

BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL
ENVIRONMENT AND PLACE OVERVIEW AND SCRUTINY COMMITTEE

Minutes of the Meeting held on 15 July 2026 at 6.00 pm

Present:-

Cllr C Rigby – Chairman

Cllr D d'Orton-Gibson – Vice-Chairman

Present: Cllr B Chick, Cllr M Gillett, Cllr C Goodall, Cllr A-M Moriarty,
Cllr V Ricketts and Cllr P Canavan

1. Apologies

Apologies were received from Cllr Jo Clements and Cllr Jamie Martin.

2. Substitute Members

Cllr Patrick Canavan substituted for Cllr Jamie Martin

3. Declarations of Interests

There were no declarations of interest made on this occasion.

4. Confirmation of Minutes

The minutes of the meeting held on 20 May 2026 were confirmed as a correct record.

5. Recommendation Tracker

The Chair informed the committee that there were no updates on the tracker to update at the meeting.

6. Public Issues

There were 8 public statements read out at the meeting alongside a submission from Christchurch Harbour and Marine Society and 2 ward Cllr submissions. The speaking time was extended to 30 mins at the chair's discretion.

7. Christchurch Harbour

The Chair introduced Jim Florey from the Environment Agency and Matt Wheelden from Wessex Water to address the committee and give their presentations to the committee a copy of which appears as Appendix 'A' to these Minutes in the Minute Book.

Jim introduced himself to the committee as Environment manager with the Environment Agency and covered several different agreements, one of which was Hampshire Haven as well as water quality and bathing water work.

He gave a quick overview of the work the agency did in relation to the water quality both monitoring and regulation in the harbour. He noted the passion of the speakers on the topic and stated that the Environment Agency were also fundamentally passionate in relation to the quality and importance of the harbour as a natural and recreational resource. They were limited in the work they could do with legislation at that time with what they could and couldn't do. A lot of the work they did in the harbour was driven by the Water Framework directive which was an old piece of European legislation that was encapsulated into UK law. The Agency was prescribed to use that legislation to understand and classify water quality which was based on ecological status rather than just chemical environment. They also had a statutory duty around fisheries specifically migratory fish such as salmon and sea trout. They had a fish counter at Nat Mill which was one of the key counters within England that monitored Salmon populations, it was recording the numbers of salmon and sea trout going up and down stream. They were monitoring closely what was happening to the salmon populations. Regarding bathing water monitoring that would look at water quality that would affect human health and look for bacterial markers such as e-coli, that monitoring would only be carried out on sites that were designated as bathing waters by the Department of Environment, food and rural affairs and once designated gave a statutory role to monitor and try to investigate where bacteria was coming from.

It was stated that they were very focused on water company regulation, which included going out and visiting sites to pick up any issues and check compliance with permits. They responded to pollution incidents but encouraged anyone who saw pollution in the harbour to report it into them either through the website <https://www.gov.uk/report-water-pollution> or by phone on 0800 80 70 60. That was important as they were a finite resource and reliant on people phoning in information which helped them build intelligence and focus on next steps. It was explained that they also had the Water Industry Natural Environment Programme which set out what water companies should have done, where their asset investment would be going to improve water quality and the status of rivers, harbours and estuaries. Christchurch Harbour was classed as moderate status which was to do with the nitrogen concentrations in the harbour. That was a key challenge as that could cause eutrophication which was the enrichment of plant life of primary production within the harbour.

Of the work that had been done there were signs that 56% of the nitrogen came from agricultural land. Within the catchment of the Stour and within the Avon there was 11% from sewage treatment works, discharges that were permitted discharges from Wessex Water and 32% from ground water. A lot of rivers including the Avon were ground water fed and those groundwaters had historic loading of nitrogen from previous practices. It was not just Christchurch Harbour affected with those chemicals. There was work happening within the agency to understand the environmental

fate, pressures are them and legislation the government would need to put in place to control the chemicals in future.

There was a positive news story around water trends, ammonia which was toxic substance had significantly reduced and the phosphate which was the other key nutrient in plant growth was also dropping. Whilst nitrogen was a challenge there was further work planned to reduce nitrogen and improve the levels of phosphate further. There was investment work the water company were trying to undertake to remove phosphates from their sewage treatment discharges going into the River Avon, although nitrogen was still a significant issue. Another challenge faced was algae growth which was invasive and linked to the excessive nutrients and climate change.

Bathing waters that were not designated were along the coast and closest to the harbour. They were all classed as excellent and over the previous couple of years there was a lot of work which put in place additional treatment at the sewage works that discharged into the Stour and Avon to remove the bacteria, which sterilised using UV. Bacteria that could cause harm to human health in bathing water would also be from agriculture, which was very significant in the harbour. There were also other factors like birds faecal matter that would present in elevated bacteria levels. The Environment Agency had been monitoring all assets that Wessex Water operated in and around the harbour, over the previous 18 months. It was a rolling programme and they had no significant pollution incidents reported by either the water company or the public however that was continuing to be monitored.

Wessex Water then made their presentation. They were set discharge permits by the Environment Agency for sites. All of their treatment works were given a cubic metres per day dry weather flow permit and a concentration permit, both of which they were below. They had phosphorus permits on upstream treatment works, they did not have nitrogen permits. All focus had been on phosphorus to get down to 1 milligram per litre discharge which was about 80% removal of what the treatment works would achieve without phosphorus stripping. It involved chemicals including a coagulant called sulphate which moved the phosphorus from liquid to solid when then went off for digestion and used as fertiliser whilst the liquid went into receiving water.

A graph was shown that highlighted a story of how phosphorus was removed from the Hampshire Avon back in 2000. Nothing was removed end of last year, 59% of the load was being removed through treatment works upstream. It was stated that by 2030 the percentage of phosphorus removal would be 94%. Dorset Stour was designated as environmental delegation in 2019 as a nutrient sensitive river. In that river no phosphorus was removed in 2015, in 2025 around 76% was being removed and in 2030 it would increase to 86%. The big jump in 2025 was due to Holdenhurst, the largest treatment works on the Stour. Wessex Water were working in the catchment with farmers as they also contribute to phosphorus and there was a scheme where the water company pay farmers to put in winter cover crops and other things that stopped phosphorus escaping into the rivers.

Wessex Water then moved onto Public Health before the early 1970's along the coast sewage went straight into the sea 24/7 without treatment then the coastal interceptor sewer was built in the late 60's early 70's that took sewage to Holdenhurst and continuously discharged turned into intermittent discharges. The sources of E. coli and intestinal enterococci could come from humans either from treated sewage in continuous discharges or from privately owned treatment works. It could also have been from ovine and avian sources. Sewage works were primarily designed to protect the environment, where they were near designated bathing waters there was also ultraviolet disinfection. There was a reduction in faecal organisms which depended on the level of treatment and continuously treated sewage still had hundreds of thousands of bacteria per 100ml. There was concern about storm overflows near Christchurch harbour Holdenhurst was built for that, it was a 9,000 cubic metre tank that stored the contaminated rain so that it didn't discharge then went back to treatment after the rainfall event.

They then moved onto questions from committee members.

When asked if they would swim in the harbour knowing the water quality, both Jim and Matt said yes.

A committee member who was also ward Cllr for one area affected thanked the members of the public for attending the meeting and speaking so passionately about the subject. They said the stour ran through their ward and they lived about 50 metres away from it and had seen the things that flowed down the river. It was stated that in 2009 Dorset Council's Habitat Regulations Assessment identified 58 sewage treatment plants discharging into the stour catchment. That included many small unregulated rural works as well as the major plants. The impact could be seen in excessive algae growth which caused eutrophication, fish and invertebrates dying. They showed a picture on their phone of a diseased bass that had been caught in the harbour. It was stated that they believed the protections that were on the harbour did not prohibit discharge and were not achieving the desired environmental outcome. In response to that it was stated the Environment Agency believed they were doing everything they could within the framework that they operated. Work had been done through the water quality investment programmes with the water company. The work related to the improvement of treatment works which looked at phosphate and UV stripping or UV sterilisation to remove the bacteria. Challenges faced were around climate change with water resources, river water levels, sea level rise and changes in relation to tidal elements. There was also a challenge around some of the new chemical products that end up in the treatment works, with no legislation to manage that at that time. Agriculture was a key factor in some of the pollution, it was under a great deal of pressure trying to grow and provide food. They were trying to work in collective and focused ways to address the challenges.

The legislation around fines had changed and allowed the EA to issue fixed penalty fines where permits had been breached or there was a risk of

pollution to the environment, then levy the fine to the water company or to others who caused the pollution.

The discussion then went too a Harbour Protection policy and any obstacles there were around creation of one. It was stated it was a 2 pronged approach with what BCP needed to do and what government needed to do to strengthen regulation nationally. The portfolio holder had met with several key groups around the issues faced in the harbour. The council had very limited responsibilities around water quality. There were partnerships involving the Environment Agency, Wessex Water and parts of the council, there were old refuse tips on the edge of Christchurch harbour. That was a problem and flooding, and coastal risk team have been raising the issue nationally.

It was suggested that community groups could get involved in putting in a protection policy. It was stated that the work they were doing was really valuable, the important thing was getting the waters accepted as bathing quality water and how that was achieved. It was important for all users, not just swimmers, to get the water designated so the Environment Agency would have a duty to monitor.

It was discussed that any harbour policy would be looked at under the Local Plan. A large amount of the water sat outside of BCP boundaries and working with the water catchment partnerships and other planning authorities and statutory agencies and DEFRA regarding their responsibilities.

Support was given by Wessex Water to develop a policy alongside precautionary source control principles. Wessex Water were willing to work alongside BCP developing the policy.

Recommendation: The Environment and Place Overview and Scrutiny Committee recommend that Cabinet expedite the development of a robust harbour protection policy as outlined and lobby the Govt to improve protection through the NPPF

Voting: Unanimous

The outline mentioned in the recommendation is as follows

Propose that what is needed is a robust harbour protection policy with:

- a presumption of no net deterioration
- planning policies requiring new developments to achieve neutrality or better
- council Land Management practises that reduce pesticides and fertilisers
- regular monitoring and public reporting
- support for wetland creation and river restoration project
- partnership commitments with water companies, the Environment Agency, neighbouring councils et cetera

Christchurch harbour needs to be made a material consideration in every relevant council decision on, for example, drainage, flood risk, recreation, highways and development

Yes it's ambitious, but if BCP want to be taken seriously as a national leader in Environmental Protection it needs to adopt a policy with an overarching objective to restore and maintain Christchurch harbour in favourable ecological condition, by ensuring that all council decisions contribute to improved water quality, reduced pollution and enhanced biodiversity; applying the precautionary principle where there is uncertainty.

AND we need this now, so that it can be embedded into the developing local plan.

8. Local Transport Plan

The Cabinet Member for Climate Response, Environment and Energy presented a report, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'B' to these Minutes in the Minute Book.

This report presented the proposed (joint with Dorset) Local Transport Plan 4 (LTP4) for the BCP and Dorset areas for the period 2026 to 2041.

The document was informed by engagement and consultation with key stakeholders, residents and the LTP4 Cross Party Working Group. A draft report was written and there was further consultation between August and October 2025 with 1414 responses. The national guidance was issued in April 2026 which outlined what the DfT expected to be in the plan as it was a statutory document that had to be done. After the guidance was published there were 3 minor amendments that had to be made, 2 of which were mentioning national incentives that they would expect to find in the document.

There was a 15 year strategy and a 5 year implementation plan for the first 5 years. Transport had changed over the years, and it was important that the implementation plan was flexible enough to change as the needs and ways people travel changed.

A Monitoring and Evaluation Strategy accompanied the plan setting out how progress would be measured and assessed. To ensure it is on track and delivered the aims of the targets.

The transport plan if adopted would complement the work on the local plan which was being restarted. The plan was a prime route to get government funding. The consolidated local transport settlement needed an implementation plan delivered to the DfT by September 2026.

In the plan there were key elements in terms of transportation around sustainability agenda, public health, active travel and equality to ensure the

plan meets the needs of all residents. There was some very interesting feedback on the consultation from younger people, they felt that the transport system didn't work well for them. There were also issues for women and girls and they needed to be aware of the needs of people with disabilities and people on lower income.

There was a risk highlighted in the form of the forthcoming strategic authorities, the heart of Wessex as strategic transport was a power that could transfer to a strategic authority.

In summary it was a vision for 15 years to increase transport choice, reduce congestion, improve quality and condition of infrastructure and a big part of the spend was on existing infrastructure such as pot holes and surfacing of roads and looking after bridges. Concentrated on safety, health, accessibility, connectivity, travel experience and reducing pollution.

There was a question around what could be done as a priority quickly. This plan was a continuation of where the council had been and each February as part of setting the budget, the council had to accept the grant from government which was the consolidated transport grant which breaks down to spread across all priorities which the implementation plan highlights.

It wasn't just about having funding for those deliverables, there were a lot of partners that were in those areas, there was a freight strategy to try and transfer more freight from the port via rail.

It was about working with the western gateway, the sub-national transport body, link with the DfT and trying to lever funding for those types of initiatives from pots that were not currently available to BCP. It was also about having a strong evidence base and a clear plan in place to make that something that would happen.

Each year a report went through Cabinet and Council which set out planned expenditure from the local transport consolidated fund. BCP had to submit a five year local transport delivery plan to the DfT by October 26 and that very clearly set out how the money that was allocated to BCP was invested. The other opportunities for external funding were highlighted to the DfT.

There was a question around school crossings and how much money was allocated to them and if it was on the priority list and how many would be done. It was stated in the Medium Term Financial Plan (MTFP) that capital funding would be used to upgrade sites where needed. At that moment they were upgrading circa 7 sites to achieve the MTFP target of £35,000 per year. The cost each site varied on a site by site basis, and they needed careful assessment to make sure they were left as safe as potentially possible.

With regards to Brittany Ferries pulling out of the Poole port it was stated that it was a loss to the town of Poole and the port were actively looking to see if someone would take over the route. It would not affect the LTP directly other than part of the mitigation, the Harbour Commissioner was very keen on the rail link which would remove a lot of HGV's from the road.

With regards to noise pollution along the Wessex way, which was mentioned as an issue it was stated that noise monitoring was up to Environmental Protection. Trees were looked at as an option to improve that aspect, partly for climate perspective, air quality and noise absorption perspective. Examples were given of Europe where they had screens on major roads to deflect noise, that would have a cost. It could be considered if there was a scheme to improve the road but there was nothing at that point being considered.

There were a couple of key performance indicators around emissions in air control and only a small area was being monitored and would that increase. Around 4% excess deaths were listed in the report, public health led on that with the council and had been working with schools and supporting through some working with Walk Wheel cycle trust.

It was mentioned that 3 out of the 4 members for Youth Parliament were elected after campaigning for cheaper, better and more reliable public transport. That was key as the council was always looking for ways to increase active travel, use of public transport and reduce car journeys. BCP had an enhanced bus quality partnership and have had robust conversations about school travel. It was a revenue hit on the council and something that was not statutory and they did have to make some savings in that area last year but managed to keep some of the school buses going. There had been conversations about inequality and costs for children and getting to school. Morebus had come up with a proposal that cut the cost for a term pass via the app but due to the schools ban on phones had developed it to be on a card. They were keen on the no cash methods to keep the bus to time and keep congestion down. In the implementation plan there was a scheme to support discounted or reduced price travel for school children, the council were working with the bus company as how that would operate. The council already had through the bus partnership the £2 area wide day rider tickets for under 18s at the weekend, which was being funded through the bus service improvement partnership.

Bournemouth Airport was one of the top 20 busiest airports in the UK but only had 2 buses a day running to it. There was a footpath there and people were being dropped off across the road and had to cross a busy road to get to the airport. The transport plan did not mention transport to the airport in a sustainable way. Planning consent was granted by Christchurch Council with an hourly bus service included and they decided not to continue with it. The airport were challenged as to why they couldn't look at an hourly service that could be funded from car park fees and they were doing an evaluation on that. BCP working with them to improve bus service and better align it as far as possible.

A park and ride suggestion was made, there was a site in Pole which was occupied by a business. A park and ride was attempted several times seasonally in recent years. The park and ride from Kings Park to Boscombe cost the Council around £60,000 to operate. There wasn't any revenue from it and it wasn't commercially viable. In Poole studies were undertaken

around car parking and there was a surplus of car parking spaces so a park and ride would not be viable until that was addressed.

Some residents depended on their cars in certain areas as they did not have buses and the strategy aimed to reduce car dependency, which would disadvantage many residents. The Council need to ensure they were providing capacity. Reducing car dependency was not about eliminating it. Those who used an alternative would free up capacity on the roads for people who needed to drive. There were a number of references throughout the strategy that recognised that not all solutions were appropriate for everyone or across all parts of BCP and Dorset. After the consultation references were added around travel choice for people.

RESOLVED that the committee support the Local Transport Plan 4 (LTP4) (2026 – 2041)

Voting: Unanimous

9. Work Plan

The Chair presented the work plan, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'C' to these Minutes in the Minute Book.

The committee had a full discussion on this at the previous meeting and agreed the updates that had been made.

RESOLVED that the Overview and Scrutiny Committee agreed the work priorities for its next meeting, for subsequent publication in a Forward Plan.

Voting: Unanimous

10. Corporate Performance Report - Q4

The Chair presented a report, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'D' to these Minutes in the Minute Book.

This report was an audit item and for information only to track data and progress.

The meeting ended at 8.35 pm

CHAIRMAN

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BCP Scrutiny Panel Christchurch Harbour

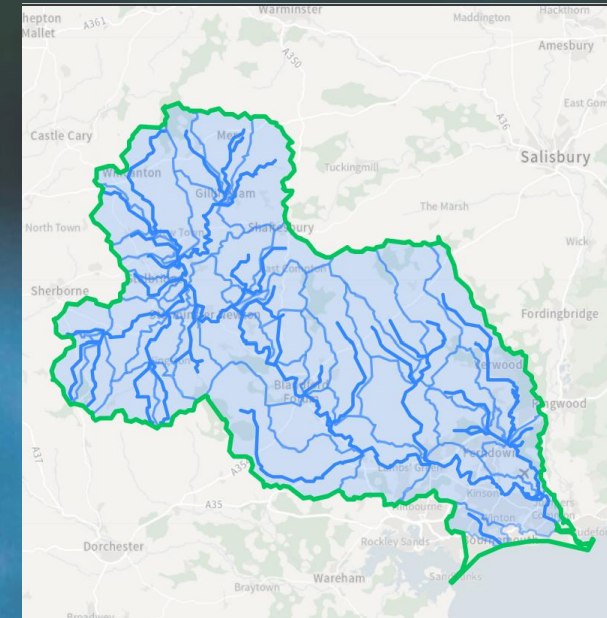
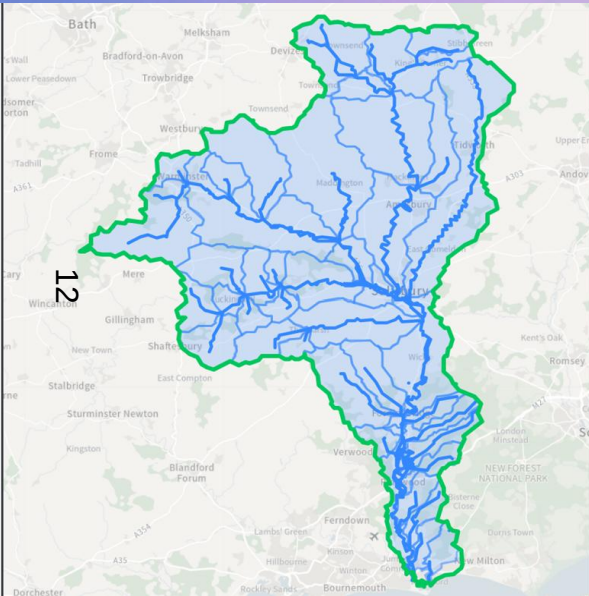
15th July 2026

Wessex Water
YTL GROUP



Environmental data:

Hampshire Avon and Dorset Stour



Wessex Water
YTL GROUP





For **continuous discharges**, the Environment Agency set flow and concentration limits to constrain the load discharged (flow x concentration = load)

- Flow limit (Dry weather flow [m^3/day]) is based on a future population
- Flow gradually increases as population increases towards dry weather flow limit
- Discharge concentrations [mg/l] are regularly monitored against the concentration limit
- Concentration limit is tightened when flow approaches limit
- We ensure sites outperform against concentration AND flow and therefore load to the environment is lower than the permit requires

General approach to effective Phosphorus removal

1. Upfront chemical dosing

- Coagulant such as ferric sulphate helps phosphorus attached to solids to settle out in the primary settlement tanks
- Gets P concentration down from c5mg/l to <1mg/l (i.e. 80% removal)



2. Back-end filtration

- Often requires upsizing whole upstream process due to impact of backwashing
- Gets P concentration down from c1mg/l to <0.25mg/l (i.e. total 95% removal)



Hampshire Avon nutrient concentration permits and performance (May 2026)



Site ID	Site Name	River Catchment	Permit Limit (mg/l) Mar 2025	Av Discharge concentration level May 2026 (mg/l))	Percentage of permit	Further upgrade before 2030?	Permit limit (mg/l) Mar 2030
13004	BISHOPS CANNINGS (ALL CANNINGS)	Hants Avon	1	0.26	26%	✓	0.25
13008	AMESBURY	Hants Avon	1	0.51	51%	✓	0.25
13015	BARFORD ST MARTIN	Hants Avon	2	0.86	43%		2
13066	CHRISTCHURCH	Hants Avon	N/A			✓	0.25
13099	DOWNTON	Hants Avon	1	0.66	66%	✓	0.25
13107	EAST KNOYLE	Hants Avon	1	0.23	23%	✓	0.4
13128	FORDINGBRIDGE	Hants Avon	1	0.64	64%	✓	0.25
13129	FOVANT	Hants Avon	1	0.48	48%		1
13158	HURDCOTT	Hants Avon	1	0.45	45%	✓	0.25
13196	MARDEN	Hants Avon	2	0.76	38%	✓	0.5
13220	NETHERAVON	Hants Avon	1	0.62	62%	✓	0.25
13237	PEWSEY	Hants Avon	1	0.54	54%	✓	0.25
13253	RATFYN	Hants Avon	1	0.35	35%	✓	0.25
13255	RINGWOOD	Hants Avon	1	0.57	57%	✓	0.25
13258	SALISBURY	Hants Avon	1	0.59	59%	✓	0.25
13263	SEMLEY	Hants Avon	N/A			✓	1
13275	SHREWTON	Hants Avon	1	0.67	67%	✓	0.25
13287	STANTON ST BERNARD	Hants Avon	N/A			✓	3
13313	TISBURY	Hants Avon	1	0.32	32%	✓	0.25
13320	UPAVON	Hants Avon	1	0.56	56%	✓	0.25
13325	WARMINSTER	Hants Avon	0.5	0.15	30%	✓	0.25
13353	GREAT WISHFORD	Hants Avon	1	0.47	47%	✓	0.25

Hampshire Avon – nutrient load removed summary

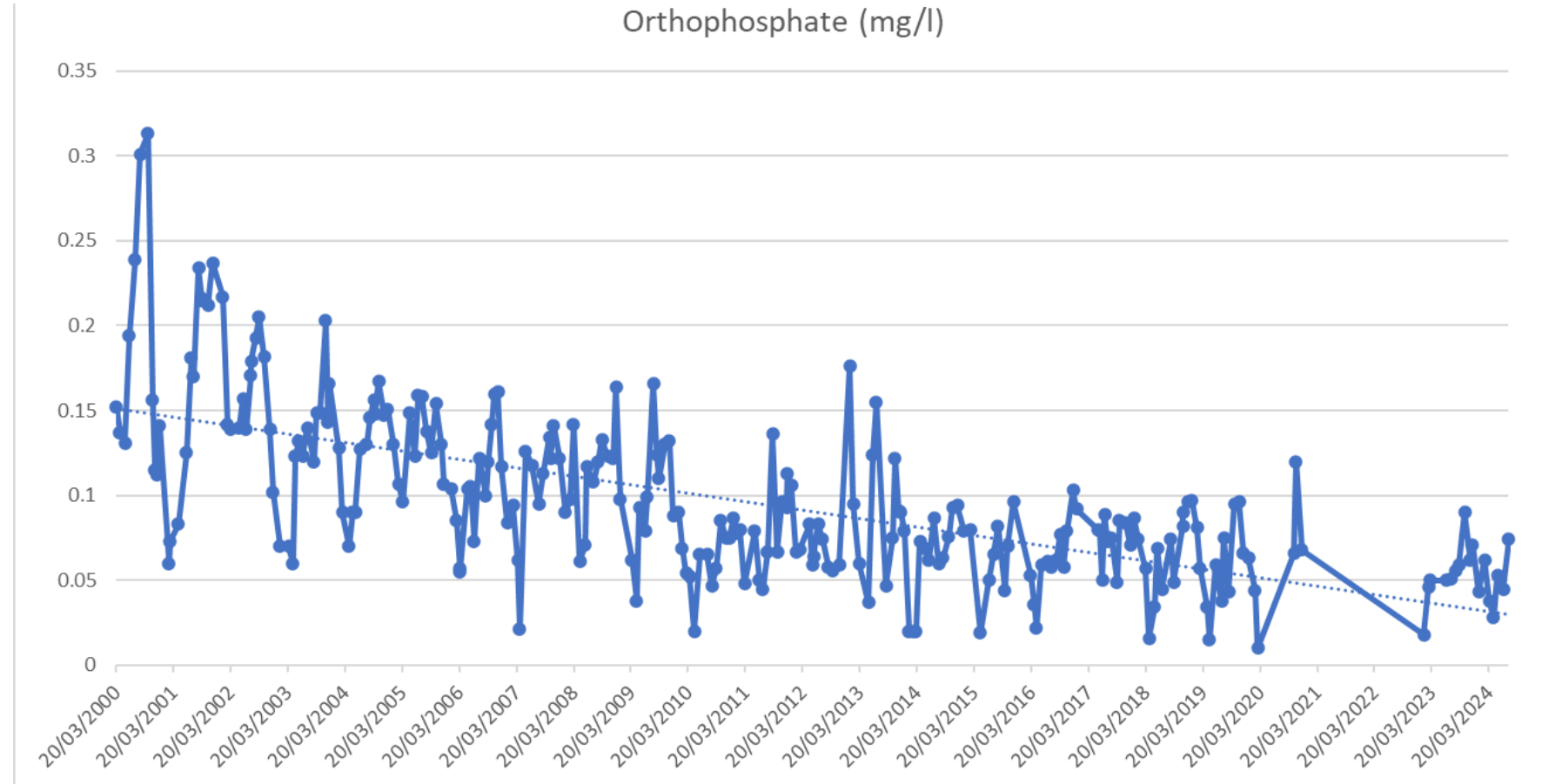
	2000	2020	2025	by 2030
No. of WRCs with Phosphorus (P) permits	0	19	19	23
Approx. % of population discharging to WRC with P permit	0%	74%	74%	98%
Phosphorus load discharged (if at permit)	152 t/yr	62.7 t/yr	61.9 t/yr	9.8 t/yr
Load removed	0%	59%	59%	94%

Wessex Water
YTL GROUP



Hampshire Avon - orthoP trend

- Nutrient stripping schemes, under direction from the EA, have been installed since 2000

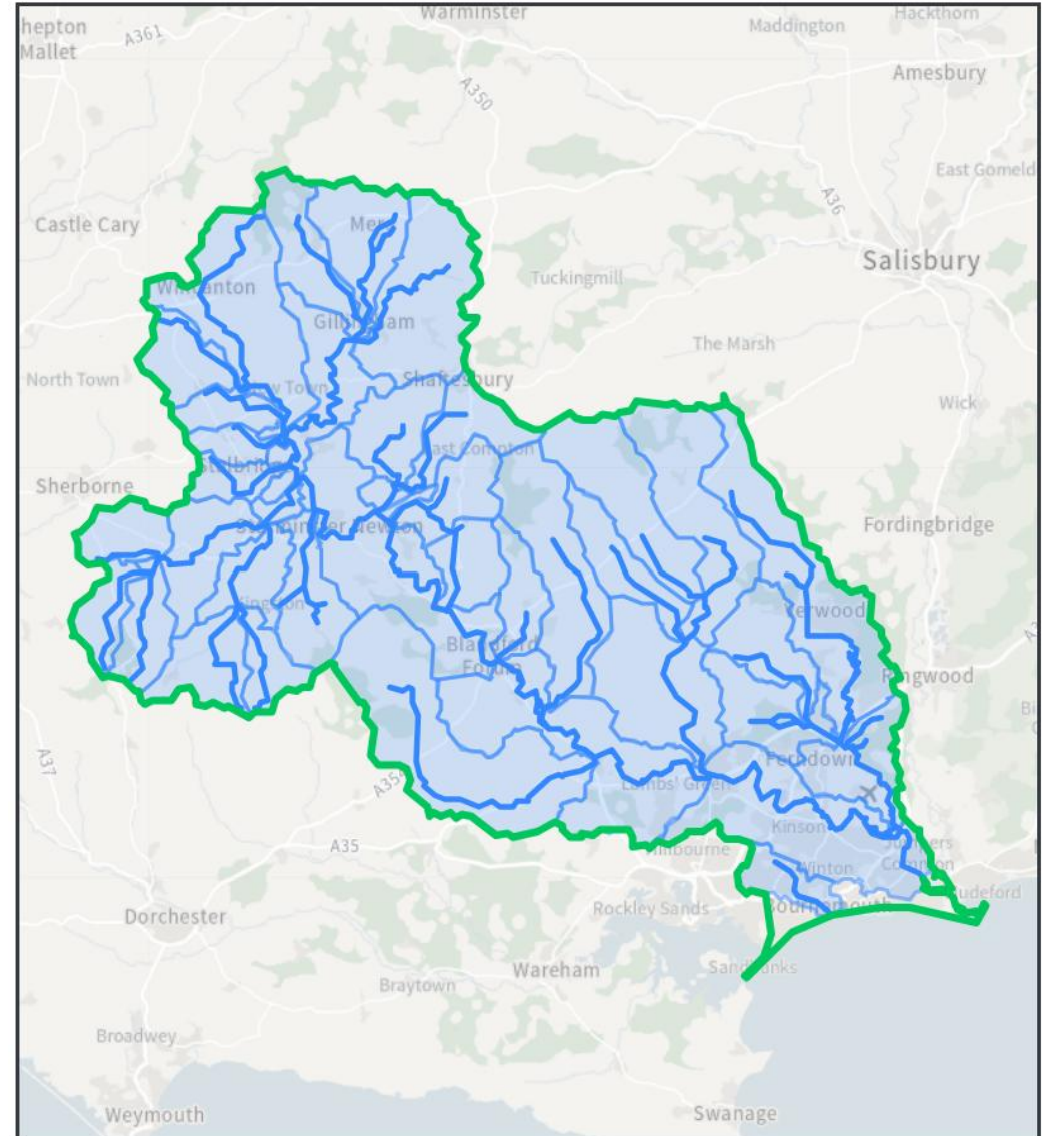


Environment Agency – Hants Avon and Knapp Mill ([Open WIMS data](#))

Dorset Stour



- Introduced Phosphorus (P) removal permits for 6 Water recycling centres (WRCs) in 2015-2020
- Designated as a Nutrient Sensitive River in 2019
- Significant new/tightened P removal for 13 WRCs in 2020-25



Dorset Stour nutrient concentration permits and performance (May 2026)

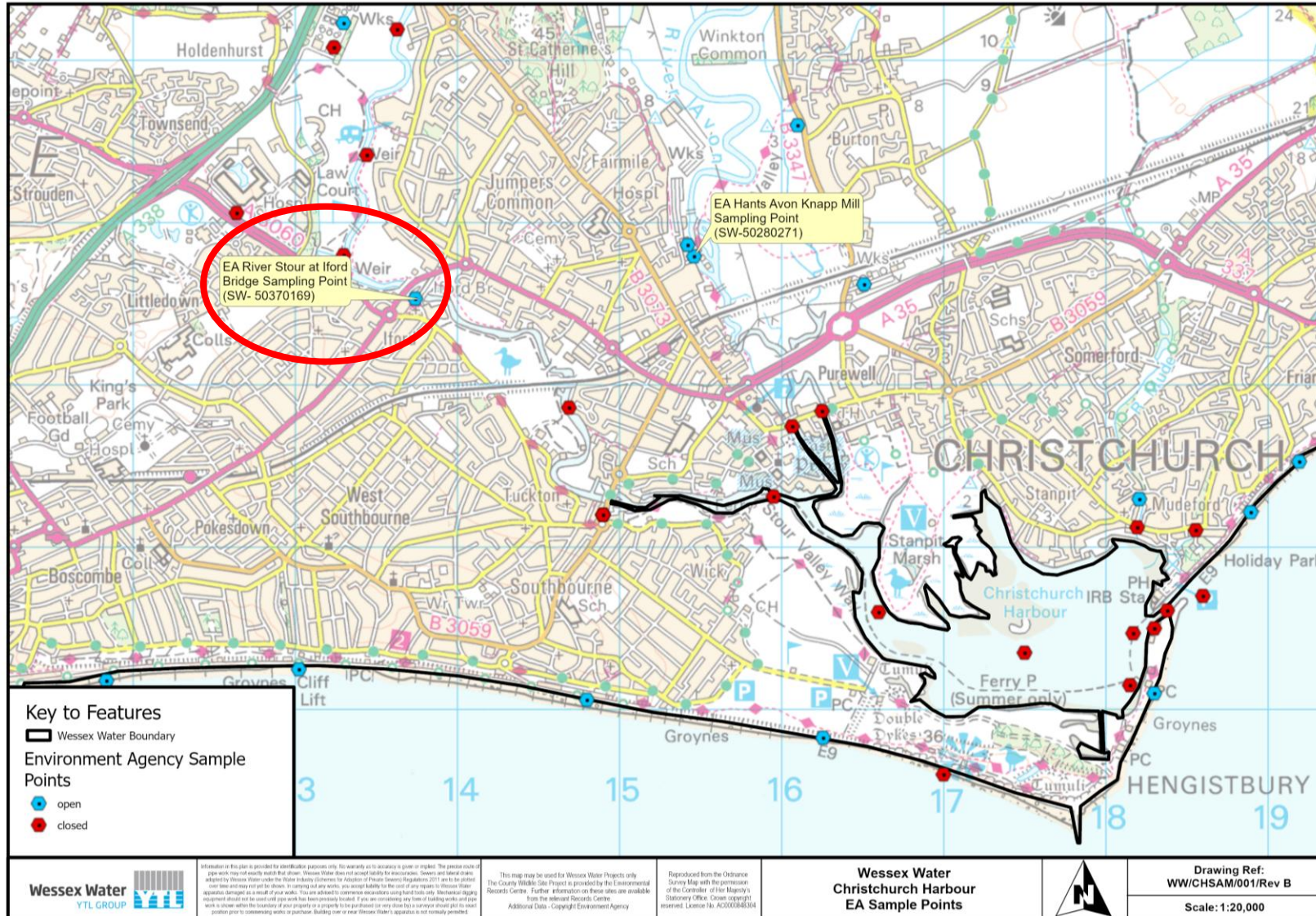
Site ID	Site Name	River Catchment	Permit Limit (mg/l) Mar 2025	Stretch permit Mar 2025	Discharge concentration level (mg/l)	Percentage of permit	Percentage of stretch permit	Further upgrade before 2030?	Permit limit (mg/l) Mar 2030
13027	BOURTON	Dorset Stour	1	0.8	0.24	24%	30%		0.8
13082	CRANBORNE	Dorset Stour	1	0.8	0.74	74%	92.5%	✓	0.4
13132	GILLINGHAM	Dorset Stour	1	0.8	0.42	42%	52.5%	✓	0.6
13146	HAZELBURY BRYAN	Dorset Stour	1.5	0.8	0.12	8%	15%		0.8
13152	HOLDENHURST	Dorset Stour	1	0.65	0.32	32%	49%	✓	0.25*
13163	IWERNE MINSTER	Dorset Stour	1	0.8	0.49	49%	61%	✓	0.25
13172	KINSON	Dorset Stour	1	0.65	0.23	23%	35.5%		0.65
13198	MARNHULL	Dorset Stour	1	0.8	0.26	26%	32.5%		0.8
13199	MARNHULL COMMON	Dorset Stour	1	0.8	0.27	27%	34%		0.8
13207	MERE	Dorset Stour	1	0.8	0.61	61%	76%		0.8
13232	PALMERSFORD	Dorset Stour	1	0.65	0.34	34%	52.5%		0.65
13264	SHAFTESBURY	Dorset Stour	1	0.8	0.36	36%	45%		0.8
13292	STOURTON CAUNDLE	Dorset Stour	1.5		0.33	22%	-		1.5
13297	STURMINSTER NEWTON	Dorset Stour	1	0.8	0.34	34%	42.5%		0.8
13304	TARRANT CRAWFORD	Dorset Stour	1	0.8	0.41	41%	51%		0.8
13306	TEMPLECOMBE	Dorset Stour	1	0.8	0.29	29%	36%	✓	0.4
13349	WIMBORNE	Dorset Stour	1	0.8	0.51	51%	63.5%		0.8
13350	WINCANTON	Dorset Stour	1	0.8	0.51	51%	63.5%	✓	0.3
19031	BUCKLAND NEWTON	Dorset Stour	4		0.84	21%	-	✓	1

*Permit limit for Mar 2033

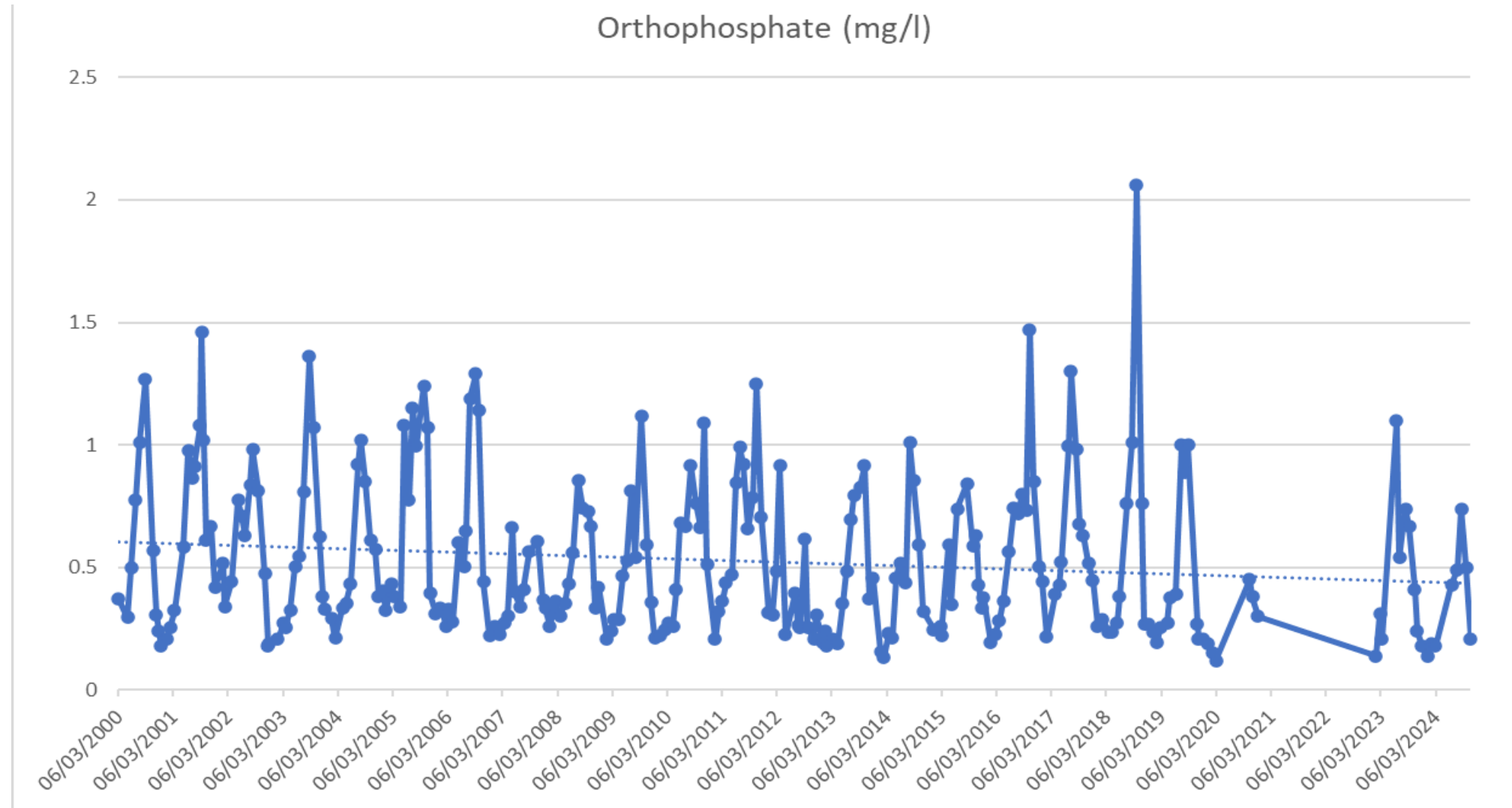
Dorset Stour – phosphorus removal summary

	2015	2020	2025	By 2030
No. of WRCs with Phosphorus permits	0	6	19	19
Approx. % of population discharging to WRC with P permit	0%	7%	96%	96%
Phosphorus load discharged (if at permit)	190t/yr	182.9 t/yr	45.4 t/yr	27.3 t/yr
Load removed	0%	4%	76%	86%

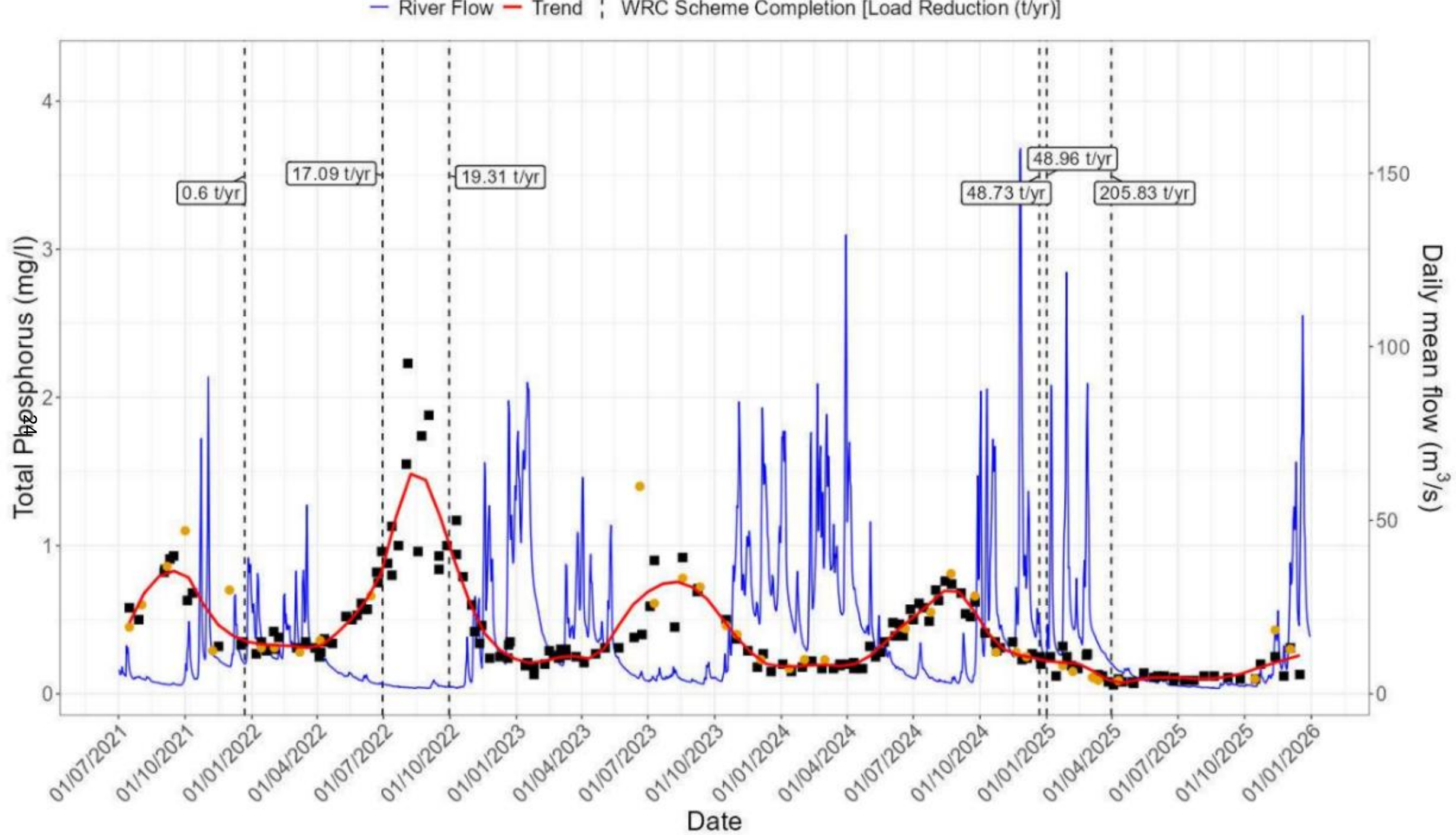
EA monitoring point on the Dorset Stour



Dorset Stour – orthoP trend



Environment Agency - River Stour at Iford Bridge ([Open WIMS data](#))



River Stour Phosphorus Reduction Scheme

We are working with farmers to reduce phosphorus (P) runoff from farmyards, tracks and fields by three tonnes per year by 2025.



