misuse of Business permits (longer term than regulations permit?) and Annual Visitors Permits, as well as use of traditional Visitors Permits by people working locally and parking daily in Canton St	Noted. This information will be forwarded to the relevant departments within Southampton City Council.	No change required

				(and possibly elsewhere). (iii) Parking on double yellow lines in particular parts of Bedford Place: on left just south of Wilton Ave. junction, outside and opposite Sainsbury's (esp. re. cash machine), and extending northwards on west side – near Champagne Charley's etc.		
48.	Robin Lovelock, resident			Main issues: Conflict between residential area and night time economy, plus almost 24/7 alcohol outlets.	Noted. Issue highlighted in the SWOT analysis.	No change required
49.	Robin Lovelock, resident		Support	<p>Yes, would strongly support the loss of Permitted Development Rights for householders in Canton Street as this would preserve the fabric and maintain the quality of the overall environment.</p> <p>Some reflection on/possible revision to the 'rules' re. replacement windows: NOT so as to exclude the item but in recognition of the virtual necessity of double glazing as an anti-noise measure and for 'green' reasons, and the advances made in recent years in the design quality of upvc windows in terms of 'imitation' sash windows etc. These are far from cheap, but replacement wooden frames are prohibitively expensive – and are they available double-glazed? Some detailed guidelines on this matter might be helpful to householders.</p>	<p>Support welcomed</p> <p>Noted</p>	<p>No change required</p> <p>This will form part of the consultation process required in order to establish an Article 4 Direction</p>

50.	Robin Lovelock, resident			Area could be improved by more adequate 'policing' of anti-social (and strictly <i>illegal</i> ) parking required. Possibly consider extending hours of Residents Parking Scheme (in Canton St anyway) to cover 7 days per week and until 10pm.	Noted. This information will be forwarded to the Council's City Parking & Patrol Services	No change required
51.	Robin Lovelock, resident			<p>i. Area could be improved by 20 mph limit throughout area – Bedford Place, Carlton Place, Carlton Crescent, Canton St, Amoy St etc.</p> <p>ii. Extensive traffic calming measures, possibly on Bedford Place, definitely in Canton Street (of "Conservation Area quality" in terms of design and materials) and Carlton Place – and Henstead Road.</p>	<p>i. With regard to a 20 mph limit, anyone can apply for a Traffic Regulation Order (TRO) which is a legal instrument by which highway authorities can regulate the use of the highway. Such a proposal would be subject to a public consultation. The process can take many months to complete especially if objections result in the TRO being changed and re-advertised.</p> <p>ii. With regards to traffic calming measures, road widths are narrow and limited for any works or expansion. In Canton Street there are parking bays on both sides with enough width for one car to go in between. The only place to have any physical traffic calming measures is to put it around the junction but</p>	<p>No change required</p> <p>No change required</p>

					this needs to be kept clear for a turning area/an area for vehicles to pass one another. The only option would be to remove some parking spaces; such a proposal may result in objections by the local residents.	
52.	Robin Lovelock, resident			Area could be improved by: Use of high quality materials for the street scene – surfaces and furniture.	Noted.	No change required
53.	Robin Lovelock, resident			Area could be improved by tenants renting properties in Canton Street maintaining the standards of tidiness and maintenance that owner-occupiers do. Landlords and letting agents should be made aware of issues and made to comply with requirements such as refuse collection times and methods and the general standards to be expected in a Conservation Area.	Noted.	No change required
54.	Robin Lovelock, resident	2.4 – 2.5	Support	I support the move to encourage residential use above shops.	Comment welcomed	No change required
55.	Robin Lovelock, resident			Area could be improved by improving the area referred to as ‘Sector D’ – Handford Place etc – is in dire need of improvement. Some shop fronts, and rears, in Bedford Place and Carlton Place should also be improved.	Noted. As you state, these properties are privately-owned and it is the owners’ responsibility to maintain and preferably enhance their appearance as befits buildings in a Conservation Area.	No change required
56.	Robin Lovelock, resident			Canton Street residents have opposed the proposal to reopen Henry St as an	Noted	Application regarding



				(unnecessary) 'add-on' to the otherwise entirely appropriate redevelopment of the Bedford House (Amoy St) site for family housing of appropriate scale and quality. With the Conservation Area Review out to Consultation at precisely the same time as was Resubmitted Planning Application, it would have been appropriate and helpful to have had the active support of the Historic Environment Team, not least against what was clearly a perversion of "conservation language" (although it now seems <i>not</i> on the part of the HET) in using the admirable notion of "reinstating/maintaining historic street patterns" in an entirely inappropriate context and for an ulterior purpose.		redevelopment of the Bedford House (Amoy St) site has been withdrawn
57.	Robin Lovelock, resident	p.15 - 16	Comment	The partially demolished wall at the bottom/western end of Canton Street enables cars and pedestrians, with attendant noise and litter, to use Canton Street as a route to and from Bedford Place and beyond during the day and late at night.	Comments noted. See no. 2.	Issue re. the partial demolition of the wall at end of Canton St. will be added to the SWOT analysis (although it is not within the CA).

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# Agenda Item 13

<b>DECISION-MAKER:</b>	CABINET		
<b>SUBJECT:</b>	ADDITIONAL FUNDING FOR FLOOD RISK MANAGEMENT		
<b>DATE OF DECISION:</b>	21 MAY 2013		
<b>REPORT OF:</b>	CABINET MEMBER FOR ENVIRONMENT AND TRANSPORT		
<b><u>CONTACT DETAILS</u></b>			
<b>AUTHOR:</b>	<b>Name:</b>	<b>Bernadine Maguire</b>	<b>Tel:</b> 023 8083 2403
	<b>E-mail:</b>	<b>Bernadine.maguire@southampton.gov.uk</b>	
<b>Director</b>	<b>Name:</b>	<b>John Tunney</b>	<b>Tel:</b> 023 8091 7713
	<b>E-mail:</b>	<b>John.tunney@southampton.gov.uk</b>	

## STATEMENT OF CONFIDENTIALITY

NONE

## BRIEF SUMMARY

This report asks Cabinet to accept new funding awarded by the Department for Environment, Food & Rural Affairs (Defra) and add the funding to the capital programme for flood risk management with authority to spend. The additions are programmed over the next two financial years starting this year, for delivery of a flood risk management project in St. Denys to improve household and community flood resilience.

## RECOMMENDATIONS:

- (i) To accept the grant of £472,000 from Defra through the Flood Resilience Community Pathfinder Scheme;
- (ii) To add, in accordance with Financial Procedure Rules, a sum of £472,000 to the Environment and Transport Capital Programme in order to deliver the Flood Risk Management scheme; and
- (iii) To approve, in accordance with Financial Procedural Rules, capital expenditure of £472,000, phased £95,000 in 2013/14 and £377,000 in 2014/15 to deliver the flood risk management project in St. Denys.

## REASONS FOR REPORT RECOMMENDATIONS

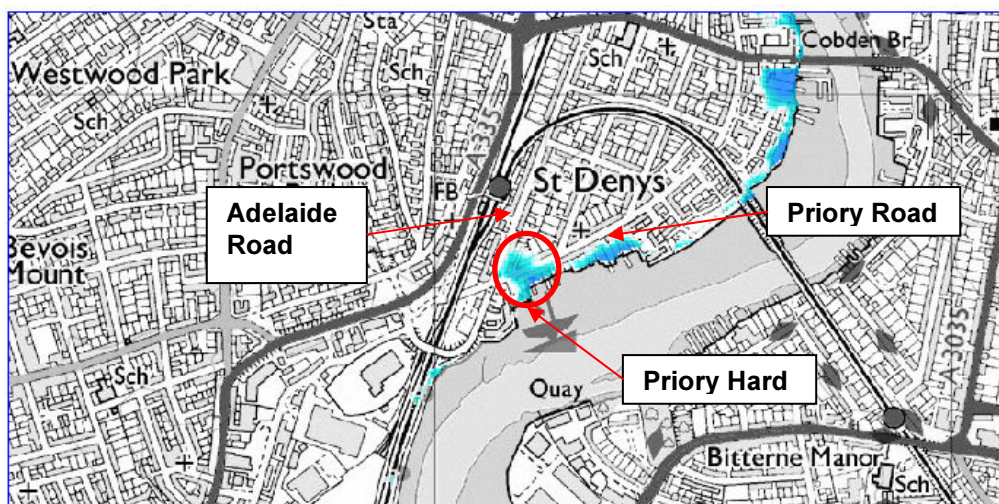
1. This new source of funding has been secured for delivery of a flood risk management project to improve household and community flood resilience within the area of St. Denys at significant risk of flooding following a recent successful funding bid.
2. Delivery of the flood risk management project will enable the Council to achieve implementation of one of the priority schemes identified within the Southampton Coastal Flood and Erosion Risk Management Strategy (2012).

## ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

3. An alternative is to not accept the funding. This option was rejected on the basis that those households within the significant flood risk area in St. Denys would continue to face the same level of risk with little or no assistance with implementing measures to help manage the risks in the short term. The Council would also have to find alternative funding sources to finance the identified scheme proposed within the Southampton Coastal Flood and Erosion Risk Management Strategy (2012) which might not be sufficient to deliver a combination of resistance and resilience measures and the wider community engagement work that can be achieved with this grant funding.
4. By not accepting the funding, the Council would also miss out on the opportunity to develop and share knowledge and experience locally and across the country with the other successful project bids, with a view to developing best practice which will be promoted nationally through the Defra Pathfinder scheme.

## DETAIL (Including consultation carried out)

5. The Defra Flood Resilience Community Pathfinder scheme was announced on 6<sup>th</sup> December 2012 with a two stage application process. The aim of the Pathfinder scheme is to support innovation by funding projects that demonstrably improve resilience in communities at significant risk of flooding in England. Initial bid proposals had to be submitted by 16<sup>th</sup> January 2013, with shortlisted projects being invited to submit further information by 19<sup>th</sup> February 2013. The successful project bids were announced by Defra on 22<sup>nd</sup> March 2013.
6. The City Council put forward a project to work with a small number of households within the St. Denys community (39 residential properties along Priory Road/Adelaide Road) which were identified in the Southampton Coastal Flood and Erosion Risk Management Strategy as being at significant tidal flood risk (Figure 1), but they also face potential flood risk from surface water and groundwater.

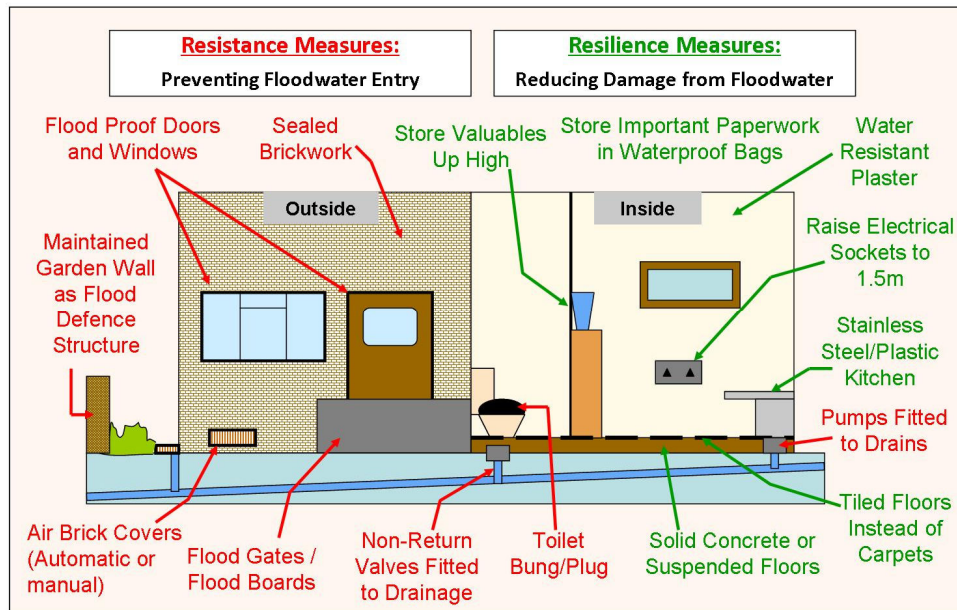


**Figure 1: Target area within the present day significant tidal flood risk zone in St Denys** (flood model data from the Southampton Coastal Flood and Erosion Risk Management Strategy, 2012)

The extent of the present day tidal flood risk along this part of the frontage is relatively narrow and is largely limited to gardens at the rear of the riverside properties, except at the area adjacent to Priory Hard.

7. The project outcomes include:
  - **Improved understanding of flood risk** - to include a better understanding of the interactions between the different sources of flood risk, quantification of the risk reduction following implementation of measures and targeted workshops to improve uptake and/or reduce premiums for household insurance
  - **Awareness raising and community engagement** - to make residents more aware of the risks, establish a residents' working group and achieve maximum sign up from residents within the 39 properties to be involved with the project
  - **Implement property level protection** (resistance and resilience measures) - to include a survey to identify what measures are suitable and subsequent implementation
  - **Develop community resilience** - to enable residents to know how to respond prior, during and following a flood event and to be able to manage the risks themselves with limited outside intervention.

The type of property measures that may be employed are illustrated in Figure 2.



**Figure 2: Range of property level flood resistance and resilience measures**

Further details of the project are contained within Appendix 1 (Project plan).

8. The project bid was developed in consultation with external partners including the National Flood Forum, the Environment Agency and the Solent Forum.
9. The project will be monitored regularly throughout implementation by Defra with a final evaluation following completion. The purpose of the final evaluation will be to examine how well the interventions have met the agreed targets, as well as to evaluate the process, draw out learning against good practice and share it.

The evaluation will help Defra, local authorities and others understand what works best when engaging communities on flood resilience. Any valuable learning which is likely to have a significant wider application will be disseminated at a national level by Defra to encourage take-up by others.

10. Any experience and learning from the project which is applicable to the wider community in St Denys and/or other parts of the City will be captured and disseminated accordingly throughout the project. This includes the appropriate use and implementation of property level protection measures to reduce the potential impacts of flooding to properties which could be taken forward by individual homeowners.

## RESOURCE IMPLICATIONS

### Capital/Revenue

11. The estimated costs of the project are summarised in the table below:

<b>Estimated costs</b>	<b>2013/14</b>	<b>2014/15</b>	<b>Total</b>
National Flood Forum (Community engagement)	£26,000	£26,000	£52,000
Understanding flood risk interactions between the different sources	£40,000		£40,000
Awareness raising/developing community resilience	£10,000	£8,000	£18,000
Property level surveys		£12,000	£12,000
Implementation of property level measures		£293,000	£293,000
Understanding the risk reduction post-implementation of measures		£20,000	£20,000
Project management	£19,000	£18,000	£37,000
<b>Total</b>	<b>£95,000</b>	<b>£377,000</b>	<b>£472,000</b>

12. Delivery of the project will be undertaken in partnership with the National Flood Forum, which is a national charity dedicated to supporting and representing communities and individuals at risk of flooding. This will involve secondment of a community engagement officer to assist with delivering the community engagement elements of the project which are fundamental to successful delivery of the project. Involvement from the National Flood Forum will also be fully funded from the Defra funding.
13. The role of Project Management resourced from existing SCC staff, will be funded up to the value of £37,000 over the lifetime of the project so there will be no burden placed on existing revenue budgets.

If there were any cost over-runs, then these would have to be met by the Council. However, this is viewed as extremely unlikely due the close management of the scheme, including the use of the Council's corporate Sharepoint project management system.

14. Defra have confirmed they will fund the full cost of delivery of the project which amounts to £472,000 over the next two financial years (see Appendix 2). The funding will be released to the Council annually in advance.
15. The conditions of the Defra funding require that it is spent on delivery of the project submitted during the bid process. Failure to do so may mean that funding would have to be given back.

**Property/Other**

16. One of the 39 identified properties is within Council ownership. Any specific implications for the Council in its property owning role will be assessed as required in due course.

**LEGAL IMPLICATIONS**

**Statutory power to undertake proposals in the report:**

17. The statutory power to undertake proposals to manage flood and erosion risks are held by Southampton City Council under the Coast Protection Act 1949, the Land Drainage Act 1991, and the Flood and Water Management Act 2012, although these are permissive powers only.

**Other Legal Implications:**

18. Legal issues may arise during throughout the project but these will be addressed during implementation.

**POLICY FRAMEWORK IMPLICATIONS**

19. There are no policy framework implications as a result of the recommendations of this report.

**KEY DECISION?** Yes

<b>WARDS/COMMUNITIES AFFECTED:</b>	Portswood
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## SUPPORTING DOCUMENTATION

### Appendices

1.	Southampton Pathfinder Project – Project plan
2.	Defra Grant Award letter dated 22 <sup>nd</sup> March 2013

### Documents In Members' Rooms

1.	None
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### Equality Impact Assessment

Do the implications/subject of the report require an Equality Impact Assessment (EIA) to be carried out.	No
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### Other Background Documents

#### Equality Impact Assessment and Other Background documents available for inspection at:

Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)
1. Southampton Coastal Flood and Erosion Risk Management Strategy (2012)	Available to view/download at <a href="http://www.southampton.gov.uk/flooding">www.southampton.gov.uk/flooding</a>



# ***Southampton Pathfinder Project***

**Improving household and community flood  
resilience in St Denys, Southampton**

**Project Plan**

**April 2013**



<b>Project Objective</b>	Improve household and community flood resilience using an integrated approach to managing all sources of flood risk
<b>How will things have changed at the end of the project?</b>	Community will be fully aware of the flood risk, prepared and self-sufficient in responding to a flood event (prior and during); Measures installed to residential properties to reduce the damages from flood events; Assistance with reducing insurance premiums; Facilities provided to enable residents to implement measures to reduce flood risk prior to and during flood events.
<b>Expected long term impact</b>	Community resilience to flood events; Individual financial resilience to enable quick recovery after flood events.

