

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	9 September 2014
Title:	Land Surplus to Requirement at Leesland Road and Harding Road, Gosport
Reference:	6024
Report From:	Director of Economy, Transport and Environment

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1. Executive Summary

- 1.1 The purpose of this paper is to seek approval for the land at Leesland Road and Harding Road, Gosport, as indicated in the plans attached to this report, to be declared surplus to Economy, Transport, and Highway requirements.

This paper seeks to:

- explain the reason for the County Council's ownership of the land;
- describe the proposed direction of the scheme for which the land was originally acquired;
- confirm the land is surplus to highway requirements; and
- indicate the order of capital receipt that might be realised, if the land is subsequently sold.

2. Contextual information

- 2.1. The land comprises three residential properties (houses and associated grounds): No. 32 Harding Road and Nos. 2 and 2a Leesland Road. The three properties were acquired as advance purchases for the original South Hampshire Rapid Transit light rapid transit scheme. This scheme eventually developed into the Bus Rapid Transit scheme, which has since opened. The properties lie on a section of the originally proposed scheme that is no longer to be progressed.

3. Finance

- 3.1. Currently the properties are let by the County Council's Culture, Communities and Business Services Department.

- 3.2. Each of the properties is valued at between £130,000 and £140,000. The proceeds of any sale of the properties would be handled in accordance with established procedures for capital receipts.

4. Future direction

- 4.1. The County Council's Strategic Transport Group is not aware of any reason to retain any of the properties.
- 4.2. Specifically, the Strategic Transport Group has confirmed that none of the properties is required for the Bus Rapid Transit scheme. The intention is that a southern extension of the bus-way would extend along the dismantled railway corridor south from Tichborne Way only as far as Rowner Road. The current plans would see the route of the Bus Rapid Transit extend beyond Rowner Road but on existing highway only, and do not involve third party land issues. There are several reasons for ending the dedicated bus-way at Rowner Road, the principal reason being that this would be the logical place from a bus operational perspective to get buses back onto the existing highway network. A plan illustrating the subject land in relation to the Bus Rapid Transit and its proposed extension is appended.
- 4.3. A recent bid for Local Pinch Point Funding for the southern extension of the bus-way to Rowner Road was not supported.
- 4.4. The County Council's local Highways Team is not aware of any reason to retain any of the properties and is content to release them.

5. Recommendation

- 5.1. That the Executive Member for Economy, Transport, and Environment declares that the land at Leesland Road and Harding Road, Gosport, as indicated in the attached plans, is now surplus to Economy, Transport, and Environment operational requirements.

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	No
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	No
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	No
Corporate Improvement plan link number (if appropriate):	
OR	
This proposal does not link to the Corporate Strategy but, nevertheless, requires a decision because:	
<p>Declaring the land surplus to requirements may subsequently allow disposal of the land, rationalising the County Council's asset holding and releasing the monetary value for use in its services.</p>	

Other Significant Links

Links to previous Member decisions:		
<u>Title</u> Land at 2 North Cross Street, Gosport	<u>Reference</u> 4766	<u>Date</u> 5 March 2013
Direct links to specific legislation or Government Directives		
<u>Title</u>	<u>Date</u>	

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

<u>Document</u>	<u>Location</u>
None	

IMPACT ASSESSMENTS:

1. Equality Duty

1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- a. The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b. Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c. Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

