

YOUR PLACE YOUR PLAN.

Winchester District Local Plan

Winchester District Local Plan 2040

Draft Infrastructure Delivery Plan

July 2024



Winchester
City Council

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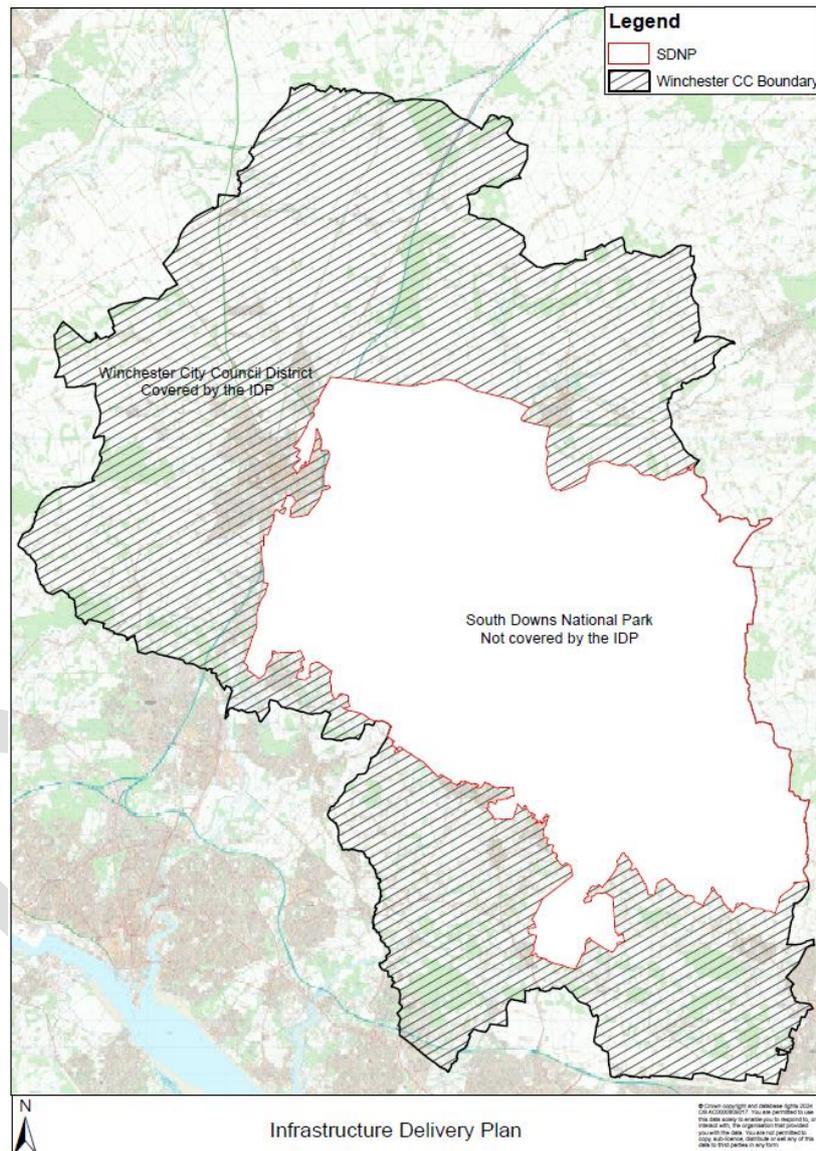
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1.0 **Introduction**

- 1.1 Winchester City Council (WCC) is producing a new Local Plan that will help guide future growth and development in the district over a 20-year period (2020 to 2040). The Winchester District Proposed Submission Local Plan (Regulation 19) sets out how development will be planned and delivered across the whole of the Winchester District outside of the South Downs National Park as the South Downs National Park Authority has responsibility for planning within the area covered by the National Park.



Why has the city council prepared an IDP?

- 1.2 The delivery and timing of infrastructure that is required as part of new development is a critical issue that is often at the forefront of local communities' minds when they are talking about future development. The Infrastructure Delivery Plan (IDP) is a key part of the evidence base that supports and should be read in conjunction with Winchester District Proposed

Submission Local Plan (Regulation 19). The number of households in the Winchester District is projected to grow by approximately 15,000 dwellings during the Local Plan period. Therefore, planning to meet the infrastructure needs of this growth is an essential component of the Local Plan.

- 1.3 The IDP has been prepared to both inform and support the delivery of the Local Plan and to demonstrate that there is an adequate level of infrastructure to support the level of growth that has been allocated for development in the new Local Plan. The IDP also assists not only the city council but it also assists partners and other service providers to identify issues and priorities as part of an integrated approach to providing new development and infrastructure.

Preparing the IDP is an iterative process. This draft IDP will be updated prior to the Cabinet meeting on the 16th September 2024.

What information has been included in the IDP?

- 1.4 The IDP seeks to provide details of the key infrastructure requirements identified in the Local Plan, indicative costs, timescales, priority, and funding source/delivery. It does not capture all of the infrastructure requirements over the plan period; rather it focuses on strategic matters that are required to underpin the delivery of the Local Plan.
- 1.5 It must be acknowledged that infrastructure planning is a complex process, as it often involves a wide range of organisations and bodies operating at different geographical levels working to different timescale to the Local Plan. The IDP supports the Council's emerging Local Plan by bringing together relevant information and by clearly identifying the key strategic infrastructure requirements to support growth in the area, as well as arrangements for delivery.
- 1.6 New development can put pressure on existing infrastructure, of which may already be close to its full capacity. It is therefore essential that new homes proposed are delivered as sustainable communities and they deliver the necessary infrastructure that is needed to support them. However, it is important to stress that the new development cannot be required to address any existing infrastructure shortcomings as there are strict requirements in the CIL Regulations in terms of what an applicant is required to do. Paragraph 2.3 of the IDP provides more detail in the CIL Regulations. What is important is that there is the timely provision of new and improved infrastructure to meet the needs of the new development.
- 1.7 The main output from the IDP work is to provide a list of the strategic infrastructure requirements that have been identified or committed to by infrastructure providers to support the delivery of the Local Plan along with the following information:

- Infrastructure requirement / proposal;
- Delivery partner who is responsible for the infrastructure;
- Location(s) identified for the infrastructure proposal;
- Expected timescale for the delivery of the infrastructure; and
- Estimated cost / funding requirement and source for delivery.

1.8 The work that has gone into preparing the IDP has also helped to inform the preparation and the agreement of Statement of Common Grounds (SoCGs) with infrastructure providers (e.g. Southern Water). These are available on the Local Plan website.

How will the IDP be updated?

1.9 The IDP is a 'live' document which identifies the infrastructure need based on the most relevant information available at the time of writing. The information in this document, including assumptions on infrastructure requirements, will also be subject to periodic review and updating as new information becomes available. Any infrastructure requirement identified within the IDP will be reassessed by the relevant body as part of a development application and will need to be delivered where either identified within this document or through CIL Regulation 122¹.

1.10 As the infrastructure priorities are likely to change over time, it is Council's intention to provide annual updates to the IDP in conjunction with the Infrastructure Funding Statement that is published at end of every year on the city council website and/or Winchester City Council's Authorities Monitoring Report (AMR) that is also published on the website at the end of each year.

1.11 As recognised in Government guidance, projecting long-term sources of funding is highly challenging and identified sources will be reviewed as part of any further iteration of this IDP. The Levelling Up and Regeneration Act (LURA) 2023 sets the framework for the government to introduce a new Infrastructure Levy (IL), that would principally replace the current system of securing developer contributions through Section 106 and CIL as a charge on development for infrastructure. At the time of writing (July 2024), there are limited details regarding its implementation and further consultations on the IL are still awaited.

What is the structure of the IDP?

1.12 The IDP has been divided into three separate parts:

Part 1 – The policy context and methodology that has informed the preparation the IDP;

Part 2 – District wide infrastructure requirements; and

Part 3 – Infrastructure requirements that are required to support the site allocations in the Local Plan.

¹ [The Community Infrastructure Levy Regulations 2010 \(legislation.gov.uk\)](https://legislation.gov.uk)

Part 1: What is the policy context for preparing the IDP?

2.0 National Planning Policy Framework:

An Infrastructure Delivery Plan (IDP) is not a specific requirement of the National Planning Policy Framework (NPPF). However, at para 20, the NPPF states that:

“Strategic policies should set out an overall strategy for the pattern, scale and design quality of places (to ensure outcomes support beauty and placemaking), and make sufficient provision for:

a) housing (including affordable housing), employment, retail, leisure and other commercial development;

b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);

c) community facilities (such as health, education and cultural infrastructure); and

d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.”

Therefore, the preparation of an IDP is considered an effective means of identifying the critical infrastructure necessary to support a local plan.

2.1 In both paras 16 and 25 of the NPPF the importance of engaging with infrastructure and service providers as an integral part of the plan making process is recognised. Within the Plan-Making section, para 16 advises that:

“Plans should:

c) by early, proportionate and effective engagement between planmakers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees”

Whilst para 25 in the Maintaining Effective Cooperation section states:

“Strategic policy-making authorities should collaborate to identify the relevant strategic matters which they need to address in their plans. They should also engage with their local communities and relevant bodies including Local Enterprise Partnerships, Local Nature Partnerships, the Marine Management Organisation, county councils, infrastructure providers, elected Mayors and combined authorities (in cases where Mayors or combined authorities do not have plan-making powers).”

2.2 Paragraph 34 of the NPPF sets out the link between developer contributions and the delivery of infrastructure. It states that:

“Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine the deliverability of the plan.”

- 2.3 The Planning Conditions and Obligations section of the NPPF (paragraphs 55 – 58) describes how planning obligations can be used to make development acceptable where a planning condition is unable to do so. Paragraph 57 sets out the CIL regulation 122 tests that must be met in order to demonstrate the requested obligations are sound and necessary:

“Planning obligations must only be sought where they meet all of the following tests:

- a) necessary to make the development acceptable in planning terms;*
- b) directly related to the development; and*
- c) fairly and reasonably related in scale and kind to the development.”*

- 2.4 The CIL regulations also provide decision makers with guidance on the implementation about when conditions and / or obligations should be introduced. It also includes further explanation on viability.

- 2.5 The NPPF stresses the importance of local plans being deliverable. The IDP will therefore provide important evidence to inform both the Local Plan Viability Study and assist in updating the CIL Charging Schedule by identifying the infrastructure requirements, broad order of costs and potential sources of funding associated with site allocations in the Local Plan.

- 2.6 Planning Practice Guidance:

The Plan-Making section of the PPG provides guidance on how Local Authorities should approach developer contributions, making reference to the relevant NPPF paragraphs and expanding upon these policies. Paragraph “How can effective cooperation address strategic infrastructure needs?” (Paragraph: 016 Reference ID: 61-016-20190315) explains how cooperation between strategic policy-making authorities and infrastructure providers helps determine if additional cross-boundary infrastructure is needed, how it informs the Community Infrastructure Levy, and how it forms part of the Infrastructure Funding Statement.

- 2.7 Paragraph “What evidence might be needed to assess viability?” (Paragraph: 048 Reference ID: 61-048-20190315) reiterates paragraph 34 of the NPPF whilst paragraph “How can the strategic policy-making authority demonstrate that a plan is capable of delivering strategic matters, including the provision for housing and infrastructure?” (Paragraph: 059 Reference ID: 61-059-20190315) explains how strategic policy-making authorities must collaborate with infrastructure providers, service delivery organizations, and other

strategic bodies to identify infrastructure deficits and address them. Stating they should assess infrastructure quality and capacity, address deficiencies, and consider the need for strategic infrastructure; the government recommends using evidence of infrastructure requirements to create an Infrastructure Funding Statement, outlining anticipated funding and local authorities' choices, and viability assessments produced following relevant guidance. For longer-term growth plans, authorities must demonstrate a reasonable prospect of developing proposals within the timescales envisaged, ensuring the delivery of necessary strategic infrastructure.

