

**SOUTHBOURNE PARISH NEIGHBOURHOOD PLAN REVIEW EXAMINATION
RESPONSE OF BARTON WILLMORE LLP TO HEARING AGENDA MATTERS:
3(J) AND (K) / TOPIC 2
3(R) AND MATTER 3(S) / TOPIC 5
ON BEHALF OF THE EAST OF SOUTHBOURNE DEVELOPER CONSORTIUM
6TH JANUARY 2022**

1.0 INTRODUCTION

- 1.1 This note has been prepared at the request of the Examiner in paragraph 1(c) of the Agenda, to clarify matters in relation to Matter 3(r), Matter 3(j) and Topic 5, each of which are considered in turn below with the objective of assisting the Examination.

2.0 MATTER 3(J) AND (K) / TOPIC 2

- 2.1 The Examiner has stated in his agenda that:

j. In addition, waste water arising from any development on the SB2 allocation would require to be treated at the Thornham Waste Water Treatment Works (TW). In the context of the LPR, a Statement of Common Ground and a Thornham Position Statement have been issued in November 2021, agreed by Southern Water, Environment Agency and CDC. These documents make it clear that there is a need for significant additional capacity at the TW, requiring significant infrastructure improvements. The Position Statement states "There is at present no certainty of a deliverable solution for the Thornham catchment and any solution will take time to deliver".

k. Topic 2: Have I misunderstood the above circumstances? Can any weight be afforded to an LPR allocation of 1,250 dwellings at Southbourne? Can there be any certainty that SB2 can be delivered or how many houses it will provide in the plan period? Is a strategic matter of this nature more appropriate to be resolved through the LPR process? Where does that leave SB2?

- 2.2 A note is attached (**Appendix 1**) prepared by Ramboll which hopefully clarifies our understanding of the situation and sets out the approach anticipated by the developer consortium for addressing waste water treatment for the proposed allocation SB2.
- 2.3 It is not unusual for infrastructure capacity to need to be dealt with following allocation of land for development and for these works to depend upon discussions with utility providers. The advantage in this situation is that there is early recognition of an allocation-wide strategy being required.
- 2.4 It is also our understanding that it is following the allocation of land for development in a development plan that utility providers (in this case Southern Water) are able to plan for improvements to their network with certainty – which Southern Water have confirmed will take place in 2023. This would align with the Neighbourhood Plan (if made) and the Local Plan timetable for adoption (anticipated for submission in Autumn 2022 and adoption in 2023). This would enable both the Neighbourhood Plan and Local Plan's development requirements to be considered in their strategy for improvements.
- 2.5 As would be typical of developments of this nature, financial contributions may be sought through planning consents toward interim foul water mitigation and longer term upgrades. Whilst the cost of such works will need to be considered through discussion with Southern Water and the District Council and as part of any planning applications, there is nothing we have been made aware of which would render the proposed allocations unviable or undeliverable.

- 2.6 In terms of anticipated trajectory of the proposed development under Policy SB2, the policy requires a single comprehensive masterplan and delivery framework to be prepared for the whole of the allocated land with the active participation of the community to be submitted for approval to the District Council prior to the determination of any planning applications. This will need to address the range of policy requirements. On this basis, we anticipate:
- Preparation of masterplan and delivery framework – Spring / Summer 2022
 - Submission of outline planning application(s) (with EIA) – Winter 2022
 - Approval of outline planning application(s) – Autumn 2023
 - Submission of first Reserved Matters – Summer 2024
 - Approval of first Reserved Matters – Winter 2024
 - First completion on site – Spring / Summer 2025
- 2.7 From thereon, the delivery of the allocation would take approximately 6-7 years. On this basis, the phased delivery would align with the anticipated upgrades to the foul water infrastructure. As stated in the attached note, in the event that interim mitigation works were required, these could be delivered in line with the development so as to minimise any delay to delivery. Therefore, there are reasonable prospects that solutions can and will be found so as to ensure the satisfactory discharge of waste water from the new homes proposed under Policy SB2.
- 2.8 This all, however, relies upon a comprehensive allocation-wide waste water strategy and the allocation of development in a development plan at the earliest opportunity. Therefore, delaying the allocation in any way only delays the upgrades needed to support much needed homes.

3.0 MATTER 3(R) AND (S) / TOPIC 5

3.1 The Examiner has stated in his agenda that:

- r. I am confused over the topic of how much of the (at least) 1,250 dwellings can be satisfactorily developed without a new vehicular railway bridge. The promoters' traffic statement suggests 400 dwellings to the north and 400 to the southⁱ. David King and colleagues (Rep 076 page 13) understand from the Stantec reportⁱⁱ that the threshold is 902 dwellings [with 750 to the south (sic)]ⁱⁱⁱ. CDC's Response document suggests that there is no need for a crossing^{iv}.*
- s. Topic 5: What is the position in this respect? Could a very short note be provided either setting out agreement between the PC/CDC/the SB2 promoters, or the summary position of each?*

3.2 A note is attached (**Appendix 2**) prepared by i-Transport which hopefully assists in clarifying the situation as to when a railway crossing under Policy SB2 may be required and the basis for such conclusions.

ROBIN SHEPHERD
PARTNER
BARTON WILLMORE LLP
6 January 2022

APPENDIX 1

NOTE OF RAMBOLL IN RELATION TO MATTER 3(J)

TECHNICAL NOTE

Project name **Southbourne - Foul Water Drainage Capacity Statement**
Project no. **1620011691 - 003**
Client **Wates Developments Limited**
Version **1.1**

Prepared by **Sarah Armit**
Checked by **Ant Guay**
Approved by **Ant Guay**

1 Summary

Date 06/01/2022

Regarding capacity at Thornham Wastewater Treatment Works (WwTW), from the Thornham position Statement (November 2021) it is our understanding that from 1st September 2021 capacity will remain for 298 units at the WwTW, based on the existing capacity. Confirmation of the proposed works at the WwTW to increase capacity are scheduled to be finalised in 2023, with a view for works to take place between 2025 and 2030.

Southern Water have a statutory obligation under the Water Industry Act 1991 to receive wastewater, albeit the quantum and rate of such flows are subject to agreement.

The proposed 1,250 units are currently under review as part of the Southbourne Neighbourhood Plan Review. Following the anticipated planning and consultation period for the full 1,250 unit scheme, it is anticipated that construction of the first of the proposed units will be completed, and occupation of these begin from 2025 onwards. Therefore, while there is currently insufficient capacity at the WwTW to accommodate the full 1,250 units proposed, it is anticipated that capacity will begin to be increased in line with the anticipated construction and occupation of the allocation site.

Although the increase in capacity at the treatment works is expected to align with the construction of the proposed units, it is possible some interim measures may be required to manage flows from the proposed units until these works are complete. This may include a development contribution to the proposed upgrading of the Southern Water sewer network or WwTW so as to facilitate interim / early upgrades.

In addition to the subject of capacity at the WwTW, capacity within the Southern Water pipe network to accommodate flows from the proposed units will also need to be addressed. Here, peak flows are more critical than the total flow volume/number of units. As per normal practice, it is likely that Southern Water will require upgrades to the sewer network to be undertaken as part of the development of the proposed units, such as replacement of sections of pipework to increase conveyance capacity. This may also assist in generating

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capacity at the WwTW by improving the condition of the pipe network, preventing groundwater ingress to the sewer system and reducing overall flows to the WwTW.

Although the total number of units/volume of flows is the critical factor in determining capacity at the WwTW, a reduction in peak flow rates can still assist in managing this capacity by lowering peak demand within the system. This approach aligns with the proposed foul water drainage strategy for the proposed allocation whereby:

1. A comprehensive, site-wide waste water strategy for the allocation as a whole will be prepared as part of the comprehensive masterplan and Policy SB2(r). On-site measures will be included in the strategy whereby peak flows will be balanced within storage chambers at foul water pumping stations that will be strategically placed within the development area. The proposed 1,250 units are anticipated to produce peak foul water flows in the region of 65l/s. As discussed above, this peak flow could be reduced significantly through the use of storage on site and pumping of flows to the Southern Water network at lower, controlled rates. Each unit is anticipated to produce in the region of 500 l/day, (625,000 l/day for all 1,250 units); or an average of 7.2 l/s over a 24-hour period for all 1,250 units. This would therefore be the approximate minimum required-flow rate into the network. This may be sufficient for the development to meet with Southern Water discharge requirements to be able to accommodate the flow rate to the WwTW, although this will need to be confirmed through consultation with Southern Water.
2. It is proposed to undertake discussions with Southern Water to confirm the most appropriate approach to accommodate flows within the network. With a combined approach of a reduction in peak flow rates and development contribution to the improvement to the pipe network and/or WwTW infrastructure as appropriate, alongside the proposed upgrade works scheduled to begin from 2025, it is anticipated that foul flows from the proposed units are able to be managed within the Southern Water sewerage network.

APPENDIX 2

**NOTE OF I-TRANSPORT IN RELATION TO MATTER 3(R) AND MATTER 3(S) /
TOPIC 5**

Bridge Trigger Point

Project No: ITB14672
Project Title: Land at Southbourne
Title: Bridge Trigger Point
Ref: JCB/ITB14672-012 TN
Date: 5 January 2022

SECTION 1 Introduction

1.1 This note responds to the following comments/queries made by the Neighbourhood Plan inspector regarding Agenda Matter 3(R) and Topic 5:

r. I am confused over the topic of how much of the (at least) 1,250 dwellings can be satisfactorily developed without a new vehicular railway bridge. The promoters' traffic statement suggests 400 dwellings to the north and 400 to the south. David King and colleagues (Rep 076 page 13) understand from the Stantec report that the threshold is 902 dwellings [with 750 to the south (sic)]. CDC's Response document suggests that there is no need for a crossing.

s. Topic 5: What is the position in this respect? Could a very short note be provided either setting out agreement between the PC/CDC/the SB2 promoters, or the summary position of each?

SECTION 2 Stantec Report

2.1 The Stantec Note concludes that up to 750 homes north of the railway and 152¹ south of the railway can be provided with no need for a bridge to mitigate impacts at the Stein Road crossing.

2.2 This analysis is however flawed:

- i The number of new homes achievable to the north of the railway line is based on the queue length doubling. This provides no meaningful assessment of the impact against the NPPF paragraph 111 'severe impact test'.
- ii There is no assessment of impacts of off-site junctions. As set out overleaf, the operation of the A259/Stein Road/The Crescent mini-roundabout is critical.

¹ The 152 dwellings is based on Stantec's assessment of the quantum of development promoted, the area of development parcels and the area of 'Parcel F' to the south of the railway line (*ref: para 4.2.2 of the Stantec note*).

- iii The modelling significantly underpredicts the volume of traffic generated by dwellings north of the railway line that will cross the level crossing.
- iv Only the morning peak hour has been assessed by Stantec. During the unassessed evening peak hour there is much greater risk of queues extending back to the A259.

2.3 i-Transport Analysis

Traffic Impact Study – 12 October 2020

2.4 The Traffic Impact Study provides a preliminary traffic impact assessment of the scheme. It proposes that 400 homes north and 400 homes south of the railway can be delivered prior to the delivery of the new bridge.

Further analysis

- 2.5 Further detailed modelling work undertaken by i-Transport in September 2021 identifies the following²:
- a The level crossing is likely to constrain development to circa 600 new homes to the north of the railway line³.
 - b However, the operation of A259/Stein Road/The Crescent mini-roundabout will 'fail' before then. It is likely to constrain development to circa 400 new homes to the north of the railway line.
 - c Alternative mitigation of that roundabout junction is constrained by multiple areas of land in third party ownership.
 - d The number of dwellings that can be achieved to the north of the railway line is therefore consistent with the preliminary work in the Traffic Impact Study.

² The analysis assumes 300 new homes to the south of the railway line and also allows for the following committed developments:

- 157 homes on the former caravan park site (Seaward)
- 199 homes on Cooks Lane (Rydon)
- 38 homes on Breach Avenue

³ Using an assessment methodology agreed for the Cooks Lane scheme, i.e. subject to the scrutiny of a planning application and an appeal process.