1.2 Equalities Impact Assessment:

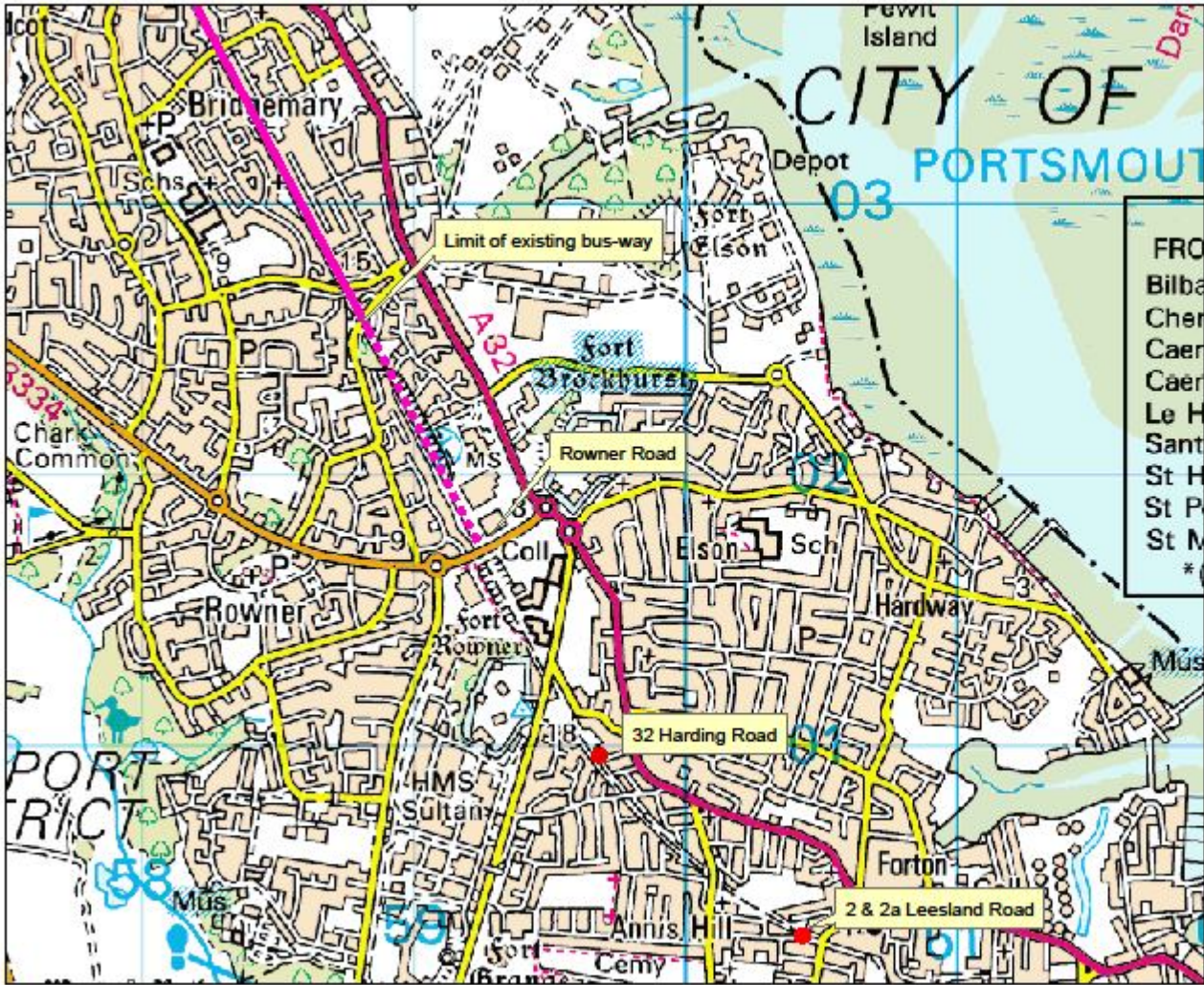
An Equalities Impact Assessment has been carried out specifically for this proposal (ref. EIA362925). The proposal is to declare that three residential properties are surplus to Highways, Traffic and Transport operational requirements. It is considered that this decision would have no impact on any protected characteristics.

2. Impact on Crime and Disorder:

2.1. None

3. Climate Change:

- 3.1. How does what is being proposed impact on our carbon footprint / energy consumption? No impact.
- 3.2. How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts? No impact.

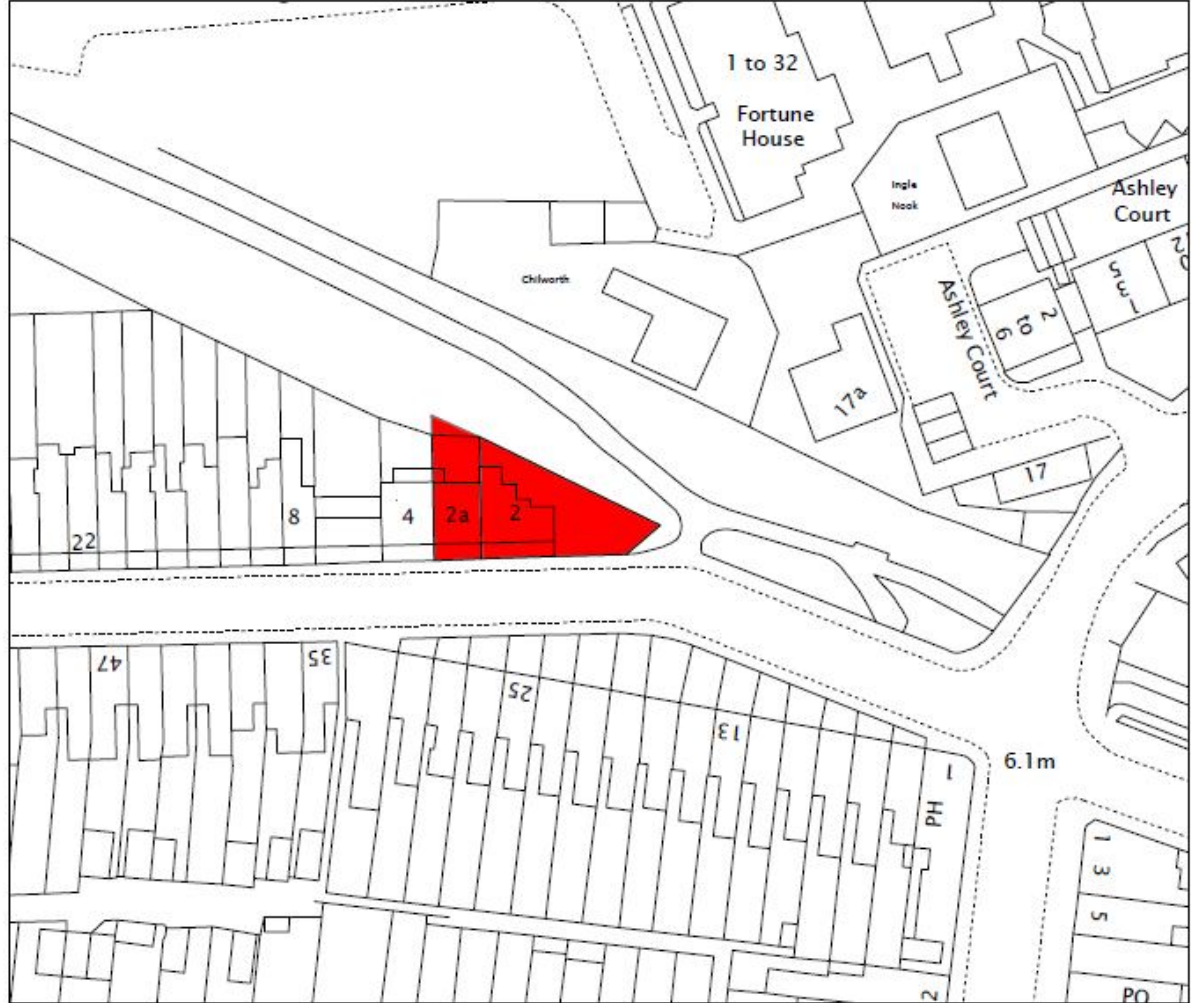


Position of 32 Harding Road
and 2 & 2a Leesland Road
in relation proposed BRT
Extension

- Existing bus-way
- Route of BRT Extension

1:20,000

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■ Surplus land

1:667





 Surplus land

1:554