## Rationale

The option to implement property level resistance measures was identified in the Southampton Coastal Flood & Erosion Risk Management Strategy (2012) as the preferred approach to manage tidal flood risk within the St. Denys area. A frontline flood defence scheme is not desired by the residents at present and sufficient Flood Defence Grant in Aid funding is unlikely to be attracted over the next 50 years. Given the identified significant flood risk to a number of residential properties in this area, Southampton City Council aim to help the community to reduce the risk through implementation of a property level protection scheme. However, recent engagement with residents within the community at significant risk has identified that flood risk is not limited to a tidal source as there is a reported interaction between the tide level and both groundwater and surface water in the local area. Hence, it is likely that resistance measures alone will be ineffective and there is a need to improve our understanding of the overall flood risk in this area in the short, medium and long term.

Given the nature of the potential interaction between the different sources of flooding it would be beneficial to the community (and risk management authorities) to take an integrated approach to holistically manage the overall flood risk which this community faces. Hence the proposed approach would be to work with the community to further improve the understanding of the flood risk interactions in the local area, assess and implement the most appropriate suite of measures (both resistance and resilience) to reduce the risk to individual households and empower residents to implement their own local response to flood events. The emphasis of the project would be enabling the community to become more resilient through taking ownership and engendering a feeling of control (through minimising reliance on outside organisations and implementing a pre-determined plan) to reduce physical damages and psychological distress.

## Results/outputs

The expected results/outputs include:

- Improved understanding of the local hydrology and interactions between the various sources of flood risk;
- Greater awareness and acceptance among residents of the flood risk within the area;
- Reduced flood risk to households through implementation of appropriate resistance measures;
- Improved household resilience through implementation of appropriate resilience measures (capital) to enable quick recovery following flood events;
- Improved community resilience by enabling them to be prepared for a flood event and implement any necessary local response actions prior to, during and after a flood event;
- Demonstrate the quantitative risk reduction for communication with household insurance companies to assist with reducing premiums.

## Beneficiaries

There are 39 residential properties in the lower Priory Road/Adelaide Road area which have been identified within the significant tidal flood risk area (1 in 50 year flood zone) in the Southampton Coastal Flood & Erosion Risk Management Strategy (2012). It is these

households who would be targeted within the project. Also, any general communications about the project will be distributed to the wider community throughout the duration of the project and any interested residents outside of the identified households will be considered with provisions included in any organised community events to enable the transferable benefits of the project to be disseminated to the wider community.

Formal consultation on the proposals within the Southampton Coastal Flood & Erosion Risk Management Strategy (2012) was undertaken for 12 weeks from November 2011 – January 2012. During this period a dedicated open day was held within the local vicinity to provide residents with an opportunity to find out more about the proposals, talk directly to the project team and give their views on the proposed option for managing tidal flood risk in their area. The option for property level protection was well received.

Current engagement work on adaptation to coastal change with the wider community in this area is being undertaken in partnership with Hampshire County Council and the Solent Forum through the CCATCH project (part of the wider EU funded Coastal Communities 2150 project) until Summer 2013. Each of the 39 identified households were invited to be involved with the CCATCH project and within the introductory information reference was made to the proposed property level protection scheme which Southampton City Council would be looking to take forward in the near future. The current engagement work is seeking to provide information to the wider community to improve understanding of present and future flood risk to the area and begin to work with residents to develop an approach for how the community will respond to flood events now and in the future. The community group have expressed the need to target any implementation of measures to reduce the risk to those within the significant flood risk area as they are the most vulnerable to lower return period flood events, as experienced in the past. It was through this engagement work that residents from the target community reported the interaction between the different sources of flooding in the local area and their desire to help themselves was expressed. The majority of the community resilience ideas put forward in this project originate from the local residents.

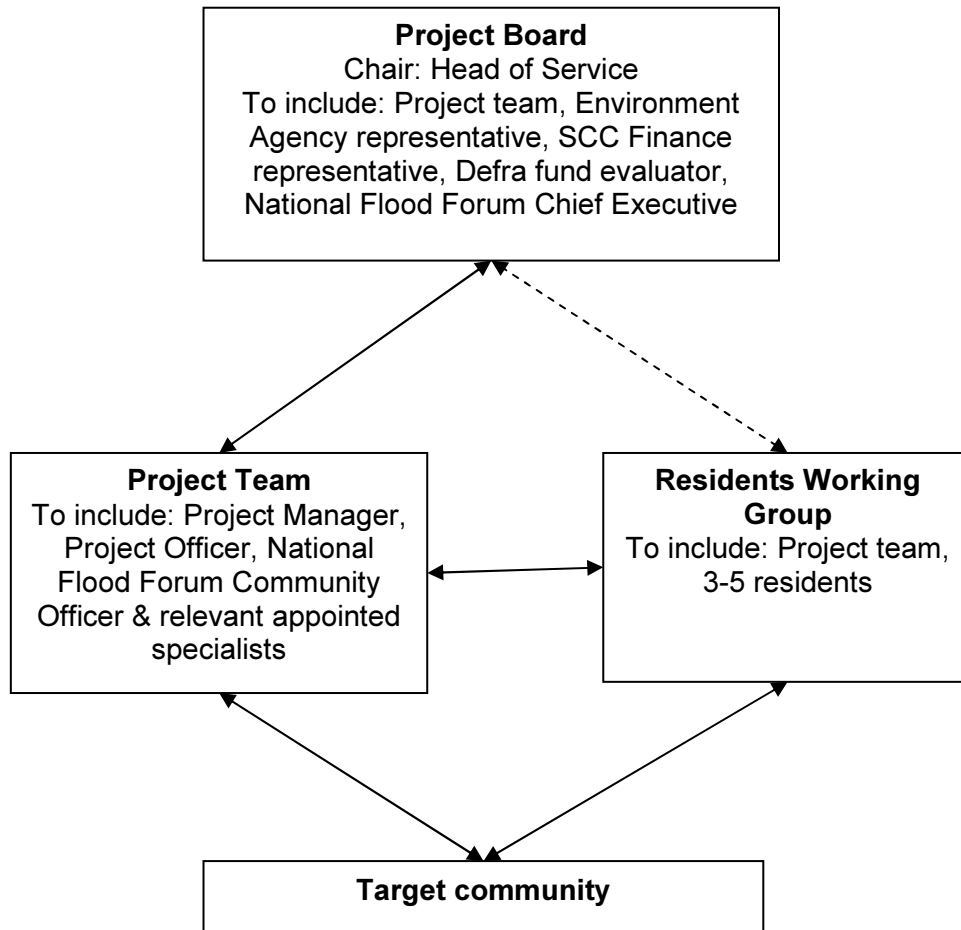
## **Methodology**

Through this project we would explore and implement the most appropriate measures (resistance and/or resilience) to each property to reduce flood risk for individual households, improving the financial resilience of those households who participate. Implementation of resistance and resilience measures (where required) which will reduce the likely flood damage through prevention of water entering the buildings and enable households to recover more quickly (and less costly) if water does enter the buildings. All households will have a better understanding and ownership of the risk, and acceptance that flooding cannot be entirely prevented given the complexity of the flood sources and their interactions but they will be empowered to manage it which will also reduce unnecessary stress and the associated impacts on short/medium/long term health. Through the project we aim to provide a quantifiable reduction in risk which can be used by households to negotiate insurance premiums and/or increase insurance uptake.

By enabling residents to take ownership of developing their community response to future flood events the project will develop actions which will provide a lasting resilience to equip them with the ability to prepare for, respond and recover from flooding without the need for extensive intervention from outside agencies. The project will also enable identification of vulnerable individuals within the community who would disproportionately suffer during and after a flood event and provide a support network within the community to reduce the impacts of flooding to them.

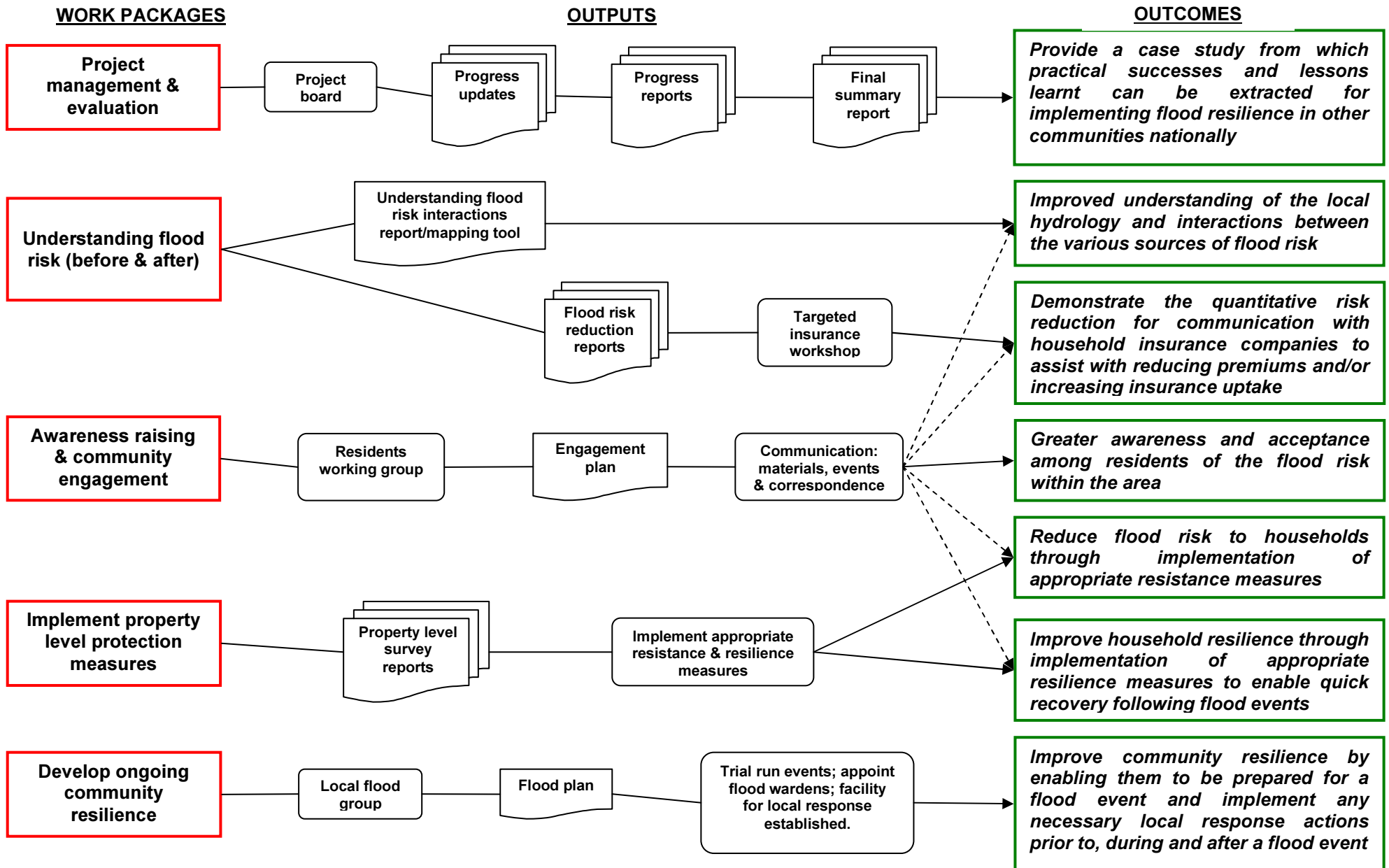
The project will be delivered as a number of different work packages which are outlined in a later section. Where services or works have to be contracted to deliver any elements these will follow the Contract Procedure Rules.

The project will be delivered with support from the National Flood Forum (NFF). This will include involvement from the Chief Executive on the project board and a dedicated part time Community Officer in the project team (to be based within Southampton City Council's offices) to support the day-to day delivery of the project. The Community Officer will be supported by the Project Manager and the NFF's Community and Recovery Support Manager. The project governance arrangements are illustrated in Figure 1.



**Figure 1: Project governance arrangements**

## Work packages



<b>Work package</b>	<b>Description</b>	<b>Expected output(s)</b>	<b>How the outputs will deliver project outcomes</b>	<b>How the outcomes deliver the aim of the project</b>
Project management & evaluation	Appropriate project governance and management structures are implemented to ensure the project is successfully completed to meet the identified outcomes & suitable monitoring & evaluation is undertaken at relevant stages throughout.	Establish a project board; Successes/lessons learnt log; Progress updates; Bi-annual assessment report by project board.	Provide a mechanism for monitoring & evaluating the lessons learnt/ successes throughout the duration of the project. Regular project board meetings will enable progress to be properly tracked & any issues can be addressed quickly through the hierarchy. Successful delivery of the project.	Accountability of the project board for monitoring progress will ensure the project is successful by meeting the quality, time & budget criteria of the project. Input from the working group will ensure the project is steered so the outputs meet the needs of the local community in developing resilience to flood risk.
Understanding flood risk (before & after)	Undertake investigations to establish the interaction between groundwater, tidal and surface water flood risk in the area, to determine the quantitative risk reduction following implementation of measures & to support residents with negotiating better insurance deals.	Report on the investigations into flood risk interactions in the local area; Interactive mapping tool; Individual flood risk report on the quantification of risk reduction following implementation of measures; targeted insurance workshop(s).	Information should facilitate increasing awareness and acceptance among residents of the flood risk within the area. Demonstrate a quantitative reduction in flood risk to enable effective engagement with insurance companies (with the support of an insurance specialist) leading to reduced premiums and/or increased insurance uptake.	Full understanding of the interactions between the different sources of flood risk will enable better informed engagement and awareness raising and household resilience can be tailored accordingly. Quantifying risk reduction & improving access to & affordability of insurance will demonstrate a measured improvement in household resilience.
Awareness raising & engagement with community	The community is at the heart of this project so it is important to raise awareness of the project at the outset, develop improved understanding and awareness of flood risk in the local area and encourage involvement from the residents to develop household and community resilience.	Establish a resident working group; Engagement plan; Targeted outreach to engage individual households; Awareness raising materials; Awareness raising events; Community events (meet the surveyor & supplier); Regular communication (letter/newsletter/emails).	Greater awareness & acceptance of flood risk within the area & opportunities for individual & collective action leading to increased community resilience. Maximum sign up for implementation of measures achieved from affected residents, which will help deliver maximum reduction in flood risk and improvement in household resilience.	Maximum sign up will enable household resilience to be improved across the entire target community. Shared understanding/acceptance of the risk should enhance community cohesion creating potential for successful community resilience through a willingness to work together during future flood events.
Implement resistance and/or resilience measures	Capital works to reduce flood risk and improve household resilience.	Property level flood survey completed for all participating households; Identified resistance/ resilience measures installed.	Delivering tailored resistance/resilience measures based on a comprehensive understanding of flood risk & with the active support of the local community will lead to quantifiable reductions in flood risk.	The outcomes achieved through this work package will deliver improvement of household resilience, delivering this part of the aim of the project.

Work package	Description	Expected output(s)	How the outputs will deliver project outcomes	How the outcomes deliver the aim of the project
Develop ongoing community resilience	Activities to improve community resilience through preparedness for responding prior to, during and after a flood event.	Establish a local flood group; Community trial run event; Completed flood plan; Local facility established with equipment necessary for local response to future flooding; Flood wardens appointed.	Proactive, targeted awareness raising & engagement & tailored support, advice & guidance will lead to greater awareness of flood risk & provide residents with the capacity & capability to enable individual & collective action thereby building community resilience.	The outcome achieved through this work package will deliver improvement of community resilience, delivering this part of the aim of the project.

### Risk register

Risk Item	Likelihood	Consequence	Preventative Measures	Residual Likelihood	Residual Consequence	Countermeasures
<b>Technical</b>						
Due to urbanised nature of the frontage it is difficult to monitor groundwater levels	Med	Med - Delay to programme	1. Select appropriate site(s) at outset for monitoring. 2. Procurement methodology to consider quality heavily as well as price.	Med	Low	1. Escalate to project board. 2. Consider alternative sites nearby. 3. Report to Defra.
Modelling difficulties with interactions of different sources of flood risk	Med	Med - Delay to programme/inaccuracies in modelling or additional work to improve	1. Appoint competent specialists - procurement methodology to consider quality heavily as well as price.	Low	Low	1. Escalate to project board. 2. Consider alternatives. 3. Report to Defra.
Difficult to quantify the risk reduction	Med	Med – Unable to satisfactorily deliver an outcome of the project	1. Appoint competent specialists - procurement methodology to consider quality heavily as well as price. 2. Utilise NFF's network of contacts & understanding of insurance	Low	Low	1. Escalate to project board. 2. Consider alternatives. 3. Report to Defra.
<b>Community engagement</b>						
Homeowners refuse to accept the flood risk	High	High – limited number of residents signing up for resistance/resilience measures	1. Establish a residents working group. 2. Appoint interested residents as champions. 3. Targeted outreach & engagement. 4. Involvement from National Flood Forum (NFF).	Med	Med	1. Escalate to working group/project board. 2. Consider alternatives. 3. Report to Defra.

Risk Item	Likelihood	Consequence	Preventative Measures	Residual Likelihood	Residual Consequence	Countermeasures
Residents concerned about drawing attention to the flood risk issues	High	High – limited involvement with the project	1. Targeted awareness raising. 2. Involvement from the NFF. 3. Emphasise development of risk reduction report as part of the project.	Med	Med	1. Escalate to working group/project board. 2. Consider alternatives. 3. Report to Defra.
Scepticism about the effectiveness of resistance/resilience measures	Med	Med – limited number of residents signing up for resistance/resilience measures	1. Use of the demonstration house which should be developed as part of the CCATCH project. 2. Involvement from NFF. 3. Identify individual champions to promote measures to fellow residents. 4. Involve residents in design & specification. 5. Arrange meet the surveyor/supplier events to allay any concerns. 6. Ensure products are independently verified.	Low	Low	1. Escalate to working group. 2. Consider alternatives. 3. Report to Defra.
Inconvenience of disruption during implementation phase	Low	Med - limited number of residents signing up for involvement	1. Appoint interested residents as champions. 2. Arrange meet the surveyor/supplier events to allay any resident concerns.	Low	Low	1. Escalate to working group. 2. Consider alternatives. 3. Report to Defra.
People in the locality do not wish to form a flood group	High	High – progress in developing established community resilience and legacy of the project is not possible	1. Raise awareness about the benefits of establishing a flood group. 2. NFF to proactively facilitate & support establishment of local flood group. 3. Ensure regular communication with the residents working group/champions.	Low	Med	1. Escalate to working group/project board. 2. Develop a specific action plan. 3. Consider alternatives. 4. Report to Defra.
Unable to re-establish the flood warden network	Med	Med – unable to get interest in re-establishing the network	1. Identify why the network diminished previously. 2. Identify & implement appropriate measures to overcome the barriers. 3. NFF to proactively support recruitment of flood wardens including provision of tailored training.	Low	Low	1. Escalate to working group. 2. Consider alternatives. 3. Report to Defra.
<b>Delivery</b>						
Inexperienced surveyor/supplier	Low	High - difficulty with identifying appropriate measures; problems with technical quality.	1. Procurement methodology to consider quality heavily as well as price. 2. Ensure all products are independently verified.	Low	Med	1. Escalate to project board. 2. Consider alternatives. 3. Report to Defra.
<b>Environmental</b>						
Major flood effects south coast during the project	Low	High – political, public and media focus on the	1. Clear project roles and responsibilities. 2. Robust project management system. 3. Involvement from NFF.	Low	Med	1. Escalate to project board. 2. Consider



Risk Item	Likelihood	Consequence	Preventative Measures	Residual Likelihood	Residual Consequence	Countermeasures
	w	project				managing expectations. 3. Report to Defra.
<b>Financial</b>						
Additional activity required to deliver outputs/outcomes	Low	High – project plan cannot be delivered to the available budget	1. Establish a limit per household for spend on measures. 2. Prepare a robust budget. 3. Regular budget monitoring throughout the project.	Low	Med	1. Escalate to project board. 2. Report to Defra. 3. Reconfigure the budget.

## Project milestones

The key milestones within the project (and predicted spend) include:

Milestone	Duration	Start	Finish	Predicted spend
Commencement		Mon 25/03/13	Mon 25/03/13	
<b>Project management &amp; evaluation</b>	<b>527 days</b>	<b>Mon 25/03/13</b>	<b>Tue 24/03/15</b>	<b>£18,000</b>
→ Liaison with Defra/NFF	30 days	Mon 25/03/13	Fri 03/05/13	
→ Establish project board		Wed 01/05/13	Wed 01/05/13	
→ Project board meetings	8 days	Wed 01/05/13	Mon 02/02/15	£8,000
→ Project reporting	27 days	Wed 01/05/13	Tue 24/03/15	£10,000
<b>Understanding flood risk (before &amp; after)</b>	<b>399 days</b>	<b>Mon 03/06/13</b>	<b>Sat 06/12/14</b>	<b>£62,000</b>
→ Appoint appropriate specialists		Mon 03/06/13	Mon 03/06/13	£1,000
→ Identify, quantify & understand flood risk interactions	100 days	Mon 03/06/13	Fri 18/10/13	£40,000
→ Appoint appropriate specialist		Wed 01/10/14	Wed 01/10/14	£1,000
→ Quantification of risk reduction	30 days	Wed 01/10/14	Tue 11/11/14	£18,000
→ Targeted insurance workshop	1 day	Sat 06/12/14	Sat 06/12/14	£2,000
<b>Awareness raising &amp; community engagement</b>	<b>309 days</b>	<b>Mon 03/06/13</b>	<b>Mon 04/08/14</b>	<b>£48,000</b>
→ Establish residents working group		Mon 03/06/13	Mon 03/06/13	£1,400
→ Residents working group meetings	8 days	Mon 03/06/13	Mon 04/08/14	£5,600
→ Undertake insurance survey	10 days	Thu 01/08/13	Wed 14/08/13	£2,000
→ Engage all households (Various engagement activities)	204 days	Mon 24/06/13	Mon 31/03/14	£39,000
<b>Implement property level resistance &amp; resilience measures</b>	<b>233 days</b>	<b>Mon 01/07/13</b>	<b>Fri 16/05/14</b>	<b>£307,000</b>
→ Appoint appropriate specialists		Tue 01/04/14	Tue 01/04/14	£1,000
→ Survey properties	30 days	Mon 07/04/14	Fri 16/05/14	£12,000
→ Appoint appropriate specialists		Mon 01/07/14	Mon 01/07/14	£1,000
→ Implementation of suitable measures	60 days	Mon 08/07/14	Fri 27/09/14	£293,000
<b>Develop ongoing community resilience</b>	<b>246 days</b>	<b>Tue 01/04/14</b>	<b>Fri 06/03/15</b>	<b>£36,900</b>
→ Engagement with residents throughout implementation phase	154 days	Tue 01/04/14	Fri 31/10/14	£2,000
→ Establish a local flood group		Fri 01/08/14	Fri 01/08/14	£1,000
→ Local flood group meetings	7 days	Mon 01/09/14	Mon 02/03/15	£4,900
→ Identify & appoint flood wardens	45 days	Mon 01/09/14	Fri 31/10/14	£1,000
→ Identify & implement local response actions	60 days	Mon 01/09/14	Fri 21/11/14	£10,000
→ Develop community flood plan	60 days	Mon 01/09/14	Fri 21/11/14	£5,000
→ Develop 'flood information pack'	30 days	Mon 01/12/14	Thu 08/01/15	£5,000
→ Flood fair (& trial run)	1 day	Sat 21/02/15	Sat 21/02/15	£6,000
→ Undertake final survey of households	10 days	Mon 23/02/15	Fri 06/03/15	£2,000

## Dissemination

A communication plan will be developed at the outset of the project which will set out how, when and with whom engagement throughout the project will be directed. The proposed methods of engagement to be utilised throughout the project are detailed below:

Type of engagement	Method/activities	Purpose
<b>Passive</b>	Letter/Newsletter	Introduction to the project
	Email/Newsletter	Regular updates on progress throughout the project
<b>Active</b>	Working group	Engage & involve residents in the development & delivery of the resilience & resistance measures
	Champions/key representatives	To encourage other residents to get involved with the project
	Drop-in surgeries /one-to-one sessions	Provide information/guidance (e.g. on insurance), answer queries
	Public meetings /workshops	Provide opportunity for two way communication including sharing of information
	Community events	Create a fun interactive way to raise awareness, generate interest in the project, introduce surveyor/suppliers etc
	Local flood group	Provide the community with ownership leading to greater community resilience & a lasting legacy
	Trial runs	Test the effectiveness of the flood plan, community response & to ensure residents are confident in using their property level measures
	Flood wardens	Main points of contact to disseminate flooding information and maintain community resilience beyond the project
	Training	Provide individuals with the skills & knowledge to act as a local champion and/or flood warden

## Monitoring and evaluation

An overview of the monitoring and evaluation activities for the project is detailed below:

Activity	Monitoring & evaluation
Project management & evaluation	<ul style="list-style-type: none"> <li>• Regular monitoring of all indicators against set targets established at the outset (quantitative);</li> <li>• Regular progress updates to the project board (qualitative);</li> <li>• Bi-annual assessment by project board (qualitative);</li> <li>• Interim &amp; final evaluation plan (qualitative);</li> <li>• Resident feedback (qualitative).</li> </ul>
Understanding flood risk	<p>Successful delivery of the following at the end of the relevant key milestones of the project:</p> <ul style="list-style-type: none"> <li>• Report detailing the improved understanding of the interactions between different sources of flood risk (qualitative);</li> <li>• Mapping facility for use as an awareness raising tool (qualitative);</li> <li>• Report for households outlining the quantitative risk reduction following the implementation of measures (qualitative).</li> </ul>
Awareness raising & engagement	<ul style="list-style-type: none"> <li>• Record the number of each meeting type (for example, project board, working group and community events) held throughout the project (quantitative);</li> <li>• Record attendance at all meetings/events (quantitative);</li> <li>• Record type &amp; frequency of all forms of communication used (quantitative);</li> <li>• Record the number of key representatives appointed and their level of involvement throughout the project (quantitative);</li> <li>• Record the level of uptake at implementation stage (quantitative);</li> <li>• Types of engagement tools utilised (quantitative);</li> <li>• Engagement plan produced, implemented and reviewed periodically throughout the project (qualitative);</li> </ul>

	<ul style="list-style-type: none"> <li>• Resident feedback (qualitative).</li> </ul>
Implementation of measures	<ul style="list-style-type: none"> <li>• Record the type and number of resistance/resilience measures implemented in each property (quantitative);</li> <li>• Risk reduction for households/community (quantitative);</li> <li>• Resident feedback (qualitative).</li> </ul>
Influence on flooding behaviour – improved household & community resilience	<ul style="list-style-type: none"> <li>• Initial household insurance survey – establish baseline (qualitative);</li> <li>• Local flood group established (qualitative);</li> <li>• Community flood plan (qualitative);</li> <li>• Local facility developed to enable the community to implement local response actions during flood events (qualitative)</li> <li>• Record the number of residents involved in a trial run event (quantitative);</li> <li>• Undertake a survey of households to gather information regarding level of awareness following the project, preparedness for a flood event, effects on insurance uptake /premiums, their opinions on the successes of the project and most effective method of communication (quantitative &amp; qualitative).</li> </ul>

### Legacy

The legacy of this project will be extremely important as the ability for households and the community to remain resilient will require all residents to be fully aware of the risks, the established measures that will be in place in order to manage these risks and knowledge about their role prior to and during a flood event. In order to deliver this it is the ambition to support the following actions throughout and prior to the end of the project:

- Establish a local flood group & continue the links between SCC, other risk management authorities and local residents. NFF will continue to provide support to the flood group after the project through their existing networks & support packages.
- Re-establish the flood warden network. NFF will continue to provide support to the flood wardens after the project through their existing networks & support packages.
- Develop a 'flood information pack' tailored to each household which outlines the flood risk in the local area, the measures which have been implemented within their property, a guide on how to use these measures, the community flood plan, contact details of the appointed flood warden(s) and details of the next flood fair & trial run, which is distributed to all existing residents prior to completion of the project. Through the local flood group, any new residents who move to any of the targeted properties in the future would be provided with an updated pack.
- Develop an annual flood fair in the community, organised by the local flood group, which would include a trial run to ensure any new residents to the area are aware of the risk and fully informed about the established community response to flood events.

# Agenda Item 13

Appendix 2



Department  
for Environment  
Food & Rural Affairs

Bernadine Maguire  
Southampton City Council  
Civic Centre  
Southampton  
SO14 7LT

22nd March 2013

Dear Bernadine

## **Grant Scheme Ref: Flood Resilience Community pathfinder – Omnicom 17420**

Thank you for your application for the above Grant Funding Project. All applications have been assessed against the priorities and criteria as set out in the Invitation to Apply published on 6<sup>th</sup> February 2013 via the Bravo system.

We are pleased to inform you that Defra is offering Southampton City Council a grant, under Section 31, with a total value of **£472,000.00**, four hundred and seventy two thousand pounds

The Grant Funding Period is from 22<sup>nd</sup> March 2013 and ending on 31<sup>st</sup> March 2015.

The award of this Grant Funding Offer will be formalised under a Section 31 Award which will be sent to you for your authority's approval before the end of March, in the meantime due to the urgency of this funding should you wish to accept this offer please response to me, via mail within the **next 2 working days**, stating your authority's acceptance of the funding offer. As stated previously I will then ensure the funding offer is formalised under Section 31 and provide you with feedback on your bid.

In the meantime, if you require any further information please do not hesitate to contact me.

Yours sincerely

Mandy Trueman

Category Team Manager  
Department for Environment, Food and Rural Affairs  
Procurement & Commercial Function - Technical Goods & Services  
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<b>DECISION-MAKER:</b>	CABINET		
<b>SUBJECT:</b>	ESTATE PARKING IMPROVEMENTS		
<b>DATE OF DECISION:</b>	21 MAY 2013		
<b>REPORT OF:</b>	CABINET MEMBER FOR RESOURCES		
<b><u>CONTACT DETAILS</u></b>			
<b>AUTHOR:</b>	<b>Name:</b>	<b>Aidan Cooper</b>	<b>Tel:</b> 023 8091 5108
	<b>E-mail:</b>	aidan.cooper@southampton.gov.uk	
<b>Director</b>	<b>Name:</b>	<b>John Tunney</b>	<b>Tel:</b> 023 8091 7713
	<b>E-mail:</b>	John.tunney@southampton.gov.uk	
<b>STATEMENT OF CONFIDENTIALITY</b>			
Not applicable			

## **BRIEF SUMMARY**

This report seeks formal approval, in accordance with Financial Procedure Rules, for expenditure on various Housing Revenue Account (HRA) estate parking projects and General Fund housing estate parking projects. The inclusion of a General Fund scheme within this report reflects growing concern of all residents about the escalating damage to public amenity space. These proposals continue the approach adopted and approved by Cabinet 16 March 2009 (ref CAB 169-03/2009) which has produced 239 well received parking spaces across Millbrook in the last three years. The General Fund scheme provides an opportunity for owner occupiers at up to seven locations to participate in a subsidised scheme with the option of deferring payment until the property is sold. Where a rented property directly benefits from a General Fund scheme the HRA will make the same contribution as an owner occupier. These projects will contribute to the Council's strategic housing objectives through improving the facilities of our estates, the wellbeing and the satisfaction of our residents in areas where they live.

The proposals are consistent with the Housing Revenue Account (HRA) Business Plan and Capital Programme as agreed at Council in February 2013.

The proposed works cover elements under the heading of Well Maintained Communal Facilities.

## **RECOMMENDATIONS:**

- (i) To approve, in accordance with Financial Procedure Rules, the transfer of £429,000 from the unapproved Future Decent Neighbourhoods scheme to a new Estate Parking Improvements scheme within the Well Maintained Communal Facilities section of the Housing Revenue Account (HRA) capital programme.
- (ii) To approve, in accordance with Financial Procedure Rules, capital expenditure of £429,000 on the HRA Estate Parking Improvement scheme, phased £100,000 in 2013/14 and £329,000 in 2014/15, as detailed in Table 1.

- (iii) To approve, in accordance with Financial Procedure Rules, the addition of an Estate Parking Improvement scheme to the Housing General Fund Capital Programme to be funded by £300,000 of Council resources and to note that a provision will be made in the HRA to provide additional contributions to this scheme, as detailed in the report.
- (iv) To approve, in accordance with Financial Procedure Rules, capital expenditure of £300,000 on the Housing General Fund Estate Parking Improvements scheme, phased £100,000 in 2013/14, £100,000 in 2014/15 and £100,000 in 2015/16, as detailed in Table 2.

## **REASONS FOR REPORT RECOMMENDATIONS**

1. Financial Procedure Rules state that all schemes in the capital programme between £250,000 and £2 million will require Cabinet approval.

## **ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

2. There have been various consultation meetings with tenant groups and leaseholders during the last nine months with regard to the proposed programme of capital expenditure associated with the Housing Revenue Account (HRA).
3. The alternative option of not undertaking the works identified would leave the Council's homes and surrounding areas in their present condition and would not accord with the view expressed during the consultation process or with the Council's policies of providing homes that comply with the four new headings:
  - Safe, Wind and Weather Tight
  - Warm and Energy Efficient
  - Modern Facilities
  - Well Maintained Communal Facilities

## **DETAIL (Including consultation carried out)**

4. This report seeks permission to proceed with the development, procurement and implementation of capital projects which are to be added to the HRA Capital Programme and the Housing General Fund Capital Programme approved by Council in February 2013.
5. The programme outlined in this report is consistent with the Housing Strategy and HRA Business Plan 2013-2043 approved by Cabinet and Council in February 2013.
6. A key role in the development of the Capital Programme has been the involvement of the Tenant Resource Group, Block Wardens, Tenant representatives, leaseholders and staff. Tenants and Leaseholders have also been closely involved in the production of our long term business plan for future investment.

### **Well Maintained Communal Facilities- Decent Neighbourhoods**

7. The proposed HRA projects are shown in Table 1 below and described in more detail in the following paragraphs.



**Table 1**

<b>Well Maintained Communal Facilities</b>	<b>£000</b>
Porlock Road (6 spaces)	37
Hawkley Green (7 spaces)	53
Brendon Green (11 spaces)	61
Oakley Road (5 spaces)	49
Lower Brownhill Road (10 spaces)	34
Atherfield Road (many spaces)	45
Cheriton Ave (no spaces created - better access)	60
Chiltern Green (9 spaces)	51
Blendworth Lane (no spaces created – better access)	39
<b>Total Well Maintained Communal Facilities</b>	<b><u>429</u></b>

8. Porlock Road, Redbridge (£37,000)  
The construction of 6 car parking spaces adjacent to 126-134 Porlock Road. Planning permission required.
9. Hawkley Green, Woolston (£53,000)  
The construction of 7 car parking spaces adjacent to 13-21 odds Hawkley Green. Planning permission required.
10. Brendon Green, Millbrook (£61,000)  
The construction of 11 car parking spaces adjacent to 35-41, 66-71 Brendon Green. Planning permission required.
11. Oakley Road, Millbrook (£49,000)  
The construction of 5 car parking spaces adjacent to 251-281 Oakley Road. Planning permission required.
12. Lower Brownhill Road, Redbridge (£34,000)  
The construction of 10 car parking spaces adjacent to Block 269-299 Lower Brownhill Road. Planning permission not required.
13. Atherfield Road, Redbridge (£45,000)  
The construction of an access road adjacent to 48-56 which would allow access to a large area of land capable of meeting all the parking needs in this location. Planning permission required.
14. Cheriton Avenue, Harefield (£60,000)  
This proposal would not create any more car parking spaces but would improve the access and safety along a stretch of 185 metres between 23-97 Cheriton Avenue. Planning permission not required.
15. Chiltern Green, Millbrook (£51,000)  
The construction of 9 car parking spaces adjacent to 73-78, 97-107 Chiltern Green. Planning permission required.

16. Blendworth Lane, Harefield (£39,000)  
 This proposal will not create any addition car parking spaces but would improve access and safety along a 185m stretch of the verge opposite 13-31 odds to allow other larger vehicles to pass without leaving the carriageway.  
 Planning permission not required

**Housing General Fund**

17. The potential Housing General Fund projects are shown in Table 2 below and described in more detail in the following paragraphs. There are not currently sufficient resources to undertake all of the projects listed and a selection process will be required following consultation with residents.

**Table 2**

<b>General Fund</b>	<b>£000</b>
Hinkler Road (new access road)	88
Bramshott Road (11 spaces)	68
Seafield / Winbury (14 spaces)	83
Heywood Green (14 spaces)	60
Holcroft Road (access road)	49
Marston Road (8 spaces)	88
Byron Road (access road)	71
<b>Total Housing General Fund</b>	<b><u>507</u></b>

18. Hinkler Road, Bitterne (£88,000)  
 The construction of an access road serving 13 properties 341-365 odds allowing vehicles to be parked off the road within the boundary of each property. Planning permission required.
19. Bramshott Road, Woolston (£68,000)  
 The construction of 11 car parking schemes adjacent to 26-42 Bramshott Road. Planning permission required.
20. Seafield and Windbury, Redbridge (£83,000)  
 The construction of 14 car parking spaces adjacent to 34-54, 19, 21 Windbury. Planning permission required.
21. Heywood Green, Bitterne (£60,000)  
 The construction of 14 car parking spaces adjacent to 1-22 Heywood Green. Planning permission required.
22. Holcroft Road, Bitterne (£49,000)  
 The construction of access road to allow each resident 48-64 to park within the boundary of their property. Planning permission required.
23. Marston Road, Bitterne (£88,000)  
 The construction of 8 car parking spaces adjacent to 1-23 Marston Road. Planning permission required.

24. Byron Road, Bitterne (£71,000)

The construction of an access road to allow each resident 26-32 to park within the boundary of their property. Planning permission required

## **RESOURCE IMPLICATIONS**

### **Capital/Revenue**

25. The most recent version of the 30 Year HRA Business Plan, as used to inform the HRA budget approved by Council on 13<sup>th</sup> February 2013, indicates that there is provision for the HRA funded works seeking scheme approval. This report recommends a transfer that creates a new scheme and seeks approval, in accordance with Financial Procedure Rules, for this scheme.
26. Council resources of £300,000 have been identified to fund similar works in estates where the majority of households are owner occupiers. The owner occupiers will each need to make a 50% contribution to their share of the cost of the works, with the other 50% being met from the capital budget. All owner occupiers need to agree to this contribution or the work will not proceed. Where the owner occupiers choose to defer payment until their property is sold, the capital budget will cover the cost and will be reimbursed at a later date. In these circumstances the Council will require a charge over the property in order to safeguard its position.
27. A provision of £30,000 will be made within the HRA revenue budget to contribute to the Housing General Fund Estate Parking Improvement scheme. The contribution will be proportional to the number of Council dwellings in each component of the scheme.

### **Property/Other**

28. The HRA Capital Programme is fully reflected in the Corporate Property Strategy.

## **LEGAL IMPLICATIONS**

### **Statutory power to undertake proposals in the report:**

29. There are no specific legal implications in connection with this report. The power to carry out the proposals is contained within Part 2 of the Housing Act 1985.

### **Other Legal Implications:**

30. None.

## **POLICY FRAMEWORK IMPLICATIONS**

31. The proposed schemes in this report contribute positively to the Council's objectives set out in the Housing Strategy and HRA Business Plan to maintain and improve the condition of the city's housing stock.

**KEY DECISION?** Yes

<b>WARDS/COMMUNITIES AFFECTED:</b>	MILLBROOK, REDBRIDGE, WOOLSTON, BITTERNE, HAREFIELD.
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**SUPPORTING DOCUMENTATION**

**Appendices**

	None.
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**Documents In Members' Rooms**

1.	Indicative plans of the Well Maintained Communal Facilities scheme and the General Fund scheme at Hinkler Road.
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**Equality Impact Assessment**

Do the implications/subject of the report require an Equality Impact Assessment (EIA) to be carried out.	Yes
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**Other Background Documents**

**Equality Impact Assessment and Other Background documents available for inspection at:**

Title of Background Paper(s)

Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)

None.	
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<b>DECISION-MAKER:</b>	COUNCIL CABINET		
<b>SUBJECT:</b>	SOUTHAMPTON NEW ARTS COMPLEX SCHEME		
<b>DATE OF DECISION:</b>	15 MAY 2013 COUNCIL 21 MAY 2013 CABINET		
<b>REPORT OF:</b>	LEADER OF THE COUNCIL		
<b><u>CONTACT DETAILS</u></b>			
<b>AUTHOR:</b>	<b>Name:</b>	Gill Sheeran	<b>Tel:</b> 023 8083 2588
Gillian Sheeran	<b>E-mail:</b>	gillian.sheeran@southampton.gov.uk	
<b>Director</b>	<b>Name:</b>	John Tunney	<b>Tel:</b> 023 8091 7713
John Tunney	<b>E-mail:</b>	john.tunney@southampton.gov.uk	

## STATEMENT OF CONFIDENTIALITY

Appendix 1 is confidential, the confidentiality of which is based on category 3 of paragraph 10.4 of the Council's Access to Information Procedure Rules. It is not in the public interest to disclose this because doing so would prejudice the authority's ability to achieve best consideration for the disposal of land (the identity of the preferred developer and the figures associated with the land transaction are commercially sensitive).

## BRIEF SUMMARY

Following Grosvenor and Southampton City Council entering into a development agreement in late 2010 and a resolution to grant planning consent to proposals for the overall Southampton New Arts Complex Scheme in September 2011, both parties have been working towards a position where Grosvenor can commence the scheme build. The recommendation below, in combination with other measures, will help facilitate this.

## RECOMMENDATIONS:

### Council:

- (i) Agrees to allocate additional funding, up to the sum set out in confidential Appendix 1, to the existing Southampton New Arts Complex Scheme and to increase the capital programme by up to this additional sum .
- (ii) Delegates to the Chief Financial Officer, after consultation with the Cabinet Member for Resources, authority to determine the most appropriate way of financing this sum.
- (iii) notes the potential for increased costs on the Arts Shell Fit Out, as set out in confidential Appendix 1

**Cabinet:**

- (i) Agrees to recommendations of Council as set out above; and
- (ii) Gives authority to the Director of Environment and Economy, after consultation with the Chief Financial Officer, to spend up to the overall new scheme value, and to enter into any documentation necessary to enable the Southampton New Arts Complex Scheme to proceed.

**REASONS FOR REPORT RECOMMENDATIONS**

1. To help facilitate the build of Southampton New Arts Complex Scheme, regenerating the former Tyrrell and Green site and the surrounding area as a Cultural Quarter to attract future investment, businesses, visitor numbers and jobs into the city.
2. In addition to forming a critical element of the Cultural Quarter enabling Southampton to compete with other cities both regionally and nationally, it is anticipated the scheme will generate over 300 direct jobs, 750,000 visitors and up to 38 new homes. It is also expected to generate over £230,000 per annum in retained business rates, council tax and New Homes Bonus, potentially over £160,000 in Arts Council revenue funding for the performing arts and £7.2m of Arts Council lottery capital funding towards the arts shell fit out.

**ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

3. Not adding the additional resources to enable the scheme to progress, forgoing the opportunity to deliver the benefits set out in paragraph 2 above and writing off project related expenditure incurred to date.

**DETAIL (Including consultation carried out)**

4. Southampton's new arts complex will provide a stunning contemporary arts space with outstanding facilities for performance, visual arts, film and digital media, forming a major part of a new development on the eastern side of the Cultural Quarter, fronting onto Guildhall Square. These flexible spaces will transform Southampton's ability to show a whole range of contemporary performing and visual arts. This will enable the city to attract new and exciting work from national and international artists; and to develop programmes for participation, especially by younger people. The arts complex will be a hub for contemporary cultural activity, at the heart of the Cultural Quarter and provide flexible performance spaces together with a new home for City Eye and the John Hansard Gallery.
5. The Council has been working with Grosvenor to commence the build of the scheme. Following exploratory site investigations last year, Grosvenor received build contractor tender returns for the construction of the overall Southampton New Arts Complex Scheme (comprising arts shell, restaurant/retail units and residential flats) in November 2012. These tenders were significantly higher than anticipated and a number of measures have been taken to make the overall scheme sufficiently financially viable to enable Grosvenor to progress the scheme. These include:

- (i) Value engineering of the Grosvenor overall project to reduce costs without compromising the quality of either the overall design or the arts complex.
- (ii) Review of the residential design, mix and numbers. Pre-application consultation has taken place and a new application improving the residential design and increasing the flat numbers from 29 to 38 was submitted by Grosvenor in April 2013 and is due for determination shortly. The footprint of the buildings, the arts complex, and ground floor commercial space remains in line with the currently consented scheme.
- (iii) Both Grosvenor and the Council propose adding additional resources to the project. Details are set out in Confidential Appendix 1 of this report.

**RESOURCE IMPLICATIONS**

**Capital/Revenue**

- 6. It is proposed that an additional amount, as set out in confidential Appendix 1, be added to the capital programme and used to meet part of the increased shell build costs should Grosvenor’s agreed reduced projected profit level (as set out in confidential appendix 1) not be reached.
- 7. It is noted that additional revenue will be generated for the Council through this scheme proceeding, mainly through increased retained business rates, and council tax.

**Property/Other**

- 8. N/A

**LEGAL IMPLICATIONS**

**Statutory power to undertake proposals in the report:**

- 9. Local Government Act 1972 Section 123 and Section 1 Localism Act 2011

**Other Legal Implications:**

- 10. None

**POLICY FRAMEWORK IMPLICATIONS**

- 11. None.

**KEY DECISION?** Yes

<b>WARDS/COMMUNITIES AFFECTED:</b>	Bargate
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**SUPPORTING DOCUMENTATION**

**Appendices**

1.	<b>Appendix 1:</b> Financial detail of revised proposals (Exempt)
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**Documents In Members' Rooms**

1.	None.
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**Equality Impact Assessment**

Do the implications/subject of the report require an Equality Impact Assessment (EIA) to be carried out.	No
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**Other Background Documents**

**Equality Impact Assessment and Other Background documents available for inspection at:**

Title of Background Paper(s)

Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)

1.	None.	
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Document is Confidential

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<b>DECISION-MAKER:</b>	CABINET		
<b>SUBJECT:</b>	PROPOSED DISPOSAL OF PART 164- 176 ABOVE BAR STREET		
<b>DATE OF DECISION:</b>	21 MAY 2013		
<b>REPORT OF:</b>	CABINET MEMBER FOR RESOURCES		
<b><u>CONTACT DETAILS</u></b>			
<b>AUTHOR:</b>	<b>Name:</b>	<b>Gill Sheeran</b>	<b>Tel: 023 8083 2588</b>
<b>Gillian Sheeran</b>	<b>E-mail:</b>	<b>gillian.sheeran@southampton.gov.uk</b>	
<b>Director</b>	<b>Name:</b>	<b>John Tunney</b>	<b>Tel: 023 8091 7713</b>
<b>John Tunney</b>	<b>E-mail:</b>	<b>john.tunney@southampton.gov.uk</b>	
<b>STATEMENT OF CONFIDENTIALITY</b>			
Appendix 1 is confidential, the confidentiality of which is based on category 3 of paragraph 10.4 of the Council's Access to Information Procedure Rules. It is not in the public interest to disclose this because doing so would prejudice the authority's ability to achieve best consideration for the disposal of land (the identity of the preferred developer and the figures associated with the land transaction are commercially sensitive).			

## **BRIEF SUMMARY**

It is proposed that the Council dispose of 164- 176 Above Bar Street (the upper parts of the Frog & Parrot and the adjacent vacant shop unit with vacant possession and the ground floor pub subject to a long lease to Greene King) on a 999 year lease basis. City Development has been working in collaboration with Capita to find a disposal solution which mitigates the Council's future liability for the building and fits with the Master Plan Vision for the Cultural Quarter. Following the recent marketing of the property, a number of offers have been received and an evaluation of these offers undertaken, resulting in the recommendation below.

## **RECOMMENDATIONS:**

- (i) to approve the disposal of 164- 176 Above Bar Street to the recommended bidder on the basis set out in Bid B in Confidential Appendix 1 and to delegate authority to Head of Property, Procurement and Contract Management to negotiate final terms of disposal.
- (ii) That the Head of Legal, HR & Democratic Services be authorised to enter into any necessary legal documentation to effect the disposal.

## **REASONS FOR REPORT RECOMMENDATIONS**

1. The marketing of the properties for development or refurbishment has proved successful and offers from several interested parties have been received. Interest from developers prepared to provide an element of space suitable for use by the creative industries has been encouraged. The detail and officer evaluation of all offers received is attached in the schedule at Confidential Appendix 1.

2. The best scoring bid is B. The recommended bidder intends to refurbish the upper floor space to provide at least 2500 square metres of creative industry orientated innovation space, focussing on arts and digital media, with public access via an arts branded foyer within unit 176.

The proposal has the following benefits:

- i. a deliverable scheme proposal providing an early capital receipt to the Council;
- ii. refurbishment and improvements to the currently vacant buildings including the animation of the 176 Above Bar Street frontage;
- iii. the provision of space suitable for innovation/creative industry/arts and digital media uses complementary to the New Arts Complex and the wider Cultural Quarter;
- iv. potential for 300 additional jobs/employment opportunities in the creative industries;
- v. sustainable transport opportunities for occupiers through provision of cycle storage within the building;
- vi. additional business rates.

#### **ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

3. Not disposing of the properties and risking the associated future revenue and capital liabilities and leave empty properties in need of refurbishment which would not complement the regeneration of the cultural quarter.
4. Recommending acceptance of a worse scoring offer which produces either a smaller capital receipt, does not provide opportunities to integrate arts uses/provide creative industry space and jobs or runs a greater risk of not being delivered.

#### **DETAIL (Including consultation carried out)**

5. The subject properties have remained vacant for a number of years following the relocation of the former John Lewis store (Tyrrell & Green) to West Quay and are in need of substantial repair and refurbishment.
6. The properties are within the Cultural Quarter and the Master Plan states 'The Cultural Quarter should remain the primary focus for many cultural and arts based developments and will be strengthened by developments currently underway'.
7. The majority of the offers received (including the offer recommended) are on the basis of refurbishment rather than full redevelopment. The uses proposed in the recommended offer fit with the Council's aspirations for the Cultural Quarter, as it provides the opportunity to integrate arts uses both into the upper floor innovation space and at street level.

#### **RESOURCE IMPLICATIONS**

##### **Capital/Revenue**

8. The marketing costs are being funded through the Property Management disposal budget which falls within the Resources Portfolio.

9. In addition to generating a capital receipt, disposal in accordance with the recommendation will bring the vacant properties back into repair and use at no cost to the Council and provide additional business rates on occupation.
10. The disposal will realise a 100% receipt to the General Fund which has already been built into the funding of the current capital programme. Any receipt that differs from the estimates will need to be considered corporately as part of any future prioritisation of resources.

**Property/Other**

11. The recommended offer provides for the Council to dispose on the basis of a 999 year lease with covenants that will require part of the property to provide innovation/creative industry space.

**LEGAL IMPLICATIONS**

**Statutory power to undertake proposals in the report:**

12. Local Government Act 1972 Section 123 and Section 1 localism Act 2011.

**Other Legal Implications:**

13. There are no OJEU considerations as the Council is not procuring works but simply seeking to control the use through the grant of a 999 lease and/or planning policy.

**POLICY FRAMEWORK IMPLICATIONS**

14. None.

**KEY DECISION?** Yes

<b>WARDS/COMMUNITIES AFFECTED:</b>	Bargate
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**SUPPORTING DOCUMENTATION**

**Appendices**

1.	Officer Evaluation of Offers - Confidential
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**Documents In Members' Rooms**

1.	None.
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**Equality Impact Assessment**

Do the implications/subject of the report require an Equality Impact Assessment (EIA) to be carried out.	Yes/No
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**Other Background Documents**

**Equality Impact Assessment and Other Background documents available for inspection at:**

Title of Background Paper(s)	Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)
1. None	

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# Agenda Item 18

by virtue of paragraph number 3 of the Council's Access to information Procedure Rules

Appendix 1

Document is Confidential

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