- We are also doing [Catchment Nutrient Balancing](#), which is targeting a further c3 t/yr removal through working with farmers.

Working with farmers

- The River Stour Phosphorus Reduction Scheme launched in 2022 and includes a grant scheme offering financial support and advice to farmers for adopting practices that reduce P inputs, prevent soil erosion and buffer watercourses from P pollution.
- A range of measures that reduce P loss to water are available for grant funding. Payment rates and measure specifications are as follows:

Cover crops after combinable crops

£175/ha as a one off payment or £150/ha if less than 80% cover is achieved in December 2024. A key requirement is to establish cover crop by 15 September.

- [Stour cover crops after combinable crops spec \(PDF 206kb\)](#)

Cover crops after maize and other late-harvested crops

Undersowing grass into maize

Arable reversion to zero-input grass

Arable reversion to low/medium input grass

Arable reversion to herbal ley

Arable reversion to fertility building legume fallow

Establish new watercourse buffer strips on arable land

Watercourse fencing to exclude livestock

Grassland subsoiling to loosen compacted soil

Investment to protect public health

Wessex Water
YTL GROUP



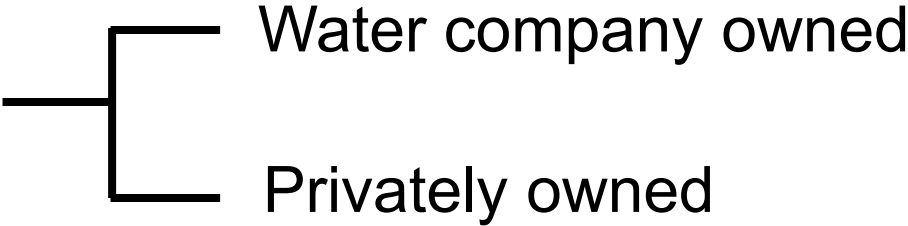
Coastal Interceptor Sewer (CIS)



Sources of E.Coli and I.Enterococci

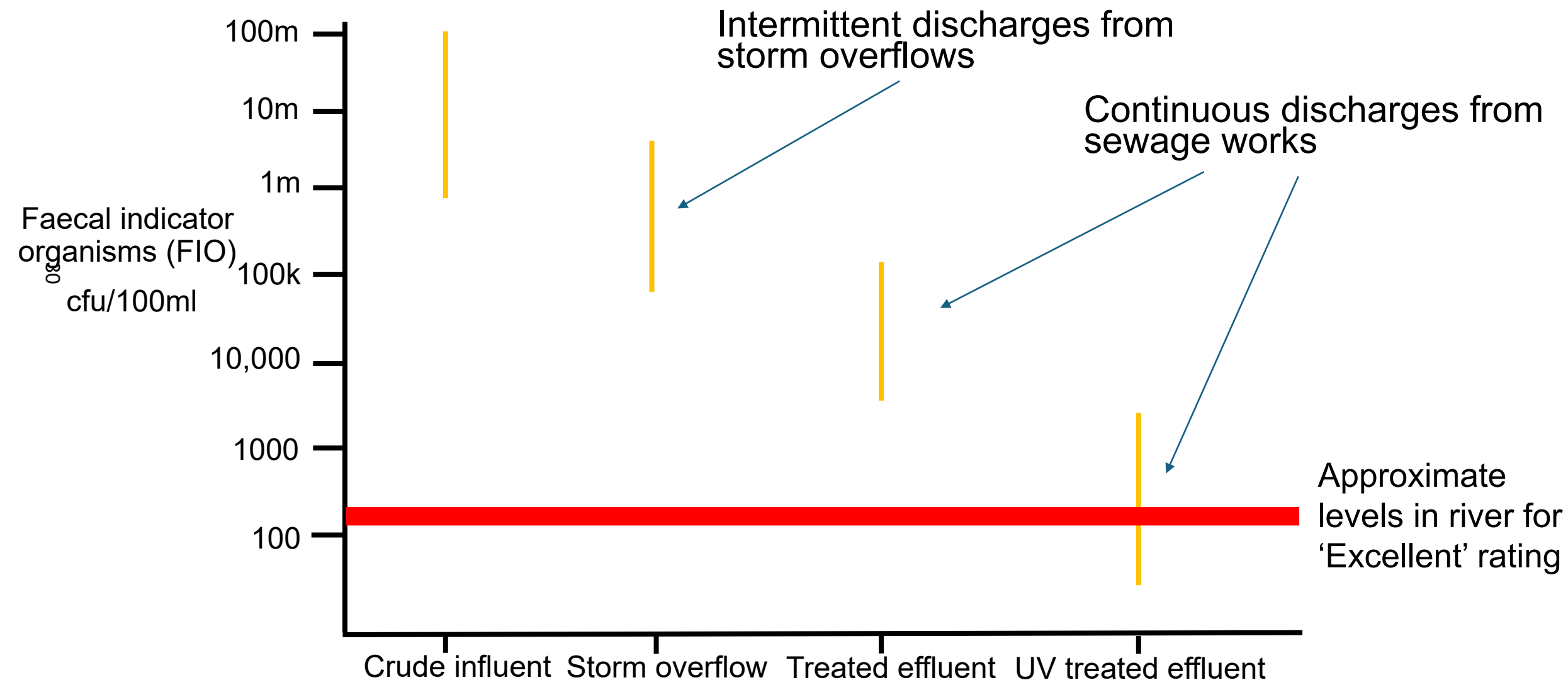


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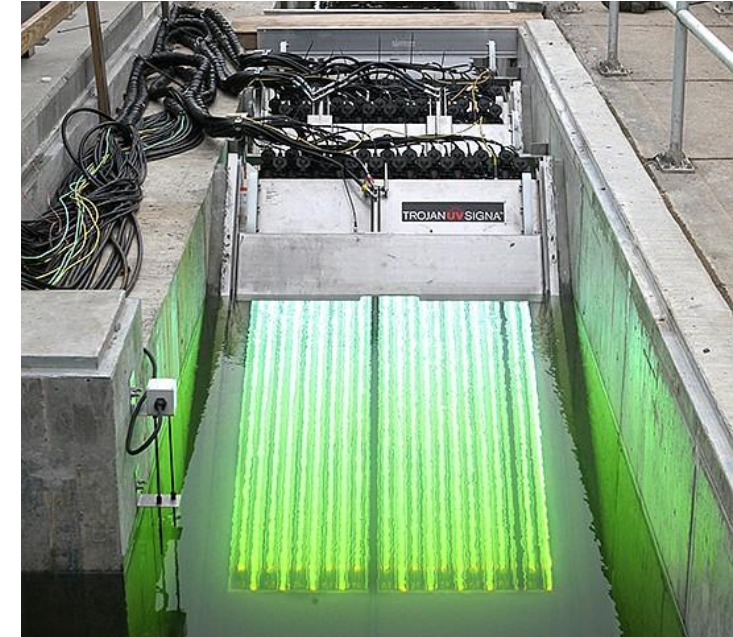
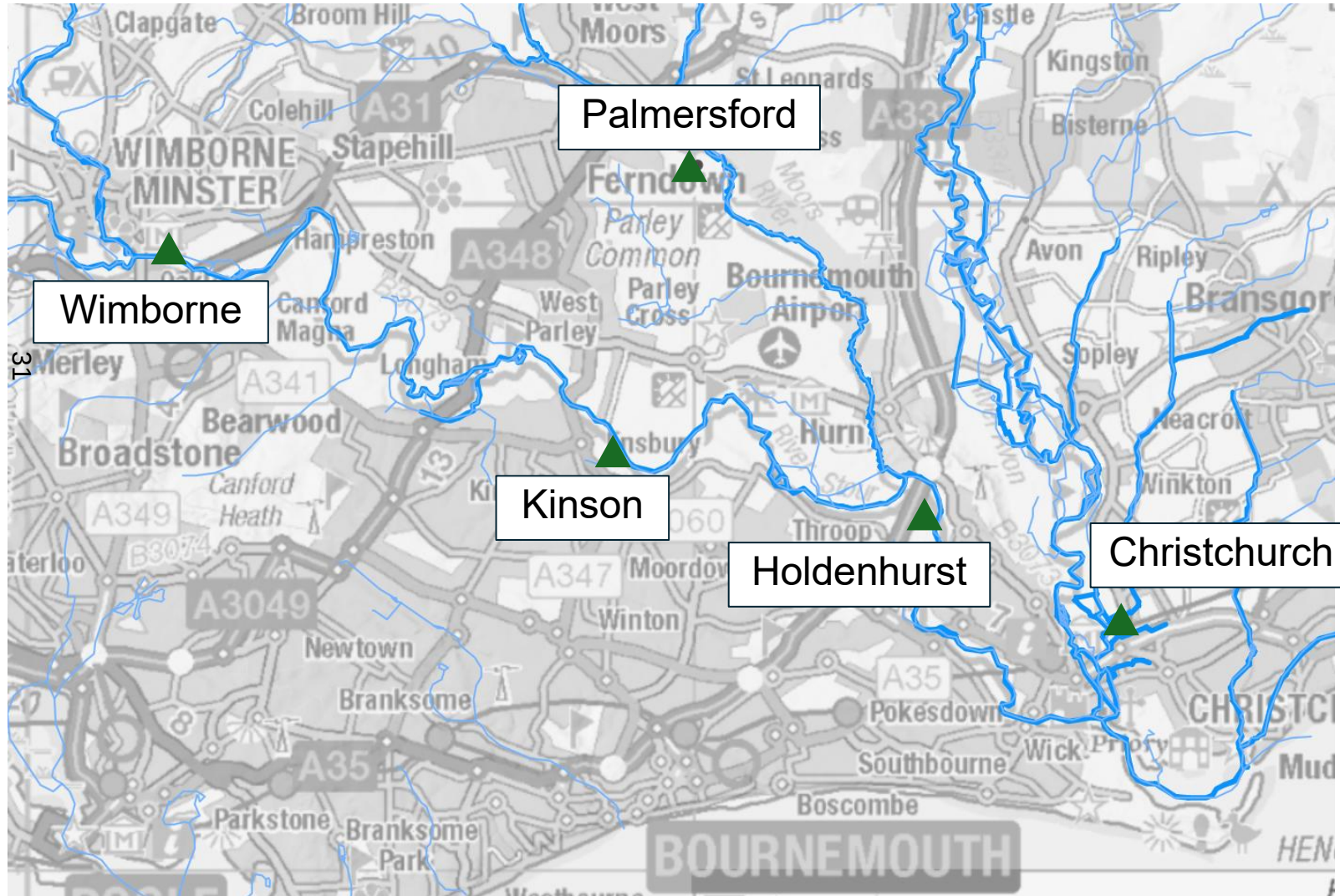


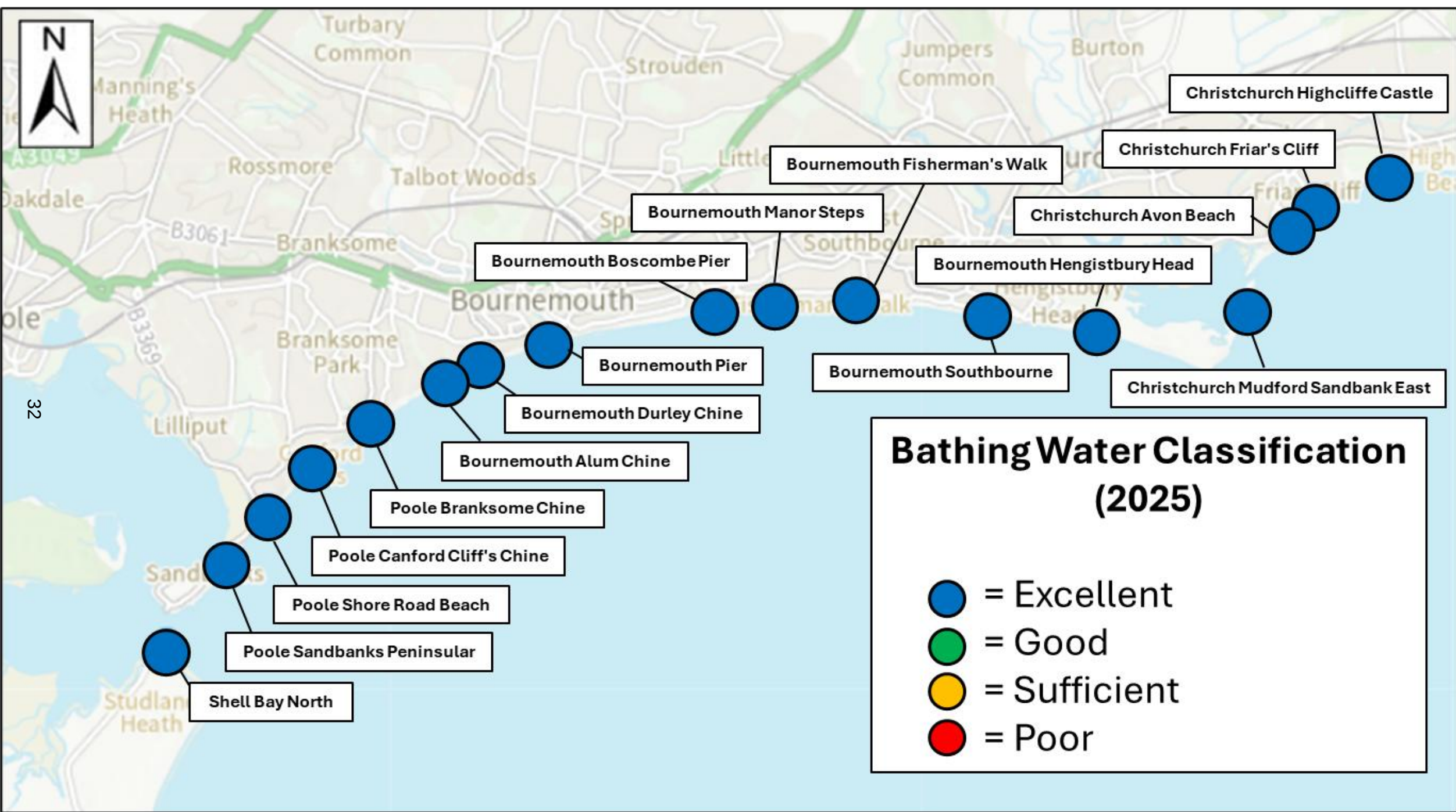
(Storm overflows)

