



SOLENT
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Solent Local Growth Deal Consultation: Solent Local Transport Body Schemes

Summary of Responses



Introduction

In October 2014, the Solent LEP signed the Solent Local Growth Deal with central Government.

As part of this deal, the Solent LEP secured £124.8m from the Government's Local Growth Fund to invest in projects focussed on:

- Enabling flagship sites for housing and employment
- Enhancing transport connectivity across the area
- Growing the skills base and supporting business growth.

A copy of the Solent Local Growth Deal is available at the following link: http://solentlep.org.uk/uploads/documents/29_Solent_Growth_Deal.pdf

A consultation that took place in 2014, administered by the former Solent Local Transport Body, for which Hampshire County Council were the accountable body.

This included consultation on the following projects:

- A27 Station Roundabout and Gudge Heath Lane Junction Improvements in Fareham
- Dunsbury Hill Farm Link Road in Havant
- The Hard Interchange in Portsmouth
- Station Quarter North in Southampton

A total of one consultation response was received during this period. Respondents are summarised as follows:

- 1 response from a Government agency

A summary of this response is provided in the following sections of this document.

Response Summary

A27 Station Roundabout and Gudge Heath, Lane Junction Improvements, Fareham

Improvements are being carried out at the junction between Gudge Heath Lane and the A27 and also at Station Roundabout. The two sites are located either side of Fareham Railway Station.

Black Brook river runs in-between the two development sites. Next to the train station, it is split into two culverts, with one branch flowing towards the west under Gudge Heath Lane.

We would encourage early consultation with us to establish the exact route of the Black Brook and to establish if flood defence consent is required. **Flood Consent**

Under the terms of Section 109 of the Water Resources Act 1991, and the Southern Region Land Drainage and Sea Defence Byelaws, the prior written consent of the Environment Agency is required for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of a main river or any proposed works or structures within 15 metres of a sea defence.

This permission is separate from planning permission and cannot be considered retrospectively.

Please be aware that the Environment Agency has up to two months to determine applications for Flood Defence Consent and you are therefore advised to contact the local Environment Agency Office as soon as possible to discuss making an application. Consent will only be issued if the works do not pose a flood risk to people and property, and do not conflict with the Environment Agency's other duties.

Ordinary Watercourse Consent

The prior written consent of the relevant Lead Local Flood Authority is required for the erection of any flow control structures, culverting or diversion of ordinary watercourses, including streams, land drains and ditches.

Please be aware that the Lead Local Flood Authority has up to two months to determine applications for consent made under Section 23 of the Land Drainage Act 1991 in this instance it would be Portsmouth City Council.

All precautions must be taken to avoid discharges and spills to the ground both during and after construction.

For advice on pollution prevention measures, refer to our guidance 'PPG1 – General guide to the prevention of pollution', which is available on our website at www.environment-agency.gov.uk.
from Black Brook River.

These comments have been forwarded on to the scheme promoter, Hampshire County Council, for direct liaison with Environment Agency.

Dunsbury Hill Farm Link Road

We welcome the commitment to improve the Hermitage Stream. This is in keeping with the Dunsbury Hill Farm Environmental Statement. The bridge crossing and the channel restoration are intrinsically linked and we look forward to seeing further details in the future. The scheme presents an excellent opportunity to improve a heavily modified reach of the Hermitage Stream. Making the development more attractive for people and wildlife. We ask that future design work clearly defines how the works contribute towards improvement in Water Framework Directive Status, and how potential impacts will be avoided.

We note that the indicative master plan on page 16, focuses on a short section of the modified channel only. We look forward to seeing full details of the restoration for the entire length of modified channel within the development boundary.

It is not clear if costs of channel restoration have been captured in table 3.2. We would expect the channel restoration to be undertaken alongside construction of the link road to minimise environmental impact.

These comments have been forwarded on to the scheme promoter, Portsmouth City Council, for direct liaison with Environment Agency.

The Hard Interchange

“The Hard” transport interchange in Portsmouth is to be completely redeveloped to provide a new station for several modes of transport (bus, coach, ferry, cyclists and pedestrians). The development is taking the place of the old and outdated station, which is located next to the B2154 (also known as ‘The Hard’).

The development is adjacent to the estuary, and all precautions must be taken to avoid discharges and spills to the ground both during and after construction.

For advice on pollution prevention measures, refer to our guidance ‘PPG1 – General guide to the prevention of pollution’, which is available on our website at www.environment-agency.gov.uk.

The Northern corner is just outside flood risk zone 2 and 3. We would encourage early consultation with us before planning permission is sought, ensure permits and planning permission are twin tracked to avoid any delays.

Flood Consent

Under the terms of Section 109 of the Water Resources Act 1991, and the Southern Region Land Drainage and Sea Defence Byelaws, the prior written consent of the Environment Agency is required for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of a main river or any proposed works or structures within 15 metres of a sea defence.

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Ordinary Watercourse Consent

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Please be aware that the Lead Local Flood Authority has up to two months to determine applications for consent made under Section 23 of the Land Drainage Act 1991 in this instance it would be Portsmouth City Council.

These comments have been forwarded on to the scheme promoter, Portsmouth City Council, for direct liaison with Environment Agency.

Southampton Station Quarter

Part of the site is within the designated flood zone, and we would encourage you to contact us to understand if there are any flood risk management measures that need to be undertaken.

Further consideration should be given to surface water drainage, and the potential to retrofit Sustainable Urban Drainage System if possible. Given that train station has been closed a few times in recent years as a result of flooding, we would advise that you speak with the Lead Local Flood Authority which in this case is Southampton to discuss any drainage requirements.

These comments have been forwarded on to the scheme promoter, Southampton City Council, for direct liaison with Environment Agency.