



**FORMER ROYAL NAVAL ARMAMENTS DEPOT MARCHWOOD
– COMPLETION OF FLOOD DEFENCES AND PUBLIC FOOTPATH**

1. INTRODUCTION

- 1.1 A new section of sea wall needs to be constructed and other parts of the existing sea wall improved at the former Royal Naval Armaments Depot (RNAD) site in Marchwood. Similarly new or raised flood defence walls facing Magazine Lane and the public car park at the end are required and, together, these works will enhance public access along the waterfront.
- 1.2 The District Council secured funding in 1998 from Crest to complete the defences but to date the works have not been undertaken. The matter was last considered by Cabinet in March 2004 at which time approval was given to the scheme, the lease arrangements and the use of the developer's contributions. It was accepted that the Council would be responsible for future maintenance and that the new structure would be included in the Council's inspection regime. Works did not commence as the tenders received exceeded the available finance.
- 1.3 Bearing in mind the above the purpose of this report is to update Cabinet as to how revisions to the scheme, ongoing negotiations with the Yacht Club and Parish Council and a reconsideration of the available finance can allow this much needed scheme to go forward to complete the flood defences and facilitate greater shore side public access.

2. BACKGROUND

- 2.1 The former RNAD is an important historic site developed between 1812 and the 1890's for the storage and management of gunpowder. The area is designated as a Conservation Area and contains various Listed Buildings some of which are used by Marchwood Yacht Club. Much of the site has been developed for residential purposes and until these last phases of the flood defences are complete both uses are at a significant risk from tidal and wash flooding. Unpredictable weather occurrences have increased and this together with sea level rise will continue to increase the flooding risk.
- 2.2 Since 2004 the proposals have been reconsidered and the scheme evolved to reduce the costs by reviewing construction methods and material specifications, simplifying some of the detailing to the wall itself, and reusing materials where possible. Negotiations have also continued with Marchwood Yacht Club, who control most of the land across which the walls and path would run and Marchwood Parish Council who need to agree to the use of developer's contributions to fund the scheme and these have led to a successful conclusion.

3 PLANNING POLICY

- 3.1 Policy DWT10.43 of the New Forest District Local Plan First Alteration makes provision for the completion of the footpath. Policy MA1 identifies that with the restoration of the sea wall and the integration of the new pedestrian areas into the footpath network there is the opportunity to create a high quality public waterfront. The provision of greater

public access to the waterfront is also a very high priority of the Marchwood Community Plan.

4 THE CURRENT PROPOSALS

4.1 There remains to be completed both this final section of flood defences and the public footpath network. It should be noted that whilst the missing link is already used by the public it involves negotiating the steep temporary flood defence earth bunding at the end of the Crest wall and walking over the foreshore and uneven terrain, the majority of which is below the high water mark. It crosses land owned by the Yacht Club and the Crown and although it has been used by the public it is unlikely to be an established right of way as part of it is Crown land that prescriptive rights cannot be gained over and access has not been over a specified route.

4.2 It should be highlighted that the current position leaves a considerable number of residents at potential risk from flooding, together with Marchwood Yacht Club and its associated Listed Buildings. It is understood that a degree of flooding took place during the recent extreme weather and tidal event.

4.3 The main elements of the proposed scheme are:

- A new section of sea wall where none of the original survives
- The raising in height of the existing sea wall
- The installation of a flood gate allowing access to the Yacht Club slip
- The strengthening and raising in height of the wall running along Magazine Lane
- The building of a new wall around the County Council car park at the end of Magazine Lane
- The provision of a hard surfaced, lit footpath to adoptable standards across the foreshore.

4.4 As well as facilitating and securing much greater public access, and in particular disabled access, the design of the scheme is considered to enhance the appearance of the Conservation Area and maintain the setting of the Listed Buildings. The structures have been designed to resist normal wear and tear and the risk of intentional vandalism. Drawings of the scheme will be displayed at the Cabinet meeting

5. CONSULTATION

5.1 The revised proposals have been discussed in depth with Marchwood Yacht Club and the scheme has been amended where possible to meet their concerns. This work is, however, ongoing as they have recently raised additional issues that are being addressed. It is understood that their fundamental position is that they would wish to lease the land the new sea wall would be located on to the Council and that the Council would be responsible for future maintenance of the wall. However the other walls facing Magazine Lane and the public car park off the Lane, the floodgate over the slipway and the path on the foreshore would be on their land and they would maintain them all in the future. Public Access across the slipway would be guaranteed by the Club granting a right of way with a proviso within it allowing the Club to restrict access whilst the slipway is in use for launching or recovering boats.

5.2 The Crown Estates have intimated that they have no objection to the proposals and the other relevant consultees and determining authorities have confirmed that their original agreements and consents still stand. Marchwood Parish Council support the proposals

and agree to the use of developer contributions to help fund it for the reasons set out in Appendix One.

6. THE PROPOSED FUNDING ARRANGEMENTS

- 6.1 The lowest tender received when adjusted to remove unnecessary works and works the Yacht Club will undertake was £314,618.48 but in order to keep these prices open from mid March until mid April the Council has had to agree an additional £5977.75 on top of the above giving a revised figure of £320,596.23. After this date it is likely that the cost would rise. When contingencies and fees are added to this amount a total cost of £378,685.66 results as compared to the £215,978 available from the Crest payment.
- 6.2 It is proposed that the shortfall of £162,707.66 will be met from the Marchwood Parish Drainage contributions topped up by reserving up to £50,000 from the Parish General Developer Contributions fund to cover fees, the cost of keeping the tender open and contingencies. Marchwood Parish Council have confirmed they are happy with this approach.
- 6.3 As mentioned above this Council would be responsible for the regular inspection and maintenance of some sections of the Primary Flood Defence wall, where it does not form the boundary of the Yacht Club. The wall is a robust structure with a design life of many years and the form of contract allows for a six year defects warranty clause that means the contractors have to resolve structural issues if they occur. The annual inspection cost would be a maximum of £700 a year.

7. OTHER ISSUES

- 7.1 Marchwood Yacht Club have raised a number of technical issues re the construction of the wall the resulting stability and the exact location and form of the flood gate across the slipway. Advice on these points has been sought from Giffords, the engineers who designed the initial scheme, and their views will be reported to Cabinet. Any changes may have a financial implication which will have to be discussed with the proposed contractor.

8 CONCLUSION

- 8.1 In conclusion the completion of the flood defences and the enhancements to the public footpath network secure the development on the RNAD site and improve public access along the waterside in accordance with the Council's policies. The Yacht Club and the Parish Council are behind the scheme and subject to confirmation that the remaining design issues have been agreed and that these do not materially increase the costs of the scheme and conclusion of the lease arrangements it is felt that this much needed scheme should be progressed.

9 CRIME AND DISORDER IMPLICATIONS

- 9.1 It is envisaged that the completion of a lit, inspected footpath route will encourage responsible behaviour by enabling greater surveillance by a larger number of people. The current 'dead end' arrangement allows occasional fly tipping in the HCC car park and the Yacht Club have experienced unauthorised access to their site in the past. This scheme will discourage these activities by allowing a greater flow of people through the area.

10. ENVIRONMENTAL IMPLICATIONS

- 10.1 The completion of the walls and footpath will both enhance the appearance of the Conservation Area and meet a long term objective to facilitate improved public access along the waterside.
- 10.2 It is envisaged that mitigation work will be required to the adjacent SINC, giving rise to an opportunity to improve the mud-flat habitat, in consultation with the appropriate bodies.

11. EQUALITY AND DIVERSITY IMPLICATIONS

- 11.1 There are no equality and diversity issues arising directly from the report.