Relative FIO levels at discharges

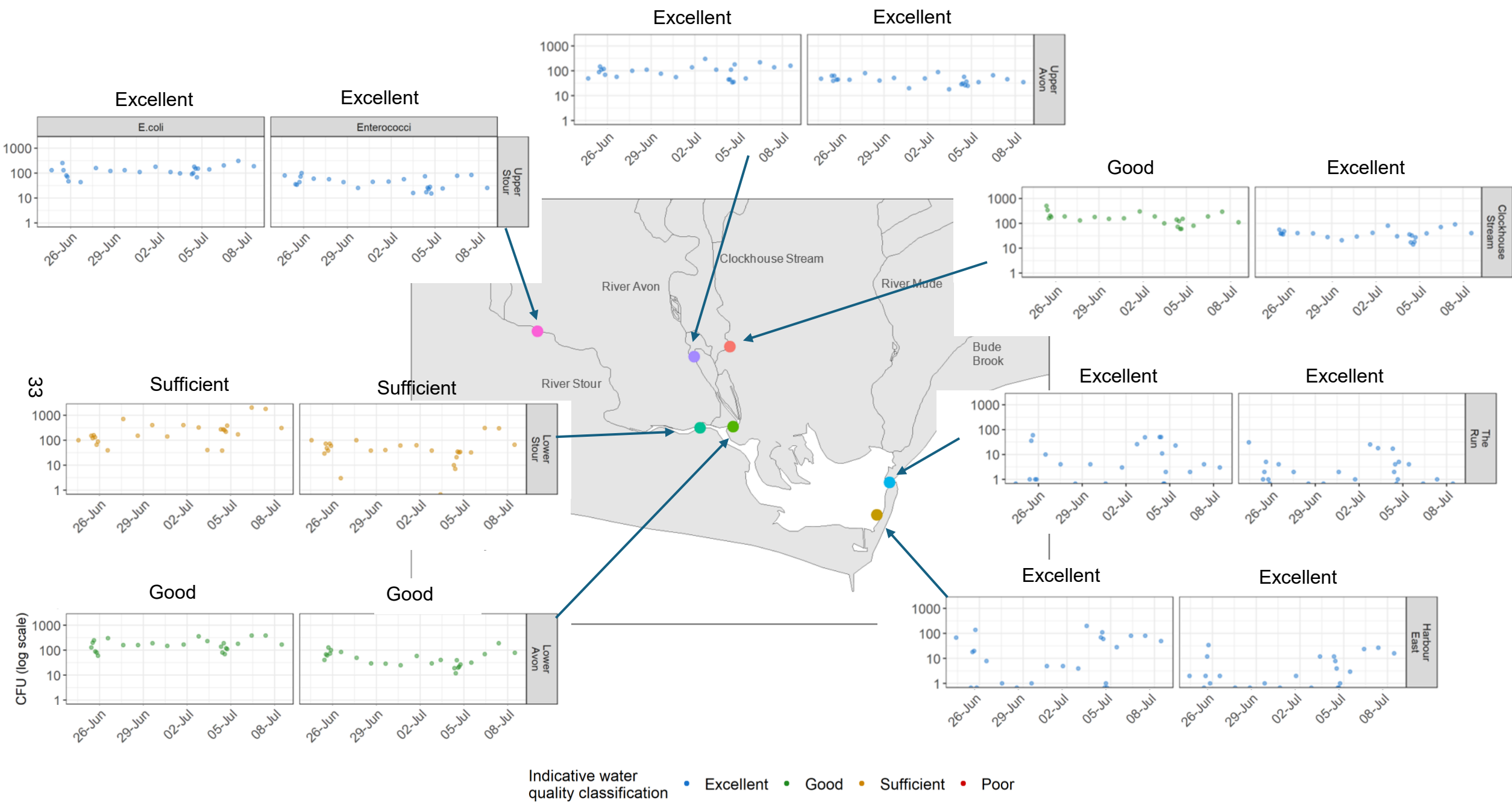


UV treatment



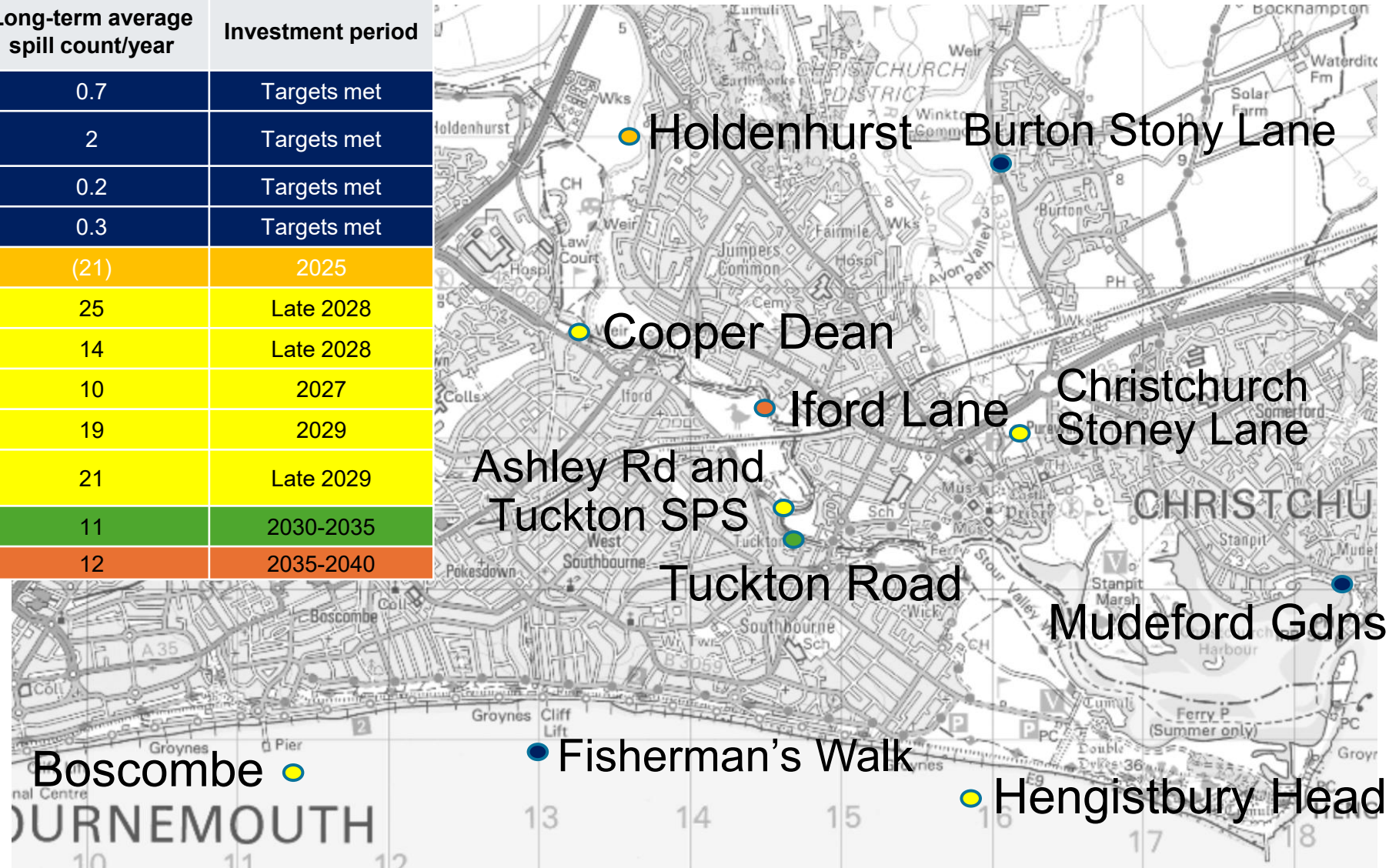


24th June – 8th July 2025 Sampling - Indicative bathing water quality classifications



Storm overflows near Christchurch Harbour and future investment dates

ID	Storm Overflow name	Long-term average spill count/year	Investment period
19266	FISHERMANS WALK	0.7	Targets met
19553	BOURNEMOUTH ASHLEY ROAD JNC WILSON ROAD CSO	2	Targets met
15042	BURTON STONY LANE	0.2	Targets met
15043	MUDEFORD GARDENS	0.3	Targets met
13152	HOLDENHURST	(21)	2025
13066	CHRISTCHURCH STONEY LANE	25	Late 2028
15002	BOSCOMBE NO 1 SPS	14	Late 2028
15007	TUCKTON SPS	10	2027
18015	COOPER DEAN DETENTION TANK	19	2029
15013	HENGISTBURY HEAD	21	Late 2029
16131	TUCKTON ROAD	11	2030-2035
11754	IFORD LANE	12	2035-2040



Find this info here: [Storm Overflow Improvement Dashboard](#)

- Outfall location

Work completed last year



- Holdenhurst sewage treatment works serves about 180,000 people and treats c380 l/s on a normal day and has a max capacity of 1,424 l/s
- There is already 20,800m³ of storage
- Construction of 9,000m³ more to reduce overflows to 2 per bathing season completed last year

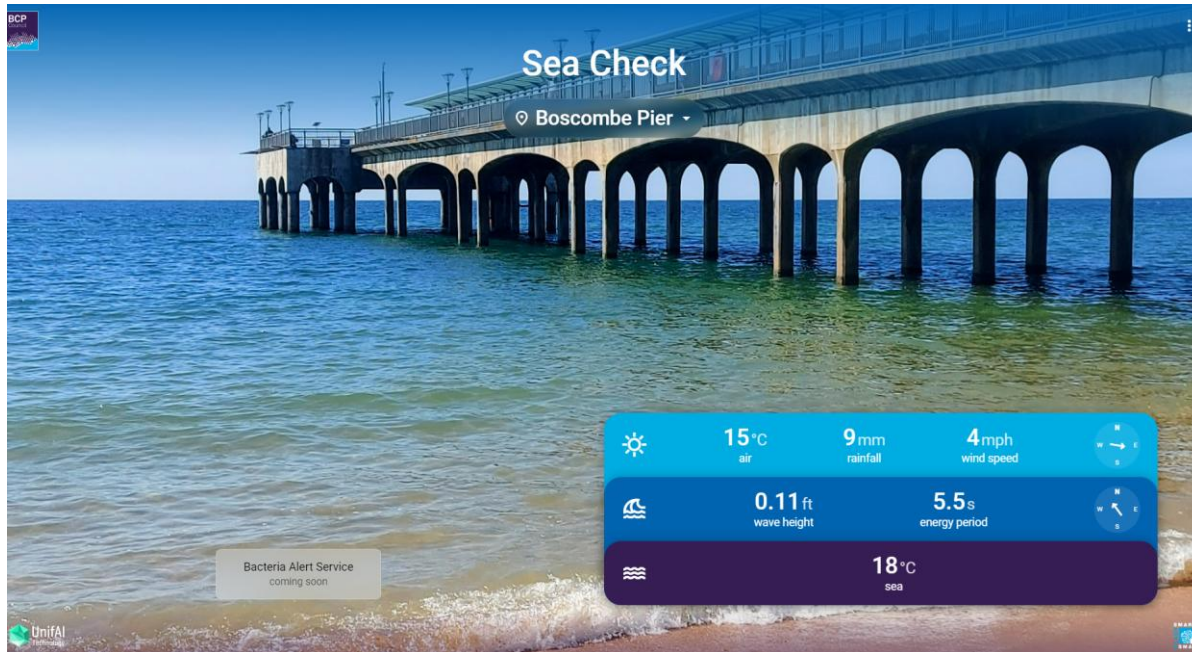


Real time water quality monitoring



Boscombe and Bournemouth: buoys deployed again for this bathing water season – receiving data and algorithms learning to predict bacteria levels

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Sea Check



Questions

Wessex Water
YTL GROUP



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