2.8 The viability section of the PPG, and in particular the 'Viability and Plan-Making' chapter, relates to paragraph 34 of the NPPF, and states that when setting policy requirements, these should be informed by evidence of infrastructure need. The chapter goes on to further elaborate on how policies should be realistic and deliverable, iterative and informed by engagement with infrastructure providers.

2.9 The Community Infrastructure Levy section of the PPG also requires charging authorities to identify the total cost of infrastructure they wish to fund wholly or partly through CIL. In doing so, they must consider what additional infrastructure is needed in their area to support development, and what other sources of funding are available, based on the available evidence (Paragraph: 017 Reference ID: 25-017-20190901). The PPG advises that the information on a charging authority's infrastructure needs should be drawn from the infrastructure assessment that was undertaken when preparing the Local Plan and the Council's CIL charging schedules.

2.10 Local Plan Context:

The Local Plan does not have a specific policy that relates to infrastructure planning but each site allocation policy does include a generic criterion on infrastructure. Where it is considered necessary to make the development acceptable in planning terms, a specific criterion has been included in a site allocation policy which has usually been at the request of an infrastructure provider. This infrastructure is expected to be delivered at the relevant stage of the development.

3.0 What has been the methodology for preparing the IDP?

3.1 An integral part of the preparing the new Local Plan has been to develop an effective working relationships with the key infrastructure providers. The IDP has been based on the relevant commitments, investment and business plans that are prepared by the Service Providers and Utility Companies'. The IDP has been developed throughout the plan-making process and it also includes information from consultation responses with statutory consultees and other key infrastructure providers to the Reg 18 Local Plan public consultation. Ongoing engagement with infrastructure and service providers is vital to ensure the timely provision of key items of infrastructure essential for the delivery of the Local Plan. The Council will also work closely with the

infrastructure providers to ensure that priority is given to those items of infrastructure that are considered critical to the delivery of the Local Plan.

- 3.2 The focus of the IDP is on the infrastructure measures and schemes necessary to deliver the new Local Plan. However, the council also recognises that these will develop over time and existing projects may evolve, or new schemes may be identified. There are a number of potential major infrastructure schemes in the district which are still at an early stage of development and/or are not included in an agreed plan or strategy. These infrastructure projects would, if delivered, have significant benefits on infrastructure capacity over the period of the new Local Plan and beyond.

4.0 What engagement has taken place with infrastructure providers?

- 4.1 As mentioned in paragraph 3.1, the IDP has been prepared based on information and input available from infrastructure providers at the time. The preparation of this IDP has two broad stages, with each stage including a number of key tasks:

Stage 1: Information gathering and initial review

- 4.2 The first stage of preparing the IDP primarily involved undertaking a desktop review of available information and data relating to the planning and delivery of strategic infrastructure in the area. This included undertaking a review of relevant policy requirement, existing business delivery plans and relevant strategies. A range of discussions took place with infrastructure providers² to discuss and agree any potential issues and key considerations that may need to be taken into account when planning for infrastructure in the area. This included undertaking any additional requirement for evidence/technical studies as part of the evidence for the new Local Plan (e.g. the Stage 2 Strategic Flood Risk Assessment).

Stage 2: Further engagement and identification of specific infrastructure requirement

- 4.3 The second stage of preparing the IDP involved working with infrastructure providers and other key stakeholders to refine the information gathered in Stage 1. This included agreeing specific requirements for the Local Plan, including land required for safeguarding, policy implications, latest funding arrangements, and any funding gaps. Any feedback from the infrastructure providers from the Regulation 18 consultation has been included in the IDP.
- 4.4 In preparing the IDP the Council has undertaken extensive engagement with infrastructure providers and contacted the various providers during August / September 2023 to establish the existing level of provision; any proposed upgrades, including location and timescale; required infrastructure to meet the needs of the plan; and how the proposed infrastructure will be funded. This is

² It should be noted that in most instances infrastructure providers have their own processes and arrangements for infrastructure planning in the area.

to ensure that the identified infrastructure schemes, and their delivery status, reflects the infrastructure providers' current position and to seek appropriate alignment with any plans or strategies. To support the infrastructure planning process, where relevant, information on potential development locations and projected population growth were made available to infrastructure providers. Details of the internal and external infrastructure providers the Council have engaged with are listed in Table 1 below:

Infrastructure Type	Infrastructure Provider(s)
Sustainable Transport and Highways	Hampshire County Council, National Highways, Stagecoach, and Network Rail
Education	Hampshire County Council
Health and Public Services	NHS Hampshire and Isle of Wight Integrated Care Board (ICB), Hampshire Hospitals NHS Foundation Trust (HHFT), South Central Ambulance Service NHS Foundation Trust, Hampshire & Isle of Wight Fire and Rescue Service, and Police and Crime Commissioner - Hampshire
Community Infrastructure	Hampshire County Council, Winchester City Council
Utility Infrastructure	Scottish and Southern Electricity Network (SSEN), Southern Water, Mobile Broadband Network Limited, Hampshire County Council
Open Space, Recreation, Green / Blue Infrastructure	Hampshire County Council, Winchester City Council, Environment Agency, Marine Management Organisation

Table 1 – Infrastructure type and provider

- 4.5 Neighbouring planning authorities and wider members of the Partnership for South Hampshire (PfSH) were also engaged to discuss any cross-boundary issues and infrastructure planning that may exist in the local area, and how these may be best addressed. These authorities were contacted as part of the Duty to Cooperate process with relevant matters discussed at respective meetings. Information relating to this can be found in the Duty to Cooperate Statement of Compliance and where necessary agreed within the individual Statement(s) of Common Ground.
- 4.6 Where relevant, the Council will undertake further work to identify any key risks for infrastructure delivery, their potential implications, and reach common ground with infrastructure providers on the contingencies and alternative arrangements that will need to be in place or planned for in the new Local Plan.
- 5.0 **How have infrastructure needs in the IDP been prioritised?**
- 5.1 The prioritisation of the infrastructure requirements have been included within the individual infrastructure schedules according to whether it is critical, essential, and desirable. Table 2 below explains the level of priority of each project identified to deliver the required infrastructure needed in the district:

Critical	Infrastructure without which development cannot be brought forward for example education, flood risk mitigation, highways/transport, and utility infrastructure.
Essential	This is infrastructure which is necessitated by the additional development but can be delivered in latter phases of the development. This can include primary healthcare facilities and (in some instances) schools.
Desirable	This is infrastructure which would help shape better communities such as community facilities and open space. While the Council places importance on such infrastructure its priority will be reflected in the funding allocation. There is, however, scope for some of the identified desirable infrastructure to be delivered through the neighbourhood element of CIL allocation.

Table 2 – Infrastructure prioritisation

5.2 Ultimately, the physical delivery of many of the schemes identified within the IDP will be the responsibility of infrastructure providers themselves and the Council recognises that collaborative working is crucial to the successful delivery of the new Local Plan.

6.0 How will the infrastructure be delivered?

6.1 A key function of the IDP is to outline the known costs of the infrastructure required to support delivery of the emerging Local Plan and to provide an understanding of the infrastructure requirements for the strategic development sites and other allocations. Funding for infrastructure and relevant services will come from various sources. It is preferable for delivery and funding of site-specific infrastructure to be developer borne as this will ensure that the provision of the infrastructure is consistent with the specific development programme. However, in some instances, infrastructure will need to be delivered directly by a service or utility provider.

6.2 Infrastructure can be funded in a variety of ways and the IDP identifies the likely funding mechanism for specific schemes; the following have been identified as potential funding sources for the provision of infrastructure:

- Funding from development;
- Statutory infrastructure providers;
- External Funding; and
- Local Authority Funding.

6.3 The individual infrastructure schedules outline the mechanism in which the prospective funding is to be delivered from the above funding sources. Where necessary, additional information will be included such as:

- Indicative cost;

- Whether the funding has been secured;
- If there is a funding shortfall; and
- If the funding is yet to be identified.

7.0 What are the different funding mechanisms that can be used to deliver the infrastructure?

Section 106 Agreements and other Developer Contributions

- 7.1 A planning obligation made under Section 106 of the Town and Country Planning Act 1990 will comprise either an off-site financial contribution towards infrastructure to mitigate the impacts of a development or a legally binding commitment for the developer to provide the infrastructure themselves on-site as a part of the construction process. The agreement will normally set out the timescale for when either a financial contribution or the development of infrastructure will be delivered.
- 7.2 All contributions will be expected to meet the statutory tests set out in Regulation 122 of the Community Infrastructure Levy Regulations 2010. This states that a planning obligation can only be considered when determining a planning application for a development, or any part of a development, if the obligation is:
- i. Necessary to make the development acceptable in planning terms;
 - ii. Directly related to the development; and
 - iii. Fairly and reasonably related in scale and kind to the development.
- 7.3 For certain highway works an agreement under Section 278 of the Highways Act might be appropriate. This is an agreement between Hampshire County Council as the highway authority and the developer to allow the developer to make alterations or improvements to a public highway, as part of an approved development proposal. This form of agreement is usually entered into where site specific mitigations are proposed either on or adjoining the development site such as access and junction improvements.

Community Infrastructure Levy (CIL)

- 7.4 The Community Infrastructure Levy (CIL) was introduced by the Planning Act 2008, as a mechanism for Local Authorities to help deliver infrastructure to support development or mitigate the effects of new development upon a local community. CIL is charged on each square metre of new development over 100m² for new residential developments as well as some retail and hotel developments. Not all councils adopted CIL as it is not a compulsory funding mechanism, and it should be set at a rate which does not render development unviable and should have regard to the actual and expected cost of infrastructure.
- 7.5 The city council adopted CIL in April 2014 [Community Infrastructure Levy \(CIL\) - Winchester City Council](#) for the area of the district outside of the South Downs

National Park, which administers its own CIL within the area of the National Park. The city has three charging zones for the Winchester district area. The major development areas of Kings Barton (Barton Farm), Newlands (West of Waterlooville) and North Whiteley are zero rated for CIL as the infrastructure required for these developments will be provided through S106 planning obligations. Further details regarding CIL are on the Council's website.³

- 7.6 It is, however, important to note that there are currently no plans to review CIL at this moment in time until there is more clarity on the Infrastructure Levy (IL) that is intended by the government to replace CIL. If and when there is further information from the government on the IL, the IDP and the Local Plan Viability Assessment will be used to inform a review of any charging rates/changes to current CIL. The information gathered on infrastructure costs associated with development sites can also be used to inform site viability work as part of any review.
- 7.7 Prior to September 2019, Councils were required to produce a list, known as the Regulation 123 List of infrastructure projects which could be funded either by CIL or s106 planning obligations. This was because it had not been possible to fund the same infrastructure project using both CIL and s106 funding. The 2019 amendment to the Community Infrastructure Regulations allowed this 'pooling' arrangement to occur and required a replacement of the R123 List by the 'Infrastructure List' which formed part of the Infrastructure Funding Statement (IFS), a document which reports on CIL and s106 contributions required to be published annually. The city council's latest IFS (December 2023) is available on the city council's website <https://www.winchester.gov.uk/assets/attach/38083/2023-Infrastructure-Funding-Statement.pdf>

Statutory infrastructure providers:

- 7.8 Statutory infrastructure providers are responsible for meeting their statutory obligations and are required to plan for infrastructure growth through their own investment plans and funding sources. This needs to take into account the Council's plans for development. These include bodies such as the NHS and other public services.

External Funding:

- 7.9 There are various sources of external funding such as Government funding schemes including for example, the Housing Infrastructure Fund and Major Road Networks Programme which are likely to change over time.

Local Authority Funding:

- 7.10 In 2021 the Council published its 10-year Capital Programme which totals £403 million, and will help deliver the 5 Strategic priorities set out in the Council Plan:

³ [Community Infrastructure Levy \(CIL\) - Winchester City Council](#)

- I. Tackling the climate emergency and creating a greener district,
- II. Homes for all,
- III. Vibrant local economy,
- IV. Living well, and
- V. Your Services, Your Voice.

7.11 Projects which contribute towards delivering the Strategic Priorities will be funded through the Capital Strategy, for example: additional investment in the Council’s housing stock to improve energy efficiency and help tenants reduce their carbon emissions; the provision of new housing and maintenance of existing housing stock; major regeneration schemes; provision of new leisure facilities; and flood prevention schemes.

7.12 Cost estimates outlined in the IDP originate from a variety of sources, including:

- Direct estimates/costings from infrastructure providers
- From information provided by developers
- From guidance, strategies and/or technical studies in support of the emerging plan
- Secured through existing legal mechanisms required to make development acceptable (S106/278 agreements)

7.13 Costings are based on the latest available evidence however it is acknowledged that factors such as build costs or budget updates may change over time which may lead to cost revisions in future iterations.

8.0 Part 2: District wide infrastructure requirements:

8.1 The purpose of this section of the IDP is to outline the areas of infrastructure that are required at a district wide level. These have been split into individual infrastructure categories:

- Education;
- Health and public services;
- Transport;
- Utilities – Electricity; and
- Utilities – Water and Waste Treatment.

EDUCATION

<i>Lead Organisations</i>	Hampshire County Council – Services for Young People and Children’s Services
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<p><i>Main Sources of Information</i></p>	<p>Developer Contributions towards Children’s Services Facilities – Hampshire County Council (March 2022) Hampshire School Places Plan 2024 – 2028 – Hampshire County Council Early Years and childcare requirements in major new developments (2023)⁴ Regulation 18 Consultation Responses.</p>
<p><i>Relevant Planning Policy</i></p>	<p>Paragraph 20 of the NPPF states how strategic policies should plan for the provision of education:</p> <p><i>“Strategic policies should set out an overall strategy for the pattern, scale and design quality of places (to ensure outcomes support beauty and placemaking), and make sufficient provision for:</i></p> <p><i>c) community facilities (such as health, education and cultural infrastructure)”.</i></p> <p>The approach to meeting school provision is set out in Paragraph 99 of the NPPF:</p> <p><i>“It is important that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:</i></p> <p><i>a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and</i></p> <p><i>b) work with schools promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.”</i></p>
<p><i>Existing Provision</i></p>	<p><u>Primary and Secondary Schools</u></p> <p>The following schools are listed by school planning area (which are different to the settlements listed in the Local Plan):</p> <p>Bishops Waltham</p> <ul style="list-style-type: none"> • Bishops Waltham Infant School • Bishop's Waltham Junior School • Curdridge Primary School • Droxford Junior School • Meonstoke Church of England School • Newtown Soberton Infant School • St John The Baptist C E (Controlled) Primary School, Waltham Chase • Swanmore Church of England (Aided) Primary School

⁴ [EYC-requirements-new-developments.pdf \(hants.gov.uk\)](https://www.hants.gov.uk/eyp/eyp-requirements-new-developments.pdf)

- Swanmore College
- Wickham Church of England Primary School

Whiteley

- Cornerstone VA Primary School
- Whiteley Primary School

Winchester Rural North Primary

- Itchen Abbas Primary School
- Kings Worthy Primary School
- Micheldever Church of England Primary School
- South Wonston Primary School
- Sparsholt C E Primary School

Winchester Rural South Primary

- Colden Common Primary School
- Compton All Saints' Church of England Primary School
- John Keble Church of England Primary School
- Owslebury Primary School
- Twyford St Mary's Church of England Primary School

Winchester Town Primary

- All Saints Church of England Primary School
- Barton Farm Primary Academy
- Harestock Primary School
- Henry Beaufort School
- Kings' School
- Oliver's Battery Primary School
- St Bede Church of England Primary School
- St Faith's C E Primary School
- St Peter's Catholic Voluntary Aided Primary School, Winchester
- Stanmore Primary School
- The Westgate School (Primary and Secondary)
- Weeke Primary School
- Western Church of England Primary School
- Winnall Primary School

Based on discussions with HCC Education, the table below documents the level of existing and spare capacity at each school.

Primary School Capacity			
Primary Planning Area	Number of Infant/Primary Schools	Year R % Surplus Oct 23	Year R % Forecast Surplus Oct 28

	Winchester Town	12	28.6%	23%
	Winchester Rural North	5	11%	12.5%
	Winchester Rural South	5	14.1%	24.5%
	Bishops Waltham	9	2.3%	7.9%
	Alresford	6	15.3%	4.1%
	Whiteley	2	-22.5%	0%
	Secondary School Capacity			
	Secondary Planning Area	Number of Secondary Schools	Year 7 % Surplus Oct 23	Year 7 % Forecast Surplus Oct 28
	Winchester	3	-10%	10%
	Bishops Waltham	1	2%	10%
	Alresford	1	-2%	8%
	<i>Source: Hampshire School Places Plan 2024 – 2028</i>			
	<p>There is a current deficit in Whiteley due to Cornerstone Primary School’s Published Admissions Number (PAN) which remains at 30. However, they have an operational limit of 60 pupils for years R, 1 and 2 due to demand. The forecast numbers will continue to be monitored to ensure an appropriate number of school places in the area. An increase of the school PAN to 90 could be required by 2028.</p>			
<i>Planned Provision</i>	<p>The current programme for planned new schools and/or school expansions is included in the Hampshire School Places Plan for the period 2024 – 2028 includes:</p> <ul style="list-style-type: none"> • 2027: New secondary school linked to North Whiteley development (6fe) • 2029 or later: Henry Beaufort School (1fe expansion) • 2029 or later: Sun Hill Infant & Junior Schools (1fe expansion to 3fe) • 2029 or later: New primary school linked to North Whiteley development (2fe) <p>Further analysis will be undertaken by HCC Education of future housing levels to understand the requirement for any additional pupil places as part of the update to the School Places Plan.</p>			
<i>Funding Sources</i>	Developer contributions for education are secured by means of conditions attached to planning permission, a planning obligation under Section 106 of The Town and Country			

	Planning Act 1990, or the Community Infrastructure Levy (CIL).
<i>Additional Comments</i>	Not all of the development in the Regulation 19 Local Plan requires a developer contribution towards the costs of education as the capacity of a school is in part, related to the birth rate.

HEALTH AND PUBLIC SERVICES

<i>Lead Organisations</i>	NHS Hampshire Isle of Wight Integrated Care Board: GP Services (HIOW ICB); and Hampshire Hospitals Foundation Trust.
<i>Main Sources of Information</i>	Representations from the Local Plan Regulation 18 public consultation from the HIOW ICB and supporting information being supplied to supplement the original Local Plan representation. Meetings with the HIOW ICB. Representation from the Local Plan Regulation 18 public consultation from the Hampshire Hospitals Foundation Trust.
<i>Relevant Planning Policy</i>	Promoting healthy and safe communities runs through the National Planning Policy Framework. Paragraph 8b states that 'in order to achieve sustainable development planning social role is to support healthy communities'. Paragraph 34 of the NPPF states that, 'Plans should set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure).' Paragraph 005 Reference ID:53-005-20190722 of the PPG states that 'Plan-making bodies will need to discuss their emerging strategy for development at an early stage with NHS England, local Clinical Commissioning Groups, Health and Wellbeing Boards, Sustainability and Transformation Partnerships/Integrated Care Systems (depending on local context), and the implications of development on health and care infrastructure'.
<i>Existing Provision</i>	The HIOW ICB is the statutory organisation responsible for setting the strategic plan for the NHS in Hampshire and Isle of Wight to deliver its part of the health and care strategy. There are currently 15 GP practices and branches in the district: <ul style="list-style-type: none"> • Alresford Surgery • Bishops Waltham Surgery

	<ul style="list-style-type: none"> • Denmead Practice • Denmead: Hambledon Practice • Friarsgate Practice • Friarsgate: Badger Farm Surgery • Gratton Surgery • Gratton: South Wonston Surgery • St Clements Partnership • St Pauls Surgery • Twyford Surgery • Twyford: Colden Common Surgery • West Meon Surgery • Wickham Surgery • Wickham: Droxford Surgery <p>Hampshire Hospitals Foundation Trust: The Modernising our Hospitals and Health Services (MoHHS) programme is one of the schemes within the governments New Hospital Programme (Cohort 4), therefore any reconfiguration work carried out on the Winchester site, as part of the MoHHS programme, will be funded by central government.</p>
<p><i>Planned Provision</i></p>	<p>According to the HIOW ICB 9 out of the 15 GP practices in the district currently have more patients than they physically have capacity to manage. Currently there are 70,302 more patients across the Local Plan area than there is capacity for and the Local Plan could increase this by a further 30,166.</p> <p>In terms of the Hampshire Hospital Foundation, the NHS has released its Net Zero Travel and Transport Strategy which targets a reduction of 50% of staff travel emissions by 2033, through shifts to more sustainable forms of travel and the electrification of personal vehicles. A Travel and Transport working group has been established, which brings together colleagues from the 3 core areas of Travel and Transport (Business as Usual (BAU), Sustainable Travel and Transport and Strategic Transport (MoHHS)). They will be reviewing this strategy against our Trust Green Plan and Travel & Transport Strategy and will update the action plan accordingly. A Sustainable Travel Officer will help to move this plan forward.</p>
<p><i>Funding Sources</i></p>	<p>The HIOW ICB have indicated in their Regulation 18 representation that the ICB receives a capital funding pot (£3m per annum across all of its geography) to assist with premises improvements annually. However, according the HIOW ICB this budget is significantly oversubscribed, and many practices are not able to self-fund or landlord-fund the improvements and expansion they need to continue to sustain safe services.</p>

	<p>The HIOW ICB have advised that the proposed housing developments in the Local Plan will require extensions to existing GPs and in view of this they have requested £615 per dwelling. The ICB state in their Regulation 18 Local Plan representation that this money would be used to either expand existing GP surgeries or build new surgeries. The calculation is based on the NHS Health Contributions.</p> <p>In terms of the Hampshire Hospital Foundation, the MoHHS programme does not use housing growth as part of its capacity planning. Instead the New Hospital Programme utilise a national hospital capacity planning approach which is based on ONS data.</p>
<p><i>Additional Comments</i></p>	<p>Whilst further information was submitted by the HIOW ICB to supplement their Regulation 18 representation (in terms of supplying a table of GP surgeries that are currently at capacity) the HIOW ICB, despite being asked, have not identified which of the site allocations in the Regulation 19 Local Plan are located in settlements where the GP premises are currently at capacity. Even if a surgery is over capacity on the ICB's analysis it would still be necessary to understand how a contribution would seek to address the harm that would flow from further development in that catchment, particularly where there is no room for consolidation or expansion at the existing premises. It may also be necessary to consider issues such as whether there is capacity in another nearby surgery that could meet demand from new development.</p>
<p><i>Conclusion</i></p>	<p>In response to the representation that was submitted by the HIOW ICB criterion x. of SP2 has been amended as follows :</p> <p>i. Undertake an assessment of the Test-existing infrastructure and service capacity to serve new development and make arrangements in a timely manner for appropriate increases in infrastructure capacity or measures to mitigate impact.</p> <p>New text has been added to the end of paragraph 3.9:</p> <p><i>Development proposals will be supported which reflect these principles. Further guidance and expectations are set out in the other policies in this Local Plan, and supporting evidence such as the Infrastructure Delivery Plan and other documents listed after para. 2.11 should be referred to when considering how to meet these requirements. Where it is understood there are likely to be specific requirements or issues which should be discussed with third parties such as infrastructure providers, they are identified in the allocations policies and supporting text.</i></p>

	<p>If the HIOW ICB were able to identify which of the site allocations proposed in the catchment of GPs are currently oversubscribed, additional text could be included in the Local Plan under the relevant site allocation. This text could identify that a contribution to expanding GP premises may be required and that there should be early engagement with the HIOW ICB.</p>
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TRANSPORT

<i>Lead Organisations</i>	Hampshire County Council (HCC) Trading Arm, HCC Statutory Arm, National Highways (NH) and Active Travel England.
<i>Main Sources of Information</i>	<ul style="list-style-type: none"> • Representations from the Regulation 18 public consultation. • Meeting with the above organisations. • Exchange of emails regarding the above.
<i>Relevant Planning Policy</i>	<p>Winchester Movement Strategy Transport and roads Hampshire County Council (hants.gov.uk) (2019)</p> <p>Local Transport Plan Hampshire County Council (hants.gov.uk) LTP4 (2024)</p> <p>Local Cycling and Walking Strategy (LCWWIP) Have your say on local cycling and walking plans for Winchester Hampshire County Council (hants.gov.uk)</p> <p>Technical guidance notes Hampshire County Council (hants.gov.uk)</p> <p>Cycle infrastructure design (LTN 1/20) - GOV.UK (www.gov.uk)</p> <p>NPPF (paragraphs 108, 110, 111,113)</p> <p>Transport Strategy for the South East (2020)</p> <p>HCC Bus improvement Plan (2021)</p> <p>Draft WCC Electric Vehicle Charging Strategy (2019)</p> <p>WCC and SYSTRA Local Plan 2038 Transport stage 1 report (2020)</p>
<i>Existing Provision</i>	<p>Winchester District is well connected through a variety of transport networks, with connections to the national Strategic Road Network (SRN) and routes of both regional and sub-regional importance. It is also served by Winchester, Micheldever and Shawford railway stations and a comprehensive bus network, with services connecting all key settlements. The district has a network of cycling routes of varying quality and accessibility. There is however a significant disparity of opportunity to travel by sustainable modes across the three areas within the district, with, unsurprisingly, the greatest opportunities for sustainable travel focussed in and out of the Winchester Town Area.</p>

	<p>Winchester Town Area's roads comprise of a dense street network with a one-way system to manage the high levels of traffic movement within and around the city centre. Several major roads surround the town, including the M3 motorway to the east and south and the A34 to the north, both of which are part of the Strategic Road Network (SRN) managed by NH alongside the A31 to the east (which forms part of the Major Road Network), that are managed by HCC highways.</p> <p>In terms of radial bus routes into central Winchester, these show significantly high levels of journey time variability which in turn impacts on bus service regularity. The corridors with the highest levels of variability are Alresford Road and Stockbridge Road. This is due to queuing traffic on Bridge Street and at the mini roundabout with Chesil Street and traffic queues on the approach to the Carfax junction. There are also delays at peak times on Romsey Road between Battery Hill and the Hospital and on St. Cross Road between St. James' Lane and High Street. As Winchester is a historic medieval city, there isn't the physical space to accommodate bus lanes. The amount of current bus priority is very limited. Congestion in the city centre results in low bus speeds.</p> <p>The highway network within the South Hampshire Urban area comprises a mix of small residential roads, several minor country roads connecting villages and towns, and links to the strategic road network in the form of the M27 and A3(M). This proximity to the strategic road network, combined with the lower levels of amenities and employment opportunities within each urban area, encourages commuting trips to other towns being made by car, compounded by available public transport options being infrequent and limited in terms of accessible destinations and journey time.</p> <p>In the market towns and rural area most of the settlements have a major or minor through road which distributes traffic to the other settlements and has a distinctly higher level of traffic flow than the rest of the roads within the settlement.</p> <p>There are currently five Park & Ride sites on the periphery of Winchester Town (South Winchester, Pitt, Barfield, Barfield II, and St Catherine's), providing over 2,100 spaces. All are located to the south of the city and are primarily accessed from the M3 corridor, although direct access from the motorway at J10 is only available for trips to/from the south on the M3.</p>
<p><i>Planned Provision</i></p>	<p>Park & Ride There are currently no Park & Ride car parks to the north of the Winchester Town. A Park & Ride Lite has been granted</p>

	<p>planning permission at Kings Barton but it has not yet been implemented (Policy W1). The provision of an up to 850 space Park & Ride site has been included as part of the proposal for the Sir John Moore Barracks site allocation (Policy W2) in the Regulation 19 Local Plan.</p> <p>Local cycling and walking strategy The LCWIP, which has recently been consulted on by HCC Have your say on local cycling and walking plans for Winchester Hampshire County Council (hants.gov.uk) includes a network of cycling corridors and core walking zones which are audited and proposed improvements will be suggested in line with LTN1/20 guidance Cycle infrastructure design (LTN 1/20) - GOV.UK (www.gov.uk) The LCWIP also includes the Healthy Streets principles What is Healthy Streets? — Healthy Streets which are reinforced in HCC’s LTP4. The LCWIP also summarises where the main trip generators are within Winchester and sets out current travel behaviour in the area.</p> <p>Bus improvement Plan The Hampshire Bus Service Improvement Plan (BSIP) was published in October 2021. This sets out a high-level vision for Hampshire’s bus network, including journey time and reliability targets as plans to deliver them. There have so far been two annual progress reports published, which present a summary of the measures implemented to date.</p>
<p><i>Funding Sources</i></p>	<ul style="list-style-type: none"> • Developer contributions. • Funding from WCC’s Community Infrastructure Scheme (30% of the funding has been identified to be used for transport schemes in consultation with HCC Highways).

UTILITIES - ELECTRICITY

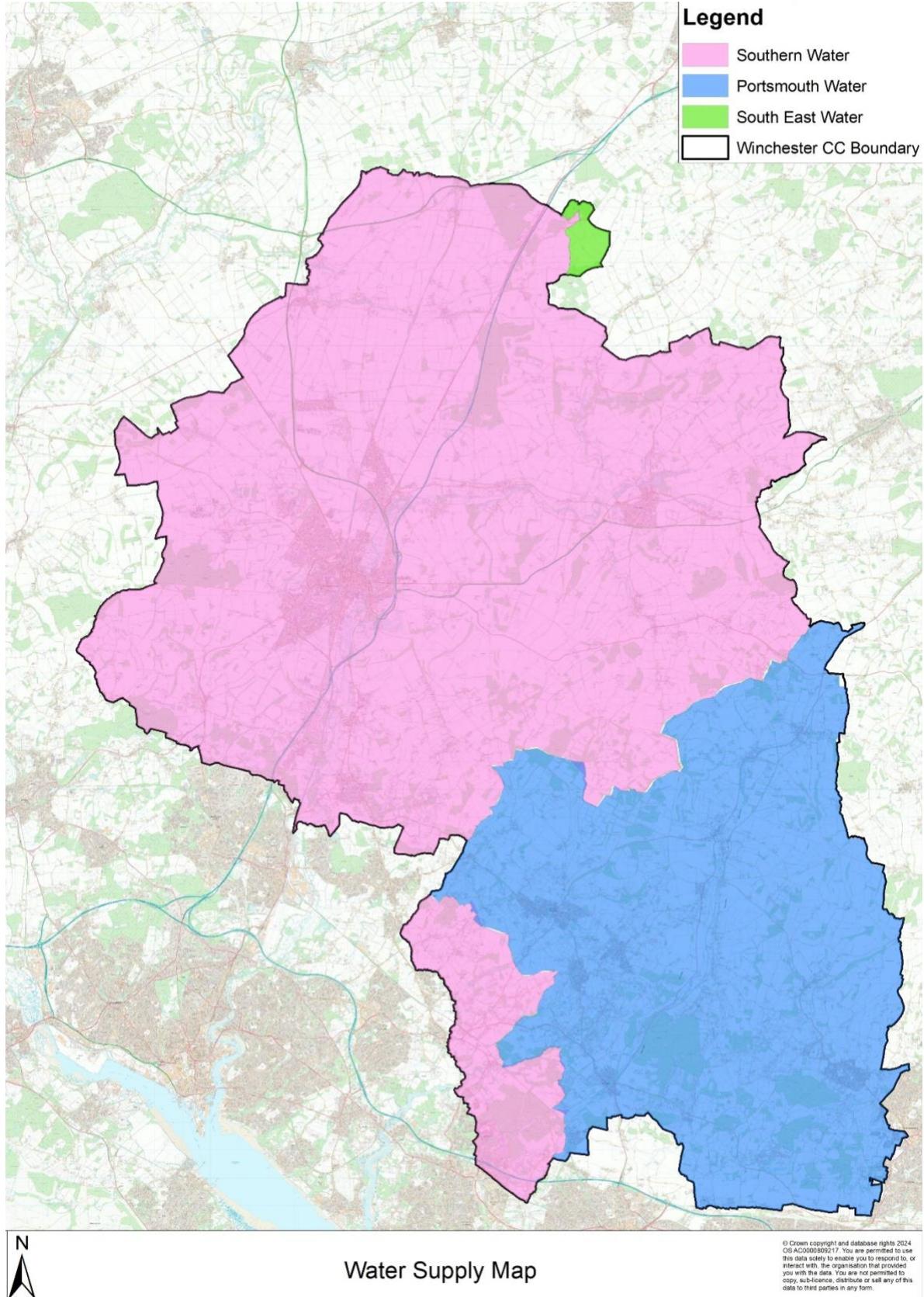
<p><i>Lead Organisations</i></p>	<p>National Grid National Grid owns and is responsible for delivering electricity across the UK, via a system of high voltage (400,000 and 275,000 volts) overhead lines (on pylons), underground cables and substations.</p> <p>Scottish and Southern Electricity Networks (SSEN) SSEN is an electricity distributor that owns and operates the distribution network of towers and cables that bring electricity via the 132,000 volts overhead lines and underground cables from the National Grids high voltage transmission network to homes and businesses. SSEN is the distributor covering the district and the wider area of central southern England.</p>
<p><i>Main Sources of Information</i></p>	<p>Regulation 18 Consultation Response and ongoing engagement with SSEN. SSEN Networks Capacity Maps⁵.</p>
<p><i>Relevant Planning Policy</i></p>	<p>Paragraph 20 of the NPPF states that: 'Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for: infrastructure for energy (including heat);</p> <p>Paragraph 157 of the NPPF states that the planning system should 'support renewable and low carbon energy and associated infrastructure.'</p> <p>Paragraph 160 adds that: 'To help increase the use and supply of renewable and low carbon energy and heat, plans should ... b) consider identifying suitable areas for renewable and low carbon energy sources, and supporting where this would help secure their development.'</p>
<p><i>Existing Provision</i></p>	<p>Nursling Grid Supply Point Electricity for the district comes via National Grid's Nursling Grid Supply Point. This Grid Supply Point (GSP) then supplies the following Bulk Supply Points:</p> <ul style="list-style-type: none"> • Rownhams; • Southampton; • Valmore; and • Winchester. <p>The Nursling GSP is located within the Wessex region of the Southern Electric Power Distribution Plcs licence area and currently supplies more than 186,800 customers.</p>
<p><i>Planned Provision</i></p>	<p>SSEN Planned upgrades to the Nursling GSP:</p>

⁵ [Network Maps \(ssen.co.uk\)](http://ssen.co.uk)

	Investment Requirements					
	Location	Driver	Asset Intervention	Proposal	Flexible Service, Capacity & Year(s)	Reinforcement Released Capacity & Year
	Maybush Primary Substation	Fault Level		Reinforce 10 x HV Circuit Breakers with new Circuit Breakers with greater Fault Level Capability	N/A	11.9kA Break 29.1kA Make 2024
	Southampton Primary Substation	Fault Level		Reinforce 7 x EHV Circuit Breakers with new Circuit Breakers with greater Fault Level Capability	N/A	7.5kA Break 17.9kA Make 2026
<i>Funding Sources</i>	<p>Similar to any other form of infrastructure, there is a cost that is associated with providing a new connection to the electricity network. Some of this must be paid by the developer. Sometimes a new connection will require an upgrade of the network. When this happens, the cost of this enhancement is shared between the developer that is connecting to the electricity infrastructure and all the customers that are on the network.</p> <p>Guidelines for developers on designing connections and applying for new connections are available on SSEN's website. Developers can obtain connections via other companies known as Independent Connection Providers (ICPs) or Independent Distribution Network Operators (IDNOs).</p> <p>Where existing infrastructure is inadequate to support the increased demands from the new development, the costs of any necessary upstream reinforcement required would normally be apportioned between developer and DNO (Distribution Network Operator) in accordance with the current Statement of Charging Methodology agreed with the industry regulator (OFGEM).</p> <p>All on-site costs that are associated with delivering power for example, to an individual house is the responsibility of the developer. This may include diverting or putting underground existing overhead power lines in to facilitate development. The principle is that the existing customer base should not be burdened by costs arising from new development proposals.</p>					
<i>Additional Comments</i>	<p>LENZA-Local Area Energy Plan Pilot Project WCC is working with SSEN to prepare a Local Area Energy Plan (LAEP) as part of a LENZA-Local Area Energy Plan Pilot Project.</p> <p>This work will contribute towards meeting the national net zero target, as well as meeting the city council's net zero target by</p>					

	<p>2030. The outcome of this work is to develop a fully costed, spatial plan that identifies the change needed to the local energy system and built environment, detailing ‘what, where and when and by whom’.</p> <p>The LAEP will set out the total costs, changes in energy use and emissions, and sets these out over incremental time periods to meet the 2030 target of a 68% reduction in emissions, and the 2035 target of a 78% reduction in emissions, and net zero by 2050. The LAEP:</p> <ul style="list-style-type: none"> ▪ provides the level of detail for an area that is equivalent to an outline design or master plan; additional detailed design work is required for identified projects to progress to implementation. ▪ defines a long-term vision for an area but should be updated approximately every 3–5 years (or when significant technological, policy or local changes occur) to ensure the long-term vision remains relevant; and ▪ identifies near-term actions and projects, providing stakeholders with a basis for taking forward activity and prioritising investments and action.
<p><i>Conclusion</i></p>	<p>WCC are in ongoing conversations with SSEN with regards to new development in the next 5 years as well as development planned for 7+ years time where further infrastructure could be required if the development demands more than 1000kVA.</p> <p>Very often, existing electricity distribution networks are sufficient to support new development. Where existing infrastructure is inadequate to support the increased demands from the new development, maximum timescales in these instances would not normally exceed around 2 years and should not therefore impede delivery of any proposed housing development. Making future provision for new developments within the district is not a problem.</p>

UTILITIES – WATER SUPPLY AND WASTE WATER TREATMENT



<p><i>Lead Organisations</i></p>	<p>Hampshire County Council – Lead Flood Authority</p> <p>Water Supply companies:</p> <ul style="list-style-type: none"> • Southern Water - 79% of properties • Portsmouth Water - 19% of properties • Independent Water Networks – Under 1% of properties • Leep Networks – Under 1% of properties • South East Water – few properties <p>Sewerage companies</p> <ul style="list-style-type: none"> • Southern Water – 99% of properties • Independent Water Networks – Under 1% of properties • Leep Networks – Under 1% of properties <p>Constituency information: Water companies (parliament.uk)</p>
<p><i>Main Sources of Information</i></p>	<p>Southern Water, Water Resource Management Plan 2015 - 2040⁶</p> <p>Southern Water, Draft Water Resources Management Plan 2024⁷</p> <p>Water for Life Hampshire</p> <p>Hampshire Water Recycling and Water Transfer project</p> <p>Southern Water Five Year Business Plan 2025 -2030</p> <p>Southern Water WRMP 2024</p> <p>Southern Water Target 100 (T100)</p> <p>Environment Agency’s National Framework for Water Resources Environmental Improvement Plan</p> <p>The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017</p> <p>National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG)</p> <p>Water Industry National Environment Programme (WINEP)</p> <p>Levelling up and Regeneration Act (LURA) and Nutrient Neutrality (NN)</p> <p>SUDS: Strategy: Local Flood Risk Management Strategy (LFRMS) Hampshire County Council (hants.gov.uk)</p> <p>Catchment Plans: Catchment Approach to Flood Risk Management Hampshire County Council (hants.gov.uk)</p> <p>Planning: Reducing flood risk in planning Hampshire County Council (hants.gov.uk)</p>
<p><i>Relevant Planning Policy</i></p>	<p>Paragraph 158 of the NPPF states that: ‘Plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures. Policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts, such as providing space for physical protection measures,</p>

⁶ [Water Resources Management Plan - Southern Water](#)

⁷ [6177 dWRMP Sections 1 3 v1.7.indd \(southernwater.co.uk\)](#)

	<p>or making provision for the possible future relocation of vulnerable development and infrastructure.’</p> <p>In paragraph 180 the NPPF refers to the need to; ‘enhance the natural and local environment by ... e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of ... water pollution’.</p>
<p><i>Existing Provision</i></p>	<p>The owner or occupier of a property has a right to request that a water company provides a connection to a company water main for a domestic purpose supply.</p> <p>All water companies are required prepare Water Resources Management Plans (WRMPs). A WRMP identifies how a water company will secure resilient water supplies for their customers for the next 25 years. The document addresses how much water is current available today, how much is needed to supply in the future and then situation develop options to make up any difference. These plans are updated every five years to make sure they always reflect the latest information and any changes in innovation and customer feedback.</p> <p>The Hampshire South Water Resource Zone (WRZ), which covers the majority of the district (79% of properties). As Southern Water are the largest water supply company in the district ongoing discussions have been taking place with Southern Water about current and future infrastructure needs in relation to Local Plan site allocations.</p> <p>As the South East of England is in a water scarcity area Southern Water have been working on a number of initiatives to reduce water consumption and leakage. A key part of this work is actively promoting T100 which is no more than 100 litres of water per person per day. This T100 target for water consumption has been included in the Regulation 19 Local Plan. Regular meetings have been taking place with Southern Water regarding infrastructure capacities, improvements, and Waste Water Treatment Plants and the planned upgrades to reduce nitrates and phosphates.</p> <p>Portsmouth Water</p> <p>Portsmouth Water supplies 19% of the southeastern portion of the district, providing water to the towns and villages of Denmead, Bishop’s Waltham, Waltham Chase, Southwick, Swanmore, Wickham, Hambledon, the Newlands (West of Waterlooville), and many other areas.</p> <p>Portsmouth Water have published a Resources Management Plan (WRMP), which covers the period 2025 to 2075. From a capacity, rather than a water resources perspective, Portsmouth Water have confirmed that whilst the current infrastructure is sufficient to support the additional developments that have been included in the Local</p>

	<p>Plan there may be local water network reinforcements required to some of the proposed developments. Portsmouth Water are currently undertaking hydraulic modelling to ascertain the extent of these local network reinforcements. In accordance with Ofwat (the water regulator) charging rules, any network reinforcement is funded directly by a charge that is applied for each new water service connection.</p>
<p><i>Planned Provision</i></p>	<p>Southern Water Southern Water are investing £2 billion over 2020-25 to improve their water and wastewater networks.</p> <p>At present, it is proposed to upgrade Bishops Waltham WTW during 2025-2030.</p> <p>Havant and Otterbourne pipeline: Current work is being done under permitted development. Some trees are having to be removed and work is underway on providing new habitats for dormouse away from the new pipeline.</p> <p>AMP7 Southern water Saddlers Close WTW and Gratton Close WTW Transfer Pipeline Scheme: Southern Water are undertaking a project to convert the wastewater treatment sites in Gratton Close and Saddlers Close into pumping stations. Wastewater from both sites will be transported via a new sewer pipe to the treatment works in Harestock. This will allow the wastewater to be treated to an even higher quality before it is released back into the environment. The project will involve laying a pipe around the north and eastern edge of the Gratton, just inside, and parallel to the existing footpath.</p> <p>Appendix 1 includes a letter from Southern Water that outlines the timetable and the plans for the new pipeline between Sutton Scotney, South Wonston and Harestock Waste Water Treatment Works.</p> <p>The Havant Thicket Water Transfer and Water Recycling Project (HWTWRP) As part of their five year plan 2025-30 Southern Water will jointly deliver Havant Thicket Reservoir with Portsmouth Water to build a water recycling plant and a new transfer pipeline as part of Water for Life Hampshire. Hampshire Water Recycling and Water Transfer project will create 90 million litres of water a day by 2034.</p> <p>Southern Water upgrades to Waste Water Treatment Works:</p> <p>Harestock AMP8 targets:</p> <ul style="list-style-type: none"> • Nitrates 10mg/l • Phosphorus 0.25mg/l <p>Morestead Road:</p>

Southern Water are proposing an investigation into trace chemical impacts on the environment at this site. AMP8 targets:

- Nitrates - 10mg/l
- Phosphorus - 0.25mg/l

Bishops Waltham:

Southern Water are investing to meet 10mg/l

Nitrate permit levels are being planned for AMP9, as well as reducing Phosphates to 0.25mg/l in AMP9 to meet Environment Act load reduction target by 2038.

Southern Water planned to improve future. AMP8 targets:

Nitrates 15mg/l

Phosphorus 2mg/l

Southwick:

Southern Water to invest to meet 10mg/l total. Nitrate permit levels is being planned for AMP9

New Alresford:

Southern Water are proposing an investigation into trace chemical impacts on the environment at this site. AMP8 targets:

Nitrates - 10mg/l

Phosphorus - 0.25mg/l

WCC owned WWTW upgrades

The city council have successfully completed the upgrades of two Council owned waste water treatment works (WWTWs) to package treatment plants (PTP's) to generate phosphorus and nitrogen credits. The upgrades have successfully generated 10.55Kgs/TP/Yr which is enough to meet the current backlog of planning applications and the demand for approximately 70 homes in the Local Plan supply. The Council have undertaken further work on six WWTW that are also within their ownership and are actively looking to roll out a programme of upgrading the works to package treatment plants in the next 3 months.

WCC have recently entered into S33 agreement with the Eastleigh Borough Council (EBC) mitigation scheme. The agreement allows development in Winchester district draining to Chickenhall WWTW's to secure nitrogen and phosphorus mitigation from the EBC scheme. Therefore, an assessment has been made in relation to the supply and demand of nutrient mitigation for site allocations and windfall development draining to Chickenhall WWTWs. A separate assessment has been made for phosphorus mitigation that is required for the site allocations and windfall development draining to the Harestock, Morestead Road and New Alresford waste water treatments works in the Itchen catchment area.

	<p>Drainage and Wastewater Management Plan (DWMP) The DWMP is a robust and resilient drainage and wastewater system that involves:</p> <ul style="list-style-type: none"> • Long term planning (25 years); • Providing information on current and future risks; and • Supporting the Price Review business plan submission to Ofwat for funding.
<p><i>Funding Sources</i></p>	<p>Right to connect: In accordance with Ofwat (the water regulator) charging rules, any network reinforcement is funded directly by an infrastructure charge. This is a fee that is applied for each new water service connection which is paid by a developer or individual property owner if they wish to connect to for example, a pipeline that is managed by either Southern Water or Portsmouth Water.</p>
<p><i>Additional Comments</i></p>	<p>WCC are having ongoing discussions with Southern Water regarding the delivery of key infrastructure. A Statement of Common Ground between WCC and Southern Water will be published on the city council website.</p> <p>SUDS (HCC): The County Council has a vision to create a safer, more resilient Hampshire. Its priority is to protect people, homes, businesses and key infrastructure by:</p> <ul style="list-style-type: none"> • Avoiding risks and managing water resources through effective planning and design; • Preventing future flooding by reducing or removing existing risks; • Adapting to flood risk in order to minimise the impact and enable normal life to return as soon as possible; • Enabling communities to be better prepared to react to flood events and recover more easily; and • Adopting effective practices that are sustainable and affordable now and in the future. <p>This flood and water management strategy is about achieving that vision. We have produced a set of policies with which robust flood mitigation plans can be managed. By following these policies in a logical step-by-step process Hampshire County Council will, with the support of the Hampshire Strategic Flood Risk Management Partnership Board, bring about effective flood risk management in Hampshire.</p> <p>Adoption and Maintenance of SuDS It is important for developers to provide evidence that those who will be responsible for adopting and maintaining the SuDS features have been identified and approached to understand their requirements for these features. They may have their own requirements in relation to design and maintenance that will need to</p>

	<p>be included within any design. Adopting and maintaining authorities within Hampshire can vary between sites, but can comprise a combination of the following:</p> <ul style="list-style-type: none"> • Water Companies • Inset Companies • Private Management Companies • Parish Councils • District or Borough Councils • Hampshire County Council <p>Catchment Management Plans (CMPs) Following on from the Local Flood and Water Management Strategy and its recommendations, Hampshire has been divided into 18 river catchments with plans written for each catchment. An assessment of flood risk from a range of flooding sources has been used to identify 66 Priority Areas across Hampshire where specified actions and stricter policies will be applied. These plans were consulted on in July 2022 and following the public consultation, a Frequently Asked Questions document has been produced to address questions and comments raised during the consultation.</p> <p>Guidance documents are being developed setting out how to apply the Catchment Management Plans policies in various contexts.</p> <p>The areas that cover the WCC include: Itchen, Test Lower, Hamble,</p>
<p><i>Conclusion</i></p>	<p>The Water Companies have a statutory duty to ensure the supply of drinking water. The objective of the water resources strategy's is to ensure the security of supplies for the next 25 years. This requires the development of a robust and resilient supply system that includes coping with increased housing development.</p> <p>Assessments by Southern Water of the four main Water Resource Zones (WRZs) show that Hampshire South WRZ will be in deficit. To tackle the deficit Southern Water have put forward a range of 18 options for delivery in the next 25 years in order to increase their water supply by up to 212 Ml/d. This increase is designed to increase resilience but also account for future growth. However, concerns have been raised about Southern Water's existing and emerging draft options with regards to impacts on the River Itchen Special Area of Conservation (SAC) and the River Test Site of Special Scientific Interest (SSSI). Until the outcome is known, the HRA for Southern Water's extant WRMP cannot be relied upon to ensure there will be no adverse effects on designated sites arising from future development within Southern Water's area. In addition, the risk of adverse effects remains until the gap in public water supply (deficit) resultant from the licence changes is fulfilled by alternative options and/or the compensatory habitat requirements are met.</p>

	Assessments by Portsmouth Water have indicated that they will be in surplus by 2040 even after accounting for growth of up to 68,000 homes. However, they are still proposing to implement 35 feasible options through their WRMP in order to ensure resilience. The Portsmouth Water Plan is sufficient to support the housing growth identified by PfSH.
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9.1 Part 3 – Infrastructure requirements that are required to support the site allocations in the Local Plan.

The following tables include Site Specific Infrastructure Delivery Schedules which provides details of the identified infrastructure schemes that are required to make development acceptable. The indicative costings provided should be used as guidance only; where necessary discussions should be held with the Local Authority at the earliest opportunity to confirm infrastructure requirements and costs to be provided.

DRAFT

Part 3: Infrastructure requirements that are required to support the site allocations in the Local Plan.

Site Allocation	Infrastructure Type	Location /Project	Delivery Organisation	Timescale	Cost	Funding Source – S106/CIL	Funding Shortfall	Notes	Data Source
W1 – Barton Farm (outline planning permission granted for the whole site)						S106 (zero rated for CIL)		The whole of this site has outline planning consent. The infrastructure requirements are within the S106 as this major development area is not covered by CIL. There is no scope to change / increase the requirements unless new consents are applied for.	Barton Farm S106
W2 – Sir John Moore Barracks	Transport	Park and Ride (P&R) Facility of up to 850 spaces.	WCC and HCC			Land for the P&R site, contribution from the site promote and potential funding other sources.		Discussions are ongoing with the DIO, WCC and HCC regarding the delivery of the P&R site.	
	Local sewerage upgrades	There is limited capacity in the current network to accommodate waste water, therefore reinforcement of the waste water network is required.	Southern Water/ Developer	In line with the delivery of the development		New Infrastructure charge	N/A	Southern Water to work with developers to deliver reinforcements. Future investment is planned through Southern Water's Business Development Plans which need to be agreed by Ofwat.	Reg 18 Consultation response.
	Education	900 x 0.3 = 270 1.25 form entry to meet population demand.	Hampshire County Council	To meet population demand	£6,543,646	S106	N/A	Education provision delivered by HCC Education as either new school or expansion to existing schools within catchment area. At least 1.5ha of land required of the delivery of a new school. Priority defined as low on basis of planning application not yet made for whole site – education provision shall be classified as a high priority once planning permission granted.	Reg 18 Consultation response.

Site Allocation	Infrastructure Type	Location /Project	Delivery Organisation	Timescale	Cost	Funding Source – S106/CIL	Funding Shortfall	Notes	Data Source
W3 – St Peter’s Car Park	Education							Discussions need to take place with HCC Education to understand if there would be the need for an education contribution.	
W4 – Land West of Courtenay Road	Social and Leisure including Open Space	Provision of at least 1.5ha of on-site flexible, multi-functional accessible information green space	Developer	After 2030 In line with the delivery of the development	£6,543,646	S106			As modified by conversation with the developers, Cala Homes. Agreed that the need for Sports Ground will be provided on Kings Barton (a Cala Homes development opposite W4)
	Transport	Improve pedestrian and cycle access, including crossing facilities on Worthy Road, and off-site junction improvements, as necessary.	Developer / HCC highways	After 2030 In line with the delivery of the development		S106			
	Education?	Likely to need increase in secondary school places	HCC	After 2030 In line with the delivery of the development	£1,029,798	S106			
W5 – Bushfield Camp (Current planning application)	Active Travel (Winchester Movement Strategy/LCWIP)								
	Transport	Necessary increases in road capacity on surrounding junctions alongside making improvements to active travel links that need to be included in a Travel Plan.	Developer / HCC highways	In line with the delivery of the development				There will need to be improvements to the PROW network and range of other active travel improvements to help reduce down the trip generation from this site.	Strategic Transport Study
W7 – Central Winchester Regeneration	Active Travel (Winchester Movement Strategy/LCWIP)								
	Education?								
W9 – Bar End Depot	Active Travel (LTP4)								
SH1 – Newlands (West of Waterlooville) (outline planning permission granted for the whole site but	Local sewerage upgrades	There is limited capacity in the current network to accommodate waste water, therefore reinforcement of the waste water	Southern Water/developer	In line with the delivery of the development		S106 (zero rated for CIL)		This site has outline planning consent. There is no scope to change / increase the requirements unless new consents are applied for. Some new consents are likely to be needed to accommodate the additional dwellings proposed by the Local Plan. Southern Water have worked	Reg 18 Consultation response.

Site Allocation	Infrastructure Type	Location /Project	Delivery Organisation	Timescale	Cost	Funding Source – S106/CIL	Funding Shortfall	Notes	Data Source
further consents required for some of the additional housing)		network is required.						with developers to deliver reinforcements and flood prevention measures.	
	Education	Second primary school	HCC	In accordance with S106		S106		The first primary school has been provided and a second is required by the S106.	
	Transport	Provide a new access road through the development with public transport provision and fund any off-site transport improvements necessary	Developer / HCC	In accordance with S106 / S278				The access road is partly complete (being built in conjunction with adjacent phases) and there have been improvements to the A3 and public transport.	
SH2 – North Whiteley (outline planning permission granted for the whole site but further consents required for the additional land)	Local sewerage upgrades	There is limited capacity in the current network to accommodate waste water, therefore reinforcement of the waste water network is required.	Southern Water/Developer.	In line with the delivery of the development		S106		Southern Water have been working with developers to deliver reinforcements and flood prevention measures.	Reg 18 Consultation response.
	General							The whole site has outline consent and the infrastructure requirements will be in the S106. There is no scope to change / increase the requirements unless new consents are applied for. However, the additional land allocated in the Local Plan will need new consents.	
	Education	Secondary school and second primary school	HCC	In accordance with S106		S106 (Whiteley is zero rated for CIL)		The first primary school has been provided and a second primary school and a secondary school are required by the S106.	
	Transport	Provide improvements to junction 9 of the M27 and complete Whiteley Way.	Developer / HCC	In accordance with S106 / S278				I think the M27 J9 improvements are complete and the access road is largely complete. Check with Hilary Oliver or Simon Avery in DM	
SH3 – Whiteley Green	Open Space	Provision of on-site open space (Informal Open Space and LEAP) as part of the neighbourhood green.						This is now a mixed education (special needs) and residential allocation, although the requirement for a LEAP is retained.	To meet local needs and the open space requirements for development in line with DM5 and CP7 from LPP2 IDP (2017) and reassessed with the updated Open Space Assessment 2022
BW1 – The Vineyard/Tangier Lane	Open Space	Provision of on-site open space (Informal Open		In line with the delivery of the development					To meet local needs and the open space requirements for development in line with DM5 and

Site Allocation	Infrastructure Type	Location /Project	Delivery Organisation	Timescale	Cost	Funding Source – S106/CIL	Funding Shortfall	Notes	Data Source
		Space and LEAP).							CP7 from LPP2 IDP (2017) and reassessed with the updated Open Space Assessment 2022
	Local sewerage upgrades	There is limited capacity in the current network to accommodate waste water, therefore reinforcement of the waste water network is required.	Southern Water/ developer.	In line with the delivery of the development		New Infrastructure charge		Southern Water to work with developers to deliver reinforcements.	Reg 18 Consultation response.
	Education	Contribution to the expansion of Bishops Waltham Infant and Junior Schools.		In line with the delivery of the development					
BW4 – Land north of Rareridge Lane	Education	21 pupil yield resulting in contribution	Hampshire County Council/Developer	After 2030	£690,669	S106		Contribution required to secondary school in catchment area on basis of pupil yield as a result of development. Priority considered low on basis of unknown area for funding and allocation application status.	
	Open space	Provision of open space (Informal Open Space) as part of scheme design							
NA1 – The Dean (planning permission granted for most parts of the site, current application on the remainder).	Transport	Provision of a public car park of about 50 spaces.	WCC	2025/26	1,065,000	S106 contributions and WCC budget	-	There is a current application for the last part of the site, including the car park. The car park will be developed by the housing developer and sold to WCC who will operate it as a public car park (now about 40 spaces).	CAB3005
	Local sewerage upgrades	There is limited capacity in the current network to accommodate waste water, therefore reinforcement of the waste water network is required.	Southern Water/Developer.	In line with the delivery of the development		New Infrastructure charge		Southern Water have worked with developers to deliver reinforcements and flood prevention measures were also mentioned by EA but again have probably been completed.	Reg 18 Consultation response.
	Education	Contribution to the expansion of Sun Hill Infant and Junior Schools.	Hampshire County Council/Developer	Planned for 2029 or after	£8,737,804	S106	N/A	2ha land required to facilitate expansion	Reg 18 Consultation response/ Hampshire County Council School Places Plan
NA2 – Sun Lane	Open Space	Provision of 15ha of on-site	WCC or Town Council	In accordance with S106		S106		Final landscaping details of open space requested by s106. To be discussed with	Policy DM5. The 2015/16 Open Space Strategy has identified

Site Allocation	Infrastructure Type	Location /Project	Delivery Organisation	Timescale	Cost	Funding Source – S106/CIL	Funding Shortfall	Notes	Data Source
(planning permission granted).		open space. Incorporating different types of open space. Should also include a LEAP.						WCC and Town Council who will operate the open space.	deficits in New Alresford. On-site provision will meet current and future needs. and reassessed with the updated Open Space Assessment 2022
	Education	Contribution to the expansion of Sun Hill Infant and Junior Schools. 1 form entry expansion to 3 form entry	Hampshire County Council/Developer	Planned for 2029 or after	£8,737,804	S106	N/A	2ha land required to facilitate expansion The S106 will set out expected contributions and timing.	Reg 18 Consultation response/ Hampshire County Council School Places Plan.
	Local Sewerage upgrades	There is limited capacity in the current network to accommodate waste water, therefore reinforcement of the waste water network is required.	Southern Water/Developer.	In line with the delivery of the development		New Infrastructure charge		Southern Water to work with Developers to deliver reinforcements.	Reg 18 Consultation response.
	Transport	Delivery of new junction to A31, improved pedestrian and cycle access into the town centre, local traffic management measures.	Developer / HCC highways	In line with the delivery of the development and S106/S278		S106 / S278		New A31 junction required prior to occupation of any housing, and now under construction.	
CC1 – Clayfield Park	Open Space	Provision of on-site open space (Informal Open Space and Leap).	CHECK LPP2 IDP						To meet local needs and the open space requirements for development in line with DM5 and CP7 from LPP2 IDP (2017) and reassessed with the updated Open Space Assessment 2022
WK1 – Winchester Road	Open Space	Provision of 3.5ha of land at Mill Lane for public sports pitches and changing facilities. Provision of on-site open space and allotments.							To meet local needs and the open space requirements for development in line with DM5 and CP7 and improve the amount and distribution of recreation land and facilities from LPP2 IDP (2017) and reassessed with the updated Open Space Assessment 2022
	Local Sewerage upgrades	There is limited capacity in the current network to accommodate waste water,	Southern Water/Developer.	In line with the delivery of the development		New Infrastructure charge		Southern Water to work with Developers to deliver reinforcements.	Reg 18 Consultation response.

Site Allocation	Infrastructure Type	Location /Project	Delivery Organisation	Timescale	Cost	Funding Source – S106/CIL	Funding Shortfall	Notes	Data Source
		therefore reinforcement of the waste water network is required.							
WK5 – Mill Lane	Open Space	Provision of on-site open space.	Developer	After 2030					Open Space Assessment 2022
	Education	Some increase in secondary provision may be required	Hampshire County Council/Developer	After 2030	To be determined	To be determined	To be determined		Advice from HCC Education
WK6 – Southwick Road / School Road	Open Space`	Provision of on-site open space	Developer	After 2030 In line with the delivery of the development					Open Space Assessment 2022
	Education	Some increase in secondary provision may be required	Hampshire County Council/Developer	After 2030 In line with the delivery of the development	To be determined	To be determined	To be determined		Advice from HCC Education
KN1 – Ravenswood	Open space	Provision of on-site open space	Developer						Open Space Assessment 2022
	Education	Some increase in secondary provision may be required	Hampshire County Council/Developer	In line with the delivery of the development					
	Green infrastructure	Provision of Knowle Triangle and Meon Water Meadows as green infrastructure	Developer	In line with the delivery of the development In line with the delivery of the development					
OT1 – Land east of Main Road	Open Space	Provision of 7 acres of open space including a LEAP.		After 2030 In line with the delivery of the development					Open Space Assessment 2022 states Otterbourne requires additional play area and informal green space. Developers set an increased amount of open space for this policy
	Local Sewerage Upgrades	There is limited capacity on the site for a practical point of connection, therefore reinforcement of the waste water network is required.	Southern Water/Developer.	In line with the delivery of the development		New Infrastructure charge		Southern Water to work with developers to deliver reinforcements.	Reg 18 Consultation response/New Connections Services.
SW01 – Land at West Hill Road North	Open Space	Provision of children’s play space.	Developer	After 2030 In line with the delivery of the development					Open Space Assessment 2022
	Local sewerage upgrades	Appropriate water drainage disposal.		In line with the delivery of the development					
SU01 – Land at Brightlands	Local sewerage upgrades			After 2030					

Site Allocation	Infrastructure Type	Location /Project	Delivery Organisation	Timescale	Cost	Funding Source – S106/CIL	Funding Shortfall	Notes	Data Source
	Open space	Significant open space on undeveloped part of site	Developer	After 2030 In line with the delivery of the development					Open space assessment for Wonston requires additional open/green space. In relation to noise from services on A34 and potential archaeological finds recorded on/near the site would require lower density and increased open space.
SW1 – The Lakes	Education	Contribution to the expansion of Swanmore College of Technology	Developer						
	Local Sewerage upgrades	There is limited capacity in the current network to accommodate waste water, therefore reinforcement of the waste water network is required.	Southern Water/Developer.	In line with the delivery of the development		New Infrastructure charge		Southern Water to work with Developers to deliver reinforcements.	Reg 18 Consultation response.
WC1 – Morgans Yard	Local Sewerage upgrades	There is limited capacity in the current network to accommodate waste water, therefore reinforcement of the waste water network is required.	Southern Water/Developer.	In line with the delivery of the development		New Infrastructure charge		Southern Water to work with Developers to deliver reinforcements.	Reg 18 Consultation response.
KW1 Cornerways and Merrydale									
KW2 land at Cart & Horses PH	Open space	Significant open space on undeveloped part of site	Developer	In line with the delivery of the development					Open Space Assessment 2022
	Transport	Contribution to improvements to nearby B3047/A33 junction and pedestrian links	Developer / HCC Highways	In line with the delivery of the development	£1.7m			HCC consulted on options for the junction improvement in 2023.	Discussions with site promoter and Hampshire Highways

Appendix 1 - Letter from Southern Water regarding the new pipeline between Sutton Scotney, South and the Harestock Waste Water Pumping Treatment Works and an update on Brambridge (Colden Common).



Ref: PRN770008
Date: 18 July
Tel: 0330 303 0368

Dear Adrian Fox,

I write further to our meeting held 4 July 2024 regarding the Winchester District Local Plan.

For ease of reference, I have set out below each of the points that you have raised and our response.

Please can you confirm the details of the scheme Southern Water is delivering at Saddlers Close & Gratton Close in Sutton Scotney.

The Southern Water sites located at Saddlers Close & Gratton Close are currently wastewater treatment sites, which receive raw sewage for treatment and discharge.

These sites require upgrades to ensure that they are compliant with new environmental standards and to prevent pollution spills, however there is currently not enough space at either site to install the necessary equipment.

As such, we are changing the Gratton Close and Saddlers Close wastewater treatment sites into wastewater pumping stations, which will pump wastewater through two newly installed sewer rising mains. This work is projected to cost in the order of 5.2 million pounds.

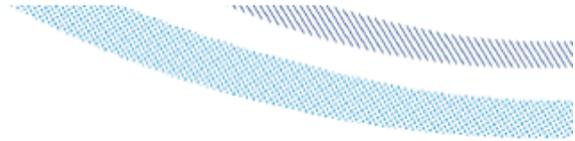
These new pumping stations will transfer wastewater from Sutton Scotney to discharge into the Harestock sewer catchment, where it will then be treated at our Harestock treatment site. This is a much bigger treatment site and has the equipment to treat wastewater to a higher environmental standard.

As part of the scheme, we'll also be removing the above ground storage tank at Saddlers Close.

The delivery of this work will result in a substantial reduction in the use of Southern Water tankers and see them only being used during major storm events or as part of the operational routine for the sites.

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Please can you provide an update on progress with this work.

To date, we have built 4.5 Kilometres of new sewer rising main pipe ready to take the wastewater to the Harestock catchment, this pipe will serve the new pumping stations.

We had hoped the new stations would be operational from December 2024 but due to periods of extremely wet weather over the winter, this is likely to be March 2025. This work will include taking the treatment works out of service and making them redundant.

After all the work has been completed, there will be occasional visits by our operational teams to the pumping stations to carry out regular maintenance, with the possibility of some tanker visits as part of the normal operational routine for the sites.

Please can you confirm that the new pumping stations and sewer rising mains will be able to accommodate the wastewater flow from the proposed development sites at Brightlands & West Hill Road North.

Whilst analysing the flow data procured during the scoping of this work, we identified that a second scheme is required to upgrade the 'receiving' sewer network in the Harestock catchment.

I have been advised by the project team that this new scheme, along with the work we are completing at Saddlers Close & Gratton Close, will be sufficient to allow those catchment sewers to meet the growth needs projected in the local plan and any new drainage connections from existing properties.

The work to upgrade the 'receiving' sewer network in Harestock is currently in the design phase and will be delivered as a business priority early in the next Financial Plan period of 2025 – 2030. To expedite delivery, we have already started to liaise with local landowners regarding land access requirements.

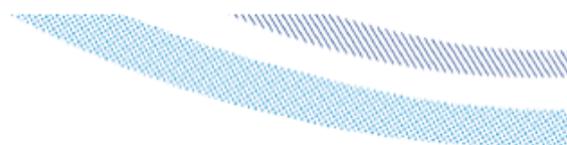
Please note that the Brightlands site in the local plan would drain to the new Saddlers Close Pumping Station, and West Hill Road North would drain directly to the Harestock sewer catchment.

With the scheme to upgrade the 'receiving' sewer network in Harestock projected to start as a priority in the next Financial Plan period of 2025 – 2030, the timescales for delivery of the work should align with the policies for housing development, as set out within the local plan. I have included these policies below as a point of reference.

*Criterion ii in Policy SUO1 (Brightlands) states: The development is phased for the latter part of the Local Plan period and **permission for housing development will not be granted before 2030;***

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Paragraph 9.24 in the Reg 19 states: Permission will not be granted for the development of sites in advance of this phasing unless the Council is having difficulty in demonstrating an adequate 5-year housing land supply, which is not expected to be the situation, or the site would meet a particular local priority for housing. Brownfield sites, which often have a long lead in time in terms of delivery have been specifically phased towards the earlier parts of the Plan period, as are sites meeting specialist needs such as older persons' or student housing.

*Policy H2 in the Reg 19 LP also states: **Strategic Policy H2***

Housing Phasing and Supply

*Phasing will be applied to new greenfield housing sites allocated by this Plan, so as to prioritise the development of previously developed land and achieve a suitable housing trajectory, by holding back most allocated greenfield sites until the later parts of the Plan period. **The following sites will not be permitted in advance of April 2030 unless they are needed to overcome a district level housing land supply shortfall or would deliver housing which is demonstrated to be in priority need in the locality at the time: SU01 – Brightlands, Sutton Scotney (60 dwellings)***

As you will be aware, we also undertake sewer capacity assessments during the planning application process, using the proposed point of connection provided by the developer. Where any capacity constraints are identified, we work directly with developers to ensure that the occupation of the development is phased to align with the delivery of the necessary infrastructure, as required.

This phasing is done to ensure that the wastewater flow from the development does not cause a detriment to the operation of the sewer system. This process is often supported by planning policies and conditions that stipulate that phasing is coordinated with the delivery of the reinforcement work.

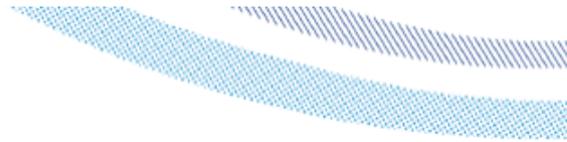
I hope the above provides some reassurance that we are committed to ensuring that the necessary infrastructure is in place to serve future development. We will work closely with you to ensure that any new development does not cause detriment to the operation of the public sewer system.

Will existing properties in Sutton Scotney be able to connect new drainage to the new pipeline once it is fully operational.

It is my understanding that this point relates to existing properties that are currently not served by a public sewer but served by either a private system or a septic tank/cess pit.

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For clarification, residents wishing to explore moving from a septic tank/cess pit to the option of connecting new drainage to a public sewer, would firstly need to explore options with a private drainage contractor.

This is because there is an obligation on the homeowner to lay the new drainage serving the property and have it run to a point of connection to the public sewer, and we would recommend that a private contractor firstly assesses the options and provides the associated costing to the resident(s) that they are liable for.

Guidance on connecting to our public sewer can be found here on our website - [Sewer Connection - Southern Water](#)

The above guidance would also be appropriate for an existing private drainage system that wished to connect to our public sewer system. The first step would be for the owner of the private system to make a sewer connection application to us for our consideration.

Please note that any proposed connection would not be made directly into the new pipeline, as it is a pressurised sewer rising main. The new connection would need to be made either to gravity sewers draining to the pumping stations, or directly to the pumping stations, dependent on the technical requirements.

For residents who are currently served by a cess pit or septic tank, they may be eligible to apply for our first-time drainage scheme, if the asset is causing an environmental or amenity problem.

Further guidance on the scheme can be found here on our website - [First Time Sewerage Scheme - Southern Water](#)

Guidance on septic tanks can be found here on the government website - [Septic tanks and sewage treatment plants: what you need to do: Overview - GOV.UK \(www.gov.uk\)](#)

Wonston Parish Council have received advice that the new pipeline is pressurised and any new drainage connections from existing properties would impact on groundwater in the area, which may cause flooding. Please can you confirm that this will not be the case.

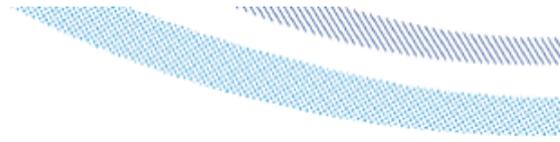
As advised further above, the new pipelines are pressurised sewer rising mains used to transfer wastewater from the new pumping station sites to the Harestock sewer catchment.

Sewer rising mains convey sewage under pressure and are sealed pipes, so it is not possible to connect new drainage from existing properties to these assets.

Any new connections would need to be made via newly laid private drainage connected to a gravity sewer system upstream of the new pumping stations.

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Each connection would be assessed through the sewer connection application process, which is a regulatory process governed by Section 106 of the [Water Industry Act 1991 \(legislation.gov.uk\)](https://www.legislation.gov.uk)

Please can you also provide an update on the works you are undertaking in response to flooding issues in Brambridge?

As you are aware, during periods of heavy rainfall the foul sewer network becomes overwhelmed by surface water entering the system. This is a 'foul only' system and is not designed to also drain surface water.

Our investigations are looking to pinpoint where the surface water is entering the system, to allow us to target investment in solutions that solve these root cause issues.

We have also been undertaking work on the sewer rising main for Kiln Lane pumping station to the Chickenhall treatment site, to ensure that this sealed pressurised pipe is free from any obstructions and 'pushing forward' all the flow that it is designed to.

To date, the work on this sewer rising main has cost circa 1.8 million pounds, this does not include any additional work that may be identified from the Sahara and Sonar surveys mentioned further below.

I have split the update on this work in two, to reflect these two workstreams, and I have also attached a slide pack which was shared at a Banbridge Community Meeting held Tuesday 30 May 2024.

Work on the Sewer Rising Main

We disconnected the end of the Kiln Lane sewer rising main from a common manifold where two other rising mains connect, to create its own free discharge into the Chickenhall treatment site.

We have also completed a clean of the sewer rising main using a non-invasive cleaning technique called 'Ice Pigging', this technique is designed for sewer rising mains and uses slush ice to remove debris from inside the pipe.

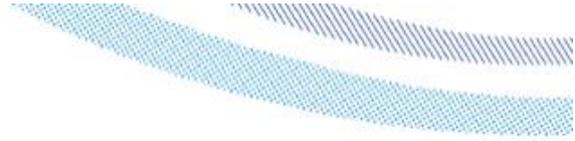
Further to the Ice Pigging work, Sahara and Sonar surveys are now being programmed for delivery. These surveys are a highly accurate inspection system, used to understand the condition of the pipeline and detect any blockages or restrictions within the pipe.

Work on the Sewer Catchments

We have conducted a 1.25 Kilometre CCTV survey from Church Lane to Brambridge looking for additional flow entering the sewer network, this has included heavy jetting to clean the sewers to supplement the work.

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An impermeable area survey is being carried out in the Fishers Pond area. This survey seeks to determine what surface water run-off in the area is entering the public foul sewer system.

We will also be looking at the operation of surface water and highways drains in the Fishers Pond area as part of this work, along with any possible misconnections of surface water drainage to the foul system.

I hope the work set out above provides some reassurance to you that we continue to investigate the root cause of the public foul sewer being overwhelmed during wet weather periods, and we are undertaking the necessary remedial work where required.

How to contact us

For more information in relation to the work, residents can contact the Capital Projects Customer Team directly via capitalcomms@southernwater.co.uk, Monday to Friday, 9am to 5pm.

Alternatively, they can call us on 0330 3030 368, advising us that they are calling about Capital Projects and providing the Project Reference Number (PRN) 770008 for our work at Saddlers Close & Gratton Close and 775033 for our work in Brambridge.

Yours faithfully,

Ryan Lownds

Strategic Planning Lead

Southern Water

Using your information: We use the information you give us to resolve your queries and provide you with water and wastewater services. We also collect feedback to help us improve our services. To find out more please visit [southernwater.co.uk/privacy](https://www.southernwater.co.uk/privacy)

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Brambridge Wastewater Flooding: Community Event

Thursday 30 May 2024



Agenda

- Introductions
- Situational background – cause of wastewater flooding
- Wet weather management (immediate mitigation)
- Recent works in aim of resolving flooding issues
- Next steps (short and long term)
- Your questions



2

Situational background – wastewater flooding causes

- During times of rainfall the foul network becomes overwhelmed by **surface water flows from rainfall that shouldn't be in the sewer system.**
- Our investigations are looking to pinpoint where surface water is entering the foul only system so we can target investment in solutions that solve these root cause issues.
- Wastewater flooding impacts the environment, customers, business and road users – we continue to collaborate closely with your community representatives and our regulators, which has facilitated continued post incident learning, improved community communication and targeted investigatory works.



3

Site Management

An ongoing tankering operation continues during wet weather, to protect the environment and property flooding.

Continued improvements in wet weather management include:

- Improved supervision on site
- Improved tanker loading operations:
 - Faster loading
 - Quieter Loading
 - Reduced light pollution from tanker turning
- Site information board for tanker drivers & supervisors
- Site resilience further improved with additional pumps & control system
- Road repairs being scoped



Wet Weather Management



5

Diversion of the Rising main at the Treatment Works

These photos of the scheme show the separation of the end of the rising main to give it its own free discharge at the Works. The two dark blue valves in the photo were procured from Australia as they are special!



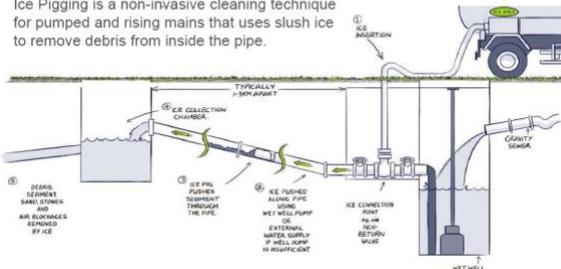
Recent works



7

Ice Pigging

Ice Pigging is a non-invasive cleaning technique for pumped and rising mains that uses slush ice to remove debris from inside the pipe.



Next steps (short and long term)

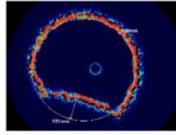


10

Sahara and Sonar survey

A highly accurate inspection system used for pipeline condition assessment.

- Acoustic Inspection: Detects trapped pockets of gas that may cause a restriction to flow.
- Pressure survey: Has the ability to flag up any large reductions in the cross section of the pipeline.
- Line and profile trace: This will provide the x, y and z co-ordinates for the pipeline
- Sonar survey: Separate to the Sahara survey, looking for any ovality of the pipe, any heavy blockages or restrictions.



11

Catchment Investigations



12

The Catchment



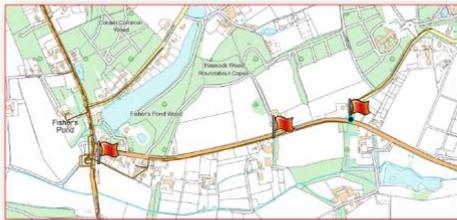
13

Colden Common



14

Fishers Pond



15

Otterbourne



16

Kiln Lane Sewer Cleaning and Investigation Work



- Online will be conducting the 1.25km CCTV survey from Church Lane to Brambridge.
- Will be using Main Line CCTV rig and Surveyors to carry out Investigation works which includes Lifting mh recording flow. Heavy jetties and tankers whilst onsite
- All staff will be in uniform with correct PPE.
- Work will start on 28th April for



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Fishers Pond Impermeable Area Survey



- Online will be carrying out the IAS starting the 7th May
- They will be working through the fishers pond area up to Marwell Zoo
- A project manager employed from Online will be managing the schedule of works.
- They will be looking at Surface Water and highways drains and possible mis connections within this area.
- Myself and Luke will be visiting Marwell Zoo on the 10th of May to have discussions with there teams about there drainage system



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Communications Plan



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Action Taken and Next Steps

We're committed to improving our communications with the Brambridge community whilst we investigate the options to reduce wastewater flooding in the area.

- Monthly meetings with community representatives and regulators.
- Customer letters – updating on progress.
- SMS text messages – providing awareness of emergency works (traffic management).
- Community drop in event.



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Thank you
Any questions?



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DRAFT