

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Executive Member for Economy, Transport and Environment
Date:	11 July 2014
Title:	Project Appraisal: Hambledon Phase 2 Flood Alleviation
Reference:	5871
Report From:	Director of Economy, Transport and Environment

Contact name: Simon Cramp

Tel: 01962 832348

Email: simon.cramp@hants.gov.uk

1. Executive Summary

- 1.1. The purpose of this paper is to seek approval to procure and spend and enter into necessary contractual arrangements to implement the proposed flood alleviation scheme at Hambledon, as set out in this report, at an estimated cost of £3.89 million to be funded principally from the Hampshire County Council Capital Programme, Flood Risk and Coastal Defence Programme, and Structural Maintenance Programme, Winchester City Council and, subject to confirmation, Department for Environment, Food and Rural Affairs (DEFRA) Flood Defence Grant in Aid funding (FDGiA).
- 1.2. As completion of the scheme is dependent upon the availability of DEFRA FDGiA funding totalling £1.44million, the contractual arrangements will allow for the work to be implemented in two stages with a break clause after stage 1 if FDGiA funding is not forthcoming.
- 1.3. This two-stage scheme will constitute Phase 2 of an overall flood alleviation plan for Hambledon. Phase 1 has already been approved and is due for implementation this summer.
- 1.4. The brief for the detail design of this flood alleviation scheme has been informed by a detailed feasibility study, an assessment of previous reports on flooding at Hambledon, consultations with representatives of the local community, officers from the County Council, Winchester City Council and Environment Agency, and the preparation of a full business case.
- 1.5. Phase 2 will seek to reduce flooding in East Street, West Street, and parts of Green Lane through the provision of floodwater culverts along East Street and West Street, improvements to the drainage ditch downstream of the village, and re-profiling and resurfacing the highway to enhance its carrying capacity. Phase 2 will complement the improvements implemented as part of Phase 1.

- 1.6 An alternative option was considered to have some merit and was therefore assessed. However, this approach, which involved re-building roadways at a lower level to improve the carrying capacity of the highway for surface water, was rejected on the basis of the detrimental impact on access to and within the village, comparatively poorer cost benefit figures, and higher residual maintenance liabilities.
- 1.7 Measures of success will be:
- during a significant event, flood water passing through the village is either channelled underground or within the roadway channels, thus avoiding entry to the ground floor of houses;
 - roadways in the village are kept passable for pedestrians and vehicles;
 - the normal life of residents and business activities in the village are minimally disrupted;
 - pumped cellar water is diverted from the highway;
 - the water company benefits from less surface water entering the foul water drainage system; and
 - environmental improvements to the village and the Main River, and potential habitat creation/enhancement for protected species in the downstream section are enabled.

2. Background

- 2.1 Hambledon suffered damaging and prolonged flooding this winter causing major disruption to the community, properties and businesses, the closure of the main roads through the village, and inundation of the foul sewer system. More extensive damage and disruption was only averted by the combined efforts of the County Council, Emergency Services, Armed Services, Winchester City Council, Hambledon Parish Council, Southern Water and the local Flood Action Group. The village has a long history of groundwater flooding such as this with events, prior to this year, occurring in 2012/2013, 2002/2003, 2000/ 2001, 1994/1995 and in the 1960s.
- 2.2 The village is located in the South Downs National Park, some 14 miles (20 km) north of Portsmouth, at an elevation of around 50 m above sea level, around the junction of two normally dry valleys. The three main roads through the village, East Street, West Street, and Green Lane, run along the bottom of these valleys. Surface water in Hambledon drains via a winterbourne stream that starts at the north, is piped through the village before emerging at the southern edge of the settlement where it again runs in a stream past Bury Lodge Farm and via World's End to the River Wallington.
- 2.3 During a flooding event the roads become the watercourses for long periods during the winter and properties alongside East Street, West Street and Green Lane suffer from sustained flooding as a result. This also has an effect on the condition of the road surfaces which have deteriorated significantly in recent years. The road is in need of extensive rehabilitation.

The flow of ground water like this can last for many weeks having a profound effect on the community causing major disruption to residents, businesses and road users in the village.

- 2.4 Hampshire's Local Flood Risk Management Strategy ranks the Hambledon Droxford and Soberton Ward as being at the highest risk of groundwater flooding. A feasibility study was therefore prepared and gave consideration to options for flood alleviation measures for Hambledon. The study made an assessment of previous reports on flooding at Hambledon, and consulted with representatives of the local community, and with officers from the County Council, Winchester City Council and Environment Agency.
- 2.5 The preferred option identified through this work includes the provision of floodwater culverts along East Street and West Street, improvements to the drainage ditch downstream of the village, and re-profiling and resurfacing the highway to enhance its carrying capacity.
- 2.6 In order to enable work to begin on flood alleviation measures, approval was given in October 2013 to a first phase of improvements to the Hambledon stream downstream of the village and to intakes to the north of the village. Due to the flood event this winter, phase 1 works will now start this summer.
- 2.7 To support the delivery of the overall flood alleviation measures for Hambledon, an application was submitted for funding from Defra's FDGiA and the scheme was included in the EA's national Medium Term Plan (MTP). A full business case for the scheme, seeking FDGiA funding of £1.44million, was subsequently submitted to the EA in March 2014. The proposal has been accepted as viable and the scheme has been passed on to the EA's national finance team to consider as part of the Medium Term Plan allocation process for FDGiA.
- 2.8 Although there may be an early indication of the outcome in June, the Regional Flood and Coastal Committee (RFCC) will not consider the final funding programme until October/November this year with a final decision on the availability of FDGiA confirmed by the EA Board in February 2015. This does not fit well with the County Council's determination to bring forward a flood alleviation scheme as soon as possible, and to prevent a repeat of the recent flooding issues and disruption to residents and businesses.
- 2.9 In light of the £2.449million funding that has already been secured, and support from partners, it is proposed that the County Council procure and spend and enter into necessary contractual arrangements to implement the proposed flood alleviation scheme in two stages with a break clause after stage one. This would enable the scheme to be stopped if FDGiA funding was not forthcoming and all the secured funding had been utilised. The extent and cost of stage 1 and stage 2 would be carefully profiled to ensure that the work was appropriate, that it was effective and 'stand-alone', that it complemented the Phase 1 measures to be undertaken this summer, minimised any abortive work, and achieved a 'clean break'. It is estimated

that the works in stage 1 would provide a new culvert between Lott's Store and the property Lyndale in East Street. Property level protection to the remainder of properties in East Street would not be included and would, in the event of flooding, need to be separately funded until stage 2 works are completed.

2.10 Stage 1 would achieve significant improvements; however, completion of the overall scheme would provide substantially greater benefits in:

- reducing damage, disruption and costs to homes, businesses and infrastructure;
- reducing levels of distress to residents caused by flooding;
- reducing maintenance liabilities and operational demands during flooding events;
- providing an open highway during a flooding event;
- providing a more efficient method of maintaining the drainage system which is faster to react and safer in flood conditions; and
- enhancing public safety and community resilience.

3. Finance

3.1	<u>Estimates</u>	<u>£'000</u> Stage1 / Stage 1 + 2	<u>% of total</u> Stage1 / Stage 1 + 2	<u>Funds</u> <u>Available*</u>	<u>£'000</u> Stage1 / Stage 1 + 2
	Design Fee	454 / 454	19 / 12	Hampshire County Council Capital Programme	1569 / 1569
	Client Fee			Hampshire County Council Structural Maintenance Programme	600 / 600
	Supervision	111 / 196	5 / 5	Defra Recovery	200 / 200
	Construction / Land	1884 / 3239	77 / 83	WCC	80 / 80
				Defra FDGiA	0 / 1440
	Total	2449 / 3889	100 / 100	Total	2449 / 3889

*A bid for FDGiA funding of £1.44million was submitted to the EA in March 2014. Although there may be an early indication of the outcome in June, a final decision on the availability of FDGiA will not be known until December 2014.