12. PORTFOLIO HOLDER COMMENTS

- 12.1 The Planning and Transportation Portfolio Holder supports the recommendation contained in this report.
- 12.2 The Environment Portfolio Holder supports the recommendation and is sure that local residents will be greatly reassured once these flood defences are completed. The Portfolio Holder congratulates the Officers for their hard work and dedication in overcoming a number of legal and technical issues to deliver this scheme.

13. RECOMMENDATION

- 13.1 It is recommended that this much needed and beneficial scheme proceed subject to final agreement on the details of the scheme and the terms of the lease and right of way being reached with Marchwood Yacht Club and confirmation that the above do not result in the scheme costing more than the available finance..

For Further Information Contact: Background Papers:

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3 March 2004
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Appendix One: Recommendation from Marchwood Parish Council

This issue has been highlighted by the community of Marchwood in the **Community Plan** published in August 2007 as one of the most important action priorities needing urgent attention. Real concerns exist about the risk of flooding of households in Admiralty Quay and of the Marchwood Yacht Club, both of which having been designated as flood risk zones. This has been caused by the ongoing failure to address substantial weaknesses in the sea defences in the area of the Marchwood Yacht Club, despite funding having been made available a number of years ago by the developer of Admiralty Quay to address this issue. The result is that:

- Southern Water has been unable to adopt the sewerage system because at high tide, should flooding occur, it could enter the Yacht Club drains.
- This would then in turn go on to flood the housing estate by coming up through their linked drains.
- Failure to address this issue has led to financial penalties being imposed on both the residents of Admiralty Quay and the Yacht Club. Household insurance rates in Admiralty Quay have begun to rise due to the risk of flooding. In addition, the Yacht Club are charged with a £26,000 excess on their insurance due to this flood risk.
- There are also early indications that failing to address the flood risk in Admiralty Quay is leading to a negative impact on future mortgage availability.
- It should also be noted that listed buildings on the Yacht Club site are being placed at unnecessary risk.
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As you will be aware, the combination of high tide, high winds and adverse climatic conditions resulted in a very high tide on Monday 10th March. This resulted in sea water overwhelming the temporary sea defences around the yacht club. It also led to flooding of land surrounding a number of properties in Portside Close, Admiralty Quay. Fortunately on this occasion there was only limited damage, but given future forecasts of the impact of climate change, this matter can only be expected to become more frequent in the future, therefore it is the view of Marchwood Parish Council that we have reached the stage in this project whereby failure to urgently address this issue is not an option that can be considered.

The Parish Council therefore recommend to Cabinet that it approves the proposal to rebuild the sea wall, to include the perimeter of Marchwood Yacht Club. This solution has the added benefit of completing the footpath around Admiralty Quay, thus giving residents of the village improved access to the waterfront, which meets another important action priority highlighted in the Marchwood Community Plan. The funding required to address this issue is fully provided for from Marchwoods developer contributions, £215k from Primary Sea Defences, £109k from Drainage and £50k from Open Spaces to cover any necessary contingency funding that arises.

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AMENDED FINANCIAL INFORMATION**

COST SUMMARY FOR SCHEME

Tenders invited from 5 Contractors

Prices received range from £341, 777.00 to £453,301.20

Lowest tender received from Raymond Brown **£341, 777.00**

Following submission of amended drawings/revised Bill to Raymond Brown- to reflect MYC requirement and omission of MYC security railings /gates together with design amendments as advised by Giffords Structural Engineers,+ a revised Tender Total was received in sum of **£315,752.88***

Summation of costs

Works price	£315,752.88
Allow contingency 15%	£47,362.93
NFDC Fees	£10,000.00
SUB TOTAL	£373,115.81
Structural Engineers fees+	£1650.00
GRAND TOTAL	£374,765.81

* This figure includes a 1.9% increase in original rates required by the Contractor to extend the Tender acceptance period until the **14 April 2008**

For Further Information:

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