

HAMPSHIRE COUNTY COUNCIL**Report**

Committee	River Hamble Harbour Board
Date:	19 November 2010
Title:	M27 Bridge Update
Reference:	2288
Report From:	Director of Culture, Communities and Rural Affairs

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1. Summary

- 1.1. This report provides an update with regard to the pollution risk posed by the outfalls of the M27 bridge. Following a meeting on 6 September 2010, Enterprise Mouchel (the Highways Agency's engineering partner) will be preparing a brief and costings for potential remedial actions on behalf of the Highways Agency. A copy of the minutes of the meeting is at Appendix 1 to this report.

2. Background

- 2.1. For many years there has been concern about the potential pollution risk posed to property and the environment should a major accident occur on the M27 road bridge. The Highways Agency have commissioned 2 reports (in 2004 and 2006) which have evaluated the pollution risk posed by the M27 bridge outfalls. The reports concluded that although the sensitivity of the environment was high, the potential for harm was low. The reports recommended that further pollution control measures were required for the outfalls but these were not categorised as 'priority outfalls'.

3. Meeting

- 3.1. On 6 September 2010, the Chairman of the Harbour Board (Councillor Keith Evans), the Marine Director/Harbour Master (David Evans) and the Environment and Development Manager (Alison Fowler) met with John Parfitt (Enterprise Mouchel) and Neil Andrew (Highways Agency) to discuss the M27 bridge outfalls.
- 3.2. Discussions focussed on the potential environmental and economic impacts of a spill and the likely risk of such an event occurring on the M27 bridge. John Parfitt explained that other outfalls, including that of the railway bridge

and the A27 road bridge, posed a greater risk to the River Hamble than that of the M27 bridge as they drained a significantly larger area.

- 3.3. Actions arising from the meeting included: John Parfitt to provide a brief and costings for potential remedial actions on behalf of the Highways Agency. All parties felt that a joint pollution response exercise would be beneficial and John Parfitt agreed to investigate this further.

4. Recommendation

It is recommended that this report is noted.

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:	no
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.)

Document

Location

None

M27 River Hamble Outfalls Minutes

Cabin Boatyard, River Hamble
2:30 pm, Monday, 6 September 2010

Present

<i>EnterpriseMouchel:</i>	John Parfitt (JP) Drainage Team Leader
<i>Hampshire County Council (HCC):</i>	Cllr Evans (CKE)
<i>River Hamble Harbour Authority (RHHA):</i>	David Evans (DME)
	Marine Director and Harbour Master
	Alison Fowler (AF)
	Environment and Development Manager
<i>Highways Agency (HA):</i>	Neil Andrew (NA)
	Route Performance Manager

Distribution

Invitees, Tim O'Brien (Route Steward)

Item	Action
1.0 Introduction	
1.1 The meeting was held on the Harbour Authority's new patrol boat at the River Hamble Motorway bridge.	
1.2 CKE expressed HCC's disappointment in the HA's response to the pollution threat from the M27 to the River Hamble and hoped that the HA would be able to assist them in addressing the concerns raised by the RHHA.	
1.3 DME expressed his concern about a major spill resulting from an accident on the M27 and described the potential impact to the harbour and the 3000 vessels berthed in it.	
1.4 AF described the environmental designations on the River Hamble and offered to provide information.	
1.5 JP gave an overview of the HA's actions to date: The HA commissioned the M27 River Hamble Pollution Investigation Study in 2004. The Study assessed the outfalls in accordance with CIRIA 142 (Control of pollution from Highway Drainage Discharges) and HA's Design Manual for Roads and Bridges 11.3.10 (Water Quality	

and Drainage) and determined that there was a High sensitivity of environment but a Low potential to cause harm. The Study identified the need for additional pollution control measures and recommended that the outfalls be addressed as soon as possible.

HA commissioned a further Study in 2006. This Study assessed the outfalls in accordance with the HA's new guidance and 'Priority Outfall' assessment procedure agreed with the Environment Agency (EA), HA216/06 (Road Drainage and the water environment). JP visited the site with the Harbour Master and received additional information from the RHHA on the sensitivity of the River Hamble. At the time the RHHA thought that the Maritime and Coastguard Agency (MCA) required them to incorporate the Motorway into their 'disaster plan' but on contact the MCA said that the EA were responsible for the River Hamble at the Motorway and therefore they did not have responsibility for it. The Study determined that the River Hamble outfalls were not 'Priority Outfalls' as defined by the new guidance but again recommended the provision of pollution control devices.

Following representation from Chris Huhne MP in 2006 the HA provided a bin with a spill kit at each corner of the Motorway bridge to reduce the spillage impact risk. Absorbent mats in the bins can be placed on the bridge and channel gullies to prevent pollution.

1.6	<p>Following discussion NA agreed to provide a copy of the following documents to RHHA:</p> <ul style="list-style-type: none"> • As built drawings, • Study Summary, • List of documents provided by RHHA 	JP AF	6/10/10 6/11/10
	<p>AF to review the list of documents provided by RHHA previously and issue any updates to JP.</p>		
1.7	<p>JP expressed his concern that RHHA were so focused on the M27 bridge deck outfalls; due to their prominence and associated public pressure; that they missed the significance of the primary outfalls in the River Hamble. JP</p>		

	<p>explained that the bridge deck outfalls only drained the bridge and therefore had an extremely low risk of polluting the Hamble compared with the primary outfalls that had a moderate risk.</p> <p>JP asked CKE, DE and AF if they knew where the primary Motorway, railway and local highway outfalls were and what provision had been made to protect the River Hamble from pollution, but they were currently unaware and unable to comment.</p> <p>JP identified the location of the primary Motorway outfalls to the southeast and southwest of the bridge and the spill bins.</p>		
<p>1.8</p>	<p>NA asked CKE if HCC would be able to fund the remedial works if the HA were unable to do so. CKE thought that HCC may be able to provide limited funding. This would require further investigation and consultation.</p>		
<p>1.9</p>	<p>JP suggested a joint pollution exercise with all emergency responders would be beneficial. All parties agreed that a joint exercise would be of value.</p> <p>JP to ask contingency team to look into the possibility of carrying out a joint exercise.</p>	<p>JP</p>	<p>6/10/10</p>
<p>1.10</p>	<p>JP to prepare a brief and costings concerning potential remedial actions.</p>	<p>JP</p>	<p>End October 2010</p>