3.2	<u>Revenue Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
	Net increase in current expenditure	0 / 0	0 / 0
	Capital Charge	211 / 335	0.132% / 0.210%
	Total Expenditure	<u>211/335</u>	<u>0.132% / 0.210%</u>

4. Programme

4.1 Due to the risks involved with the project, and to encourage innovation during the construction phase, it is proposed to use a target cost method of procurement. This will allow for a shortened tender period, early contractor involvement, and would enable a prompt start for the works.

4.2 The overall programme is:

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	07/14	01/15	03/16	03/17

4.3 As outlined above, it is proposed to structure the contract in 2 stages with a break clause after stage one. This would enable the scheme to be stopped if FDGiA funding was not forthcoming and all the secured funding had been utilised. According to the current decision timetable advised by the EA, it is anticipated that the requirement to utilise the break clause will be known by February 2015 representing one month into the construction programme as currently presented.

5. Scheme Details

5.1. The aim of the scheme is to increase the hydraulic capacity of the underground and roadway drainage by providing a culvert along East Street and West Street. The existing surface water carrier drains would be rehabilitated and become a secondary system to the primary culvert. The system would be designed to current standards. Such a system receives, through an intake structure and additional road gullies, ground water originating from springs, pumping from properties, the upstream ditch and overland flow above East Street. An additional foul water sewer would be laid alongside the culvert, to pick up property connections displaced by the culvert. To avoid the culvert being swamped by high ground water levels, the system would be sealed against infiltration below ground level.

- 5.2. New intake and outfall structures would be built at the entrances to the village. The intake would have sufficient catch-pit capacity to minimise the influx of grit. The structure would have screening to prevent the intake of flotsam and to guard against human entry; screens would be inclined for ease of maintenance. On-going maintenance would be essential.
- 5.3 The roads and footways along East Street and West Street have suffered damage from flood damage and the surfacing is near end of life. These would be re-surfaced, where necessary, and a standard kerb height or greater created to protect properties from run-off discharging directly into properties. Where possible, high areas in the carriageway will be lowered and resurfacing carried out.

6. Departures from Standards

- 6.1 None.

7. Community Engagement

- 7.1 The Ward County Councillor, Councillor Huxstep, Winchester City Council, Hambledon Parish Council, and South Downs National Park Authority have been involved in developing the overall scheme and are supportive of the measures outlined in this project appraisal.
- 7.2 The local Flood Action Group, made up of representatives from the local community, has been active in identifying the issues and commenting on proposed solutions.
- 7.3 In addition to the continuing engagement of representatives from the County, City, and Parish Councils, and the Environment Agency and Southern Water, consultation on Phase 2 will be undertaken with property owners, residents and businesses adjacent to the planned works, and the wider community. This will be achieved through a public exhibition, a scheme specific web page on the County Council's web site, a mail drop to residents informing them of the planned works and timetable, and the display of information in the local shops.

8. Statutory Procedures

- 8.1 Because the works are in the vicinity of a main river, the works will require flood defence consent from the Environment Agency (EA). Temporary Traffic Regulation Orders will be needed to facilitate the construction.

9. Land Requirements

- 9.1 There are no land interest requirements for the Phase 2 Works.

- 9.2 The Director of Economy Transport and Environment approved, under delegated powers, the Project Appraisal for the Phase 1 works in October 2013 which has since been extended to include drainage improvements works down to Bittles Farm.
- 9.3 Various interests in privately owned agricultural / garden land, both permanent and temporary, are required in order to implement the extended Phase 1 works, the precise extent of which will be finalised by further detailed design over the coming weeks. As works are programmed to commence this Summer, entry under the Highways Act 1980 may need to be exercised in order to meet this very tight timescale in the event that entry is not secured by agreement with all affected landowners / occupiers.
- 9.4 The acquisition of all interests in land required to implement the proposals and authority to exercise powers under the Highways Act 1980 (if needed) shall be included for approval in the Schedule of Routine Transactions to be submitted by the Director of Culture, Communities and Business Services to the Executive Member for Policy and Resources and Leader of the County Council on 24 July 2014.
- 9.5 All costs associated with acquiring / securing the required interests in land, and the associated works, will be funded from Environment and Transport capital budgets.

10. Maintenance Implications

- 10.1 The ditch below Lott's Store is a classified main river under the Land Drainage Act. The ditch line between Lotts Store and Hook Vinney will become dedicated as highway land and as such maintenance responsibility will pass to the County Council. The section of ditch between Hook Vinney and Bittles Farm has riparian owners who would be responsible for maintenance of the improved sections of the ditch within their property boundaries. The remaining section at Bittles Farm is maintained by the County Council as a highway roadside ditch.
- 10.2 The works would improve the efficiency of maintenance of the surface water system especially during a flooding event.

11. Recommendations

- 11.1 That approval be given to procure and spend and enter into necessary contractual arrangements to implement the proposed flood alleviation scheme at Hambledon, as set out in the supporting report, up to the value of £3.89million.
- 11.2 That authority to make the arrangements to implement the scheme, including variations to the design or contract, be delegated to the Director of Economy, Transport, and Environment in consultation with the Executive Member for Economy, Transport, and Environment.

LTP3 Priorities and Policy Objectives

3 Priorities

- To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire
- Provide a safe, well maintained and more resilient road network in Hampshire
- Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, to support the efficient and sustainable movement of people and goods

14 Policy Objectives

- Improve road safety (through delivery of casualty reduction and speed management)
- Efficient management of parking provision (on and off street, including servicing)
- Support use of new transport technologies (i.e. Smartcards; RTI; electric vehicle charging points)
- Work with operators to grow bus travel and remove barriers to access
- Support community transport provision to maintain 'safety net' of basic access to services
- Improve access to rail stations, and improve parking and station facilities
- Provide a home to school transport service that meets changing curriculum needs
- Improve co-ordination and integration between travel modes through interchange improvements
- Apply 'Manual for Streets' design principles to support a better balance between traffic and community life
- Improve air quality
- Reduce the need to travel, through technology and Smarter Choices measures
- Promote walking and cycling to provide a healthy alternative to the car for short local journeys to work, local services or school

- Develop Bus Rapid Transit and high quality public transport in South Hampshire, to reduce car dependence and improve journey time reliability
- Outline and implement a long term transport strategy to enable sustainable development in major growth areas

Other

Approval of the scheme will also contribute towards:

The Solent and South Downs Catchment Flood Management Plan.

Hampshire County Council's Local Flood Risk Management Strategy.

Hampshire County Council Groundwater Surface Water Management Plan.

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

Hampshire safer and more secure for all:	yes
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	yes
Corporate Improvement plan link number (if appropriate):	

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.)

DocumentLocation

Project Appraisal: Hambledon Flood
Alleviation Scheme Phase 1

Hantsfile ref: 000005452937 and
000006607841

Hambledon Flood Alleviation Business
Case Version 3

IMPACT ASSESSMENTS:

1. Equalities Impact Assessment:

- 1.1 The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. The website contains a summary [assessment of the impacts](#) on "*Enhancing Hampshire's Quality of Life*".
- 1.2 It is considered that the issues covered by this report will not have impacts requiring further specific actions by the Council above those already established in its existing policies and working procedures.

2. Impact on Crime and Disorder:

- 2.1. The proposal has no impact on Crime and Disorder

3. Climate Change:

- 3.1 How does what is being proposed impact on our carbon footprint / energy consumption?

The improved efficiency of maintaining the system afforded by the works reduces the level of resources needed to react in a flooding event to achieve the same objective.

- 3.2 How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The increasing occurrence of flooding in the UK has been linked to climate change. These improvements would be working toward overall, planned measures to adapt the infrastructure in Hambledon to climate change.

