



# Examination of the Basingstoke and Deane Local Plan (2011 to 2029)

## Basingstoke and Deane Borough Council Response to Inspectors Key Issues and Discussion Note

### Issue 8: Infrastructure

September 2015

## 15. **Waste Management**

- 15.1 *Is there a need for a waste management policy in the Plan, eg to identify/safeguard sustainable waste management sites at an indicative level, or make clear that future DPDs will allocate these sites?*
- 15.1.1 Hampshire County Council is the Minerals and Waste Planning Authority for the administrative area of Basingstoke and Deane. The Hampshire Minerals and Waste Plan (HMWP) (2011-2030) (PS/02/45) was adopted in 2013 and forms part of the Development Plan for Basingstoke and Deane Borough as set out in the Development Plan diagram included in paragraph 1.20 of the Submission Plan [CD03] and is further defined in the Glossary set out in Appendix 3.
- 15.1.2 It is considered that there is no need to identify or safeguard waste management sites within the Plan. There is a comprehensive waste management strategy within Section 6 of the HMWP which is considered to enable sustainable waste management. Policy 26 provides for the safeguarding of waste infrastructure on sites listed in Appendix B of the HMWP including a number of sites within the borough. Policy 29 provides criteria against which locations and sites for waste management will be assessed. Appendix A further allocates 'Basingstoke Sidings' for use as an aggregate rail depot with potential for waste use (Policy 19) - Inset Map 2. The Council does not consider it necessary to repeat or duplicate this work through the Local Plan.
- 15.2 *Is there a need for the Plan to include a policy on construction and demolition waste, avoidance/recovery during construction of the need for aggregate recycling facilities?*
- 15.2.1 The council does not consider that there is any need for any further specific policy on construction or demolition waste in the Submission Local Plan. Section 6 of the HMWP provides a clear strategic planning policy (Policy 30) for waste management to 2030 including dealing with construction, demolition and excavation waste. Sustainable construction is promoted throughout the Submission Local Plan most notably in Section 6, in the supporting text to policies and also, more explicitly, in Policy SS8 (Basing View), CN9 (Transport) and EM10 (Delivering High Quality Development) that deal with development. This addresses the requirement in the HMWP which expects Local Plans in Hampshire to promote sustainable construction through their policies (para. 6.221).

## 16. **Flood Risk**

### 16.1 *Is policy EM7 justified and deliverable in relation to flood risk?*

- 16.1.1 Policy EM7 has evolved during the development of the Local Plan in consultation with a range of stakeholders, particularly with the Environment Agency (EA) and water companies that operate in the borough. The council's Duty to Cooperate Statement (CD08) confirms that the Environment Agency, Thames Water, South East Water and Southern Water all support policy EM7.
- 16.1.2 The policy has also been developed, and supported by the Basingstoke and Deane Borough Council Strategic Flood Risk Assessment (ENV05) and the Basingstoke and Deane Water Cycle Study – Phase 2 water cycle study report (ENV06).
- 16.1.3 The policy is in line with national policy and seeks not to increase and potentially reduce flood risk after development has taken place. It clearly outlines the need for flood risk assessments, safe access and egress and to reduce surface water runoff wherever possible. The policy is considered to be consistent with the NPPF, in particular the Core Planning Principle in paragraph 17, which states '...taking full account of flood risks', under heading 10 – Meeting the challenge of climate change, flooding and coastal change (paragraphs 99 – 104) and paragraphs 154 and 157.
- 16.1.4 The Secretary of State for Communities and Local Government published a Written Ministerial Statement (WMS) on 18 December 2014 setting out changes to planning for major development from 6 April 2015. The WMS expects local planning policies and decisions on planning applications relating to major development to ensure that sustainable drainage systems for the management of run-off are put in place, unless demonstrated to be inappropriate. This requirement was added to the National Planning Practice Guidance (NPPG) on 15 April 2015 (Reference ID: 7-079-20150415).
- 16.1.5 The WMS also confirmed that in considering planning applications, local planning authorities should consult the relevant Lead Local Flood Authority on the management of surface water; satisfy themselves that the proposed minimum standards of operation are appropriate and ensure, through the use of planning conditions or planning obligations, that there are clear arrangements in place for ongoing maintenance over the lifetime of the development. The WMS reconfirmed that the requirement in national policy that all new developments in areas at risk of flooding should give priority to the use of sustainable drainage systems will continue to apply.
- 16.1.6 It is considered necessary to propose modifications to policy EM7 to reflect the importance of incorporating sustainable drainage systems in new developments as highlighted in the WMS and the NPPF. The proposed modification, to be inserted at the end of policy EM7, is as follows:

*“All planning applications for major development are required to ensure that sustainable drainage systems are used for the management of surface water unless demonstrated to be inappropriate. All new developments in areas at risk of flooding must give priority to the use of sustainable drainage systems.”*

- 16.1.7 The council also proposes modifications to paragraph 6.48 and 6.56 as a result of the WMS and NPPG, and to avoid duplication:

*“The use of sustainable drainage systems can also help improve water quality as any pollutants are reduced - including metals and hydrocarbons from roads and car parks. Water entering a local watercourse or groundwater body is cleaner as a result, and less harmful to wildlife habitats. The use of such systems is encouraged in Policy EM6 and Policy EM7 in the interests of improving water quality in the borough. ~~The county council will have a role in approving such systems in the future as the SUDS Approval Body (SAB), which is being introduced as part of the 2010 Flood and Water Management Act Regulations.~~”*

*“~~The use of sustainable drainage systems can directly improve water quality as any pollutants are reduced – including metals and hydrocarbons from roads and car parks. Water entering a local watercourse is therefore cleaner as a result and less harmful to wildlife habitats. All Greenfield site allocations will be required to manage surface water run-off as part of an overall strategy demonstrating that surface water is attenuated to that of Greenfield run-off rates. Sustainable drainage systems can help to reduce the overall amount of rainfall being discharged to the drainage system from new development and help to reduce surface water flooding risks. The government has published guidance on technical standards relating to the design, construction, operation and maintenance of sustainable drainage systems. In considering planning applications, the local planning authority will consult the Lead Local Flood Authority (Hampshire County Council) on the management of surface water including on sustainable drainage systems.~~”*

- 16.1.8 These proposed modifications will be reflected in a schedule of proposed modifications to be published in advance of the forthcoming hearings. Following the Inspector’s consideration of such proposed modifications these will be subject to full consultation in due course.
- 16.1.9 As noted in paragraph 6.27 of the Submission Local Plan, Policy EM7 aims to achieve a planning solution to flood risk management where possible, steering vulnerable development away from areas affected by flooding. Where there is no alternative to development being located in an area at risk of flooding, the policy sets out specific requirements to minimise the risk. The policy wording and supporting text is clear as to how the aims of the policy can be delivered.

17. **Infrastructure Delivery:** *With reference to the Council's Infrastructure Delivery Plan (IDP) (PS/02/14 Appendix H) and the IDP Addendum (PS/02/20)*
- 17.1 *Do policy CN6 and the **Infrastructure Delivery Plan (IDP)** provide sufficient guidance for the successful implementation of the Plan, including in relation to the proposed major site allocations?*
- 17.1.1 The IDP has been prepared to provide an over-arching framework to support the successful implementation of the Submission Local Plan by establishing the infrastructure required to support new development in the borough. The IDP schedule provides detail on the infrastructure that is required to deliver the Local Plan (what it is, who is involved, cost, funding sources, timescales and priority level) while policy CN6 provides the policy mechanism for delivering the infrastructure.
- 17.1.2 The IDP has been prepared with the full involvement of service providers and relevant stakeholders to reflect the requirements of allocated sites and other strategic infrastructure requirements in the borough. In addition to discussions with service providers, the IDP takes into account the outcomes of technical studies and relevant strategies and investment plans of the service providers.
- 17.1.3 The IDP has evolved in tandem with the plan, and will continue to be a living document as the plan is implemented, sites and infrastructure projects are delivered and funding opportunities arise. It was most recently updated in March 2015 (PS/02/14 Appendix H) to respond to the Proposed Main Modifications to the Submission Local Plan in order to incorporate:
- The views of service providers in response to the requirements of new development, and specifically the infrastructure to support the allocation of land at Hounsome Fields (policy SS3.12); and
  - A review of recent funding and grant allocations, specifically including the availability of funding from the LEP.
- 17.1.4 Policy CN6 provides more detailed guidance on how infrastructure will be delivered to support new development, including the mechanism for securing the infrastructure and / or funding to provide this. The policy has been drafted to reflect the importance attached to ensuring that infrastructure is provided at the appropriate time, to support new development, and to establish a framework to secure infrastructure through a phased approach, including the use of conditions or planning obligations, where appropriate.

- 17.1.5 Additionally, the policies for the strategic sites (SS3.1-SS3.12) set out where on-site infrastructure is required to support delivery of the sites, for example where a school or playing pitches are required. The IDP schedule provides further detail on the exact requirements and this has provided the basis for initial discussions with the landowners of these sites about infrastructure delivery. The statements of common ground (PS/02/40, 41, 42, 48, 49, and 50) explain the most up to date position regarding on-site infrastructure provision, and these discussions will continue throughout the planning process.
- 17.1.6 The partnership approach that has been taken to working with infrastructure providers and landowners to prepare the Local Plan, IDP and statements of common ground means that there is a clear understanding of what infrastructure is required during the course of the plan period and when the need arises.
- 17.1.7 This approach allows service providers to factor these requirements into their future investment plans, for example, in respect of the requirement for new school places. It is also facilitating the submission of funding bids to secure investment for the provision of facilities and services to support new development, for example, water company bids to OFWAT for any required improvements to the sewage treatment works.
- 17.1.8 In light of the above, it should be noted that there are no outstanding objections from key infrastructure providers in the borough including the water companies, Highways England or Hampshire County Council as the local education authority.
- 17.1.9 HCC, as local highways authority, have raised no issues of principle with the plan, and are content with the principle of the Transport Assessment as a basis of considering the impact of development on the highways network, as detailed in the Position Statement (ref: PS/02/29). However, there remains an outstanding objection with regard to the Fiveways Junction, which serves the southern area of the Manydown sites (SS3.10). It is anticipated that agreement can be reached on this issue in advance of the hearing sessions, such that the objection can be withdrawn.
- 17.1.10 The Borough Council will continue to work with partners to secure timely delivery of infrastructure, including the submission of funding bids to secure this, such as Enterprise M3 LEP and Pinch Points.
- 17.1.11 Alongside section 106 and the future use of CIL, funding from the New Homes Bonus and the capital programmes of the Borough Council and Hampshire County Council are available to support the provision of new

infrastructure. In addition, £850,000 of funding has been secured from the Department for Communities and Local Government (CLG) to undertake further studies to consider the longer-term requirements of future development.

17.1.12 It is therefore considered that there is a good understanding of infrastructure issues, as set out in the IDP, and shared with service providers, and that the framework provided by the Local Plan will ensure infrastructure provision in the future.

17.2 *Which **schemes are critical** to the successful implementation of the Plan? Are these schemes viable? Are there any show stoppers?*

17.2.1 The Council places a high priority on the provision of the full range of infrastructure that will help to create sustainable communities. Within the IDP, infrastructure has been categorised as being either essential, necessary or desirable, with the following definitions:

- Essential – that which is fundamental to facilitate development, such as utilities, local transport infrastructure (i.e. access), without which development cannot function;
- Necessary – that which provision can be phased to meet the needs of development, such as schools, healthcare, playing fields / parks and improvements to the strategic transport network; and
- Desirable – that which reflects the full range of infrastructure that support delivery of sustainable places where phasing and delivery can take place when sufficient funds become available.

17.2.2 A limited number of infrastructure schemes are classified as essential and these are key to the successful implementation of the plan. The table below sets out those that are the most critical in terms of delivering development. The table also provides some commentary on involvement in the process to date, highlights when detailed consideration will be given to each issue and whether there are outstanding issues to be resolved that may impact on the ability to deliver development.

Infrastructure Requirement	Organisation	Commentary	Outstanding Objections?
Flood risk / drainage	Environment Agency	To be considered through masterplanning of each site and detailed design in order to avoid areas at risk of flooding.	None

Site access	Hampshire County Council	Considered through the preparation of inset maps and statements of common ground, with more detail to be considered as planning applications are prepared and subsequently considered by the local highways authority.	None
Strategic road improvement	Hampshire County Council	Considered through the Borough Council's Transport Assessment and generally agreed with HCC (see Position Statement PS/02/29). A series of junction improvement schemes are currently being implemented by HCC and further work is being undertaken using CLG funding. It may be necessary for further funding bids in the future and / or s106 / s278 agreements to secure improvements, in addition to the potential use of CIL.	Objection in respect of the Fiveways junction, to serve the southern parcel of Manydown.
Wastewater treatment	Southern Water / Thames Water	No issues raised by the sewage undertakers through consultation on the Local Plan, preparation of the IDP and the Water Cycle Study. In addition, the Statement of Common Ground between the Council, the Environment Agency and Thames Water (reference PS/02/38) and correspondence with Southern Water (reference PS/02/01) and Thames Water (reference PS/02/02) indicates an acceptance that the quantum of development can be accommodated by the relevant sewage treatment works. It should be noted that it may also be necessary to require the use of a Grampian condition to secure connections to the network and any necessary upgrades to accommodate increased flows. This will be considered through the Development Management Process, as has been the case with Kennel Farm (policy SS3.2) and Razors Farm (policy SS3.3).	None

- 17.2.3 The provision of a number of other forms of infrastructure are necessary to ensure the plan creates successful places including education, green infrastructure, sports facilities, community facilities and healthcare. School places in particular are a significant factor in the successful implementation of the plan and as such, the plan makes provision for a number of new primary school sites and one new secondary school at Manydown. These requirements and the policy approach have been developed through joint working with Hampshire County Council. Green infrastructure is an integral part of most new developments and all of the strategic site allocations will make on site provision. Where strategic site allocations give rise to the need for sports, community and healthcare facilities, these will be important for successful place-making so will tend to be provided on-site.
- 17.2.4 In undertaking the viability assessment of the Local Plan (reference HO10, HO11, PS/02/21), account has been taken of the costs of infrastructure to serve development, including those identified above. This has concluded that development proposed in the plan, including associated infrastructure, is viable and in most cases is able to support a Community Infrastructure Levy (CIL) charge. Consultation undertaken on the Preliminary Draft CIL Charging Schedule and the Draft CIL Charging Schedule has not highlighted any significant viability issues associated with the plan.
- 17.2.5 It is not considered that there are any showstoppers in respect of the provision of infrastructure to support the Local Plan. The Council will continue to work closely with service providers and developers to ensure that this is delivered in a timely manner.
- 17.3 *What is the relationship between the Plan and the **Local Enterprise Partnership** (LEP) in terms of investment priorities and the provision of critical infrastructure?*
- 17.3.1 The Local Plan and the accompanying IDP have been developed through close working with the LEP, and through the provision of detailed comments from the LEP on drafts of the Plan as it has been prepared.
- 17.3.2 As identified in the IDP and elsewhere in this statement, the LEP have assisted in providing funding for a number of highways schemes in the borough, including that associated with the A33 corridor, the A340 and the roundabouts at Thornycroft and Winchester Road.
- 17.3.3 The LEP has provided a letter to outline the role and importance of Basingstoke to the local economy and the manner in which the LEP has been able to assist in the provision of infrastructure to support growth. A copy of the letter is set out in Appendix 1. It is envisaged that the Council

will continue to work closely with HCC and the LEP to secure further investment in infrastructure in the future.

**17.4 Community Infrastructure Levy (CIL): Does the Plan provide the necessary strategic guidance to guide the preparation of a CIL, including identifying the infrastructure gap which CIL would help to bridge?**

17.4.1 The Local Plan, together with the IDP set out the infrastructure required to support new development, including an indication of the funding mechanism to be used, costs and responsibility for delivery. The total cost of the essential and necessary infrastructure is estimated at £204million, however funding of £45million has already been identified and a further £85million is expected to be delivered through section 106 planning obligations. This leaves a 'funding gap' of around £75million for the Borough.

17.4.2 This work on the IDP and identification of a funding gap has led the council to begin preparing a CIL Charging Schedule to help fill the gap. The viability assessments undertaken to date (HO10, HO11 and PS/02/21) helped to inform the CIL rates proposed in the Preliminary Draft Charging Schedule (2013) and the Draft Charging Schedule (2014).

17.4.3 The funding gap is substantial and CIL income is not expected to provide the full amount required. Forecasts undertaken at the time that rates were set in the Draft CIL Charging Schedule indicated that CIL income would amount to around £27 million over the course of the plan period. This represents approximately 36% of the funding gap.

17.4.4 Provision of infrastructure or funding towards its provision will also be secured through:

- S106 / S278 agreements with landowners / developers in delivering sites;
- Enterprise M3 LEP and the Local Growth Fund;
- The capital programme of HCC and the Borough Council, which may utilise New Homes Bonus money to support the deliver of schemes; and
- The Local Infrastructure Fund, which has been allocated to support local projects to be delivered by communities and Parish Councils in the borough using a proportion of the New Homes Bonus;
- the water companies' five year Asset Management Plans which are agreed by OFWAT;

17.4.5 In addition, further funding opportunities will be explored as they become available, such as that from the Homes and Communities Agency, the

Department for Communities and Local Government and Department for Transport.

- 17.5 *Are policies CN7-8 sufficiently comprehensive to cover all key aspects of **community infrastructure** and service and establish a robust basis for implementation?*
- 17.5.1 Policies CN7 and CN8 establish a robust framework to support a broad spectrum of facilities and services. Policy CN7 focuses on supporting local communities in meeting their day to day needs. Policy CN8 is more extensive, encompassing a broader range of community, leisure and cultural facilities. The policies reflect the importance that such services provide to communities and the benefits that result in ensuring a good range of local facilities, such as reducing the need to travel and the importance that communities attach to such services.
- 17.5.2 However, recognising that the manner in which services are operated and potential requirements to change the way in which these are delivered, in addition to the level of demand for such services, which can change over time, both policies provide a framework for considering proposals involving a change of use. For example, policy CN7 provides scope to positively consider a scheme involving a change of use from a shop to an alternative use, where the applicant will be required to provide evidence that either; the shop is no longer required; or that it is no longer practical, desirable or viable to retain them; or the proposals will provide sufficient community benefit to outweigh the loss. Through this approach, the policy does not present an overly restrictive approach which retains facilities where there is no over-riding need.
- 17.5.3 Similarly policy CN8 provides a framework within which proposals involving the potential loss of community, leisure or cultural facilities can be considered through a series of tests to allow for positive consideration. For all proposals involving the loss of a such facilities, the policy has been formulated to ensure that the local community will not be affected through the loss of the facility, unless due consideration has been given to the impact of this. Through this approach, the policy recognises that there may be circumstances when it is appropriate to positively consider proposals which result in the loss of a local facility. Equally, it is sufficiently robust to ensure that these are retained, when there is inadequate justification or consideration of the local impacts identifies that the loss would be harmful.
- 17.5.4 Experience of dealing with planning applications through policies which perform these functions in the existing development plan for the borough have shown them to be successful in terms of implementation. They have

provided sufficient scope to consider applications in a positive manner, where appropriate and to resist proposals considered to be harmful.

18. ***Nuclear Installations:*** *Does policy SS7 provide sufficient guidance to accord with national planning and safety policy?*
- 18.1 Policy SS7 accords with national planning and safety policy. LPAs are required by Regulation 10 of the Town and County Planning (Local Planning)(England) Regulations 2012 to have regard to the objectives of Article 12 of the Seveso II Directive in formulating development plan policies. These objectives are to prevent major accidents and to limit the consequences of such accidents.
- 18.2 The NPPF states that, '*Planning policies should be based on up-to-date information on the location of major hazards and on the mitigation of the consequences of major accidents*' (para 172) and that LPAs should '*consult with appropriate bodies when planning, or determining applications, for development around major hazards*' (para 194) (the definition of major hazards specifically includes nuclear installations). NPPG para ID-39 requires that when preparing local plans, LPAs must '*have regard to the prevention of major accidents and limiting their consequences*'.
- 18.3 The proposed policy which was drafted in liaison with the Office for Nuclear Regulation (ONR), reflects the requirements of national planning and safety policy. Whilst the council's spatial strategy reflects the Health and Safety Executive's position of 'advising against' further development which results in a net permanent gain of night time accommodation inside the Inner Detailed Emergency Planning Zones around the nuclear installations (including Tadley), the policy contains an element of flexibility which allows development where the Off Site Nuclear Emergency Plan can accommodate the needs of the population in the event of an emergency. It identifies that the council will consult with the ONR on relevant proposals within the consultation zones, and sets out the factors that will influence how the level of risk is determined from a development.
- 18.4 It is acknowledged in paragraph 4.64 of the Submission Local Plan that the AWE consultation zones may change over the plan period and this position will be kept under review, with advice being updated accordingly.
- 18.5 This approach has been discussed with West Berkshire Council, who are responsible for the Off Site Nuclear Emergency Plan. Their position has been summarised in their Duty to Cooperate Statement (CD/08, page 16), which identifies support for Policy SS7.

## Appendix 1



Driving Prosperity in the M3 Corridor

The Castle  
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18<sup>th</sup> August 2015

Dear Mark

Thank you for highlighting to me the query that the Local Plan Inspector has raised around the relationship between the Plan and the Enterprise M3 LEP in terms of investment priorities and the provision of critical infrastructure.

As you will be aware, Enterprise M3 LEP has actively been involved in the preparation of the Basingstoke and Deane Borough Local Plan 2012 – 2029 since its formation, and has engaged with the Borough Council and made comments on the plan at each of the main stages.

The LEP recognises the importance of the town of Basingstoke and the wider Borough, in contributing to the local economy. This is acknowledged in the Enterprise M3 Strategic Economic Plan (SEP), which identifies Basingstoke as one of the 'growth towns', alongside Farnborough, Guildford and Woking.

The SEP and the accompanying Delivery Plan provide a package of measures for each of the Growth Towns. These bring together projects around transport, housing, skills, enterprise and innovation and specific infrastructural investments to promote further growth and bring in new businesses whilst maintaining a high quality of life. Accordingly, the SEP sets out the following package of measures in respect of Basingstoke:

- A package of highways projects to improve capacity and support housing development such as the Basingstoke North, North East and South West Corridors to Growth schemes;
- A sustainable transport package to improve access to the Town centre and rail station;
- Construction Training Centre Improvements at Basingstoke College; and
- A new railway station at Chineham.

The importance that the LEP attaches to Basingstoke and improvements to the town's infrastructure is reflected in the award of Local Growth Funding to support the following projects:

- A33 improvements - £9.56m of funding, with the LEP recently committing
- a further £3m to this scheme, on top of our original £6.56m allocation
- A340 improvements - £3.34m of funding
- Thornycroft and Winchester Rd roundabout improvements - £9.3m of funding
- Brighton Hill roundabout – provisional funding of £3m – which is now to be
- taken forward in conjunction with measures arising from work being undertaken with the Borough Council and Hampshire County Council with the support of the Department for Communities and Local Government.

In addition, Local Sustainable Transport Funding has been provided to Hampshire County Council to deliver a range of projects in Basingstoke and Deane Borough to promote alternatives to the private car, including Ringway North/Rooksdown Accessibility Improvements, Popley to Chineham Centre Pedestrian and Cycle Access Improvements, Merton School Popley Accessibility Improvements and Western Way Crossing Upgrade.

As an organisation, the LEP is involved in overseeing studies funded by the Department of Communities and Local Government's Large Sites Infrastructure Fund, in partnership with Hampshire County Council and Basingstoke and Deane Borough Council. The purpose of this is to ensure that the necessary investment in infrastructure is provided to support new development in the future. Specifically, the scope of this work includes studies to consider transport and education issues associated with potential new development. It is expected that these studies will conclude in early 2016 and will identify infrastructure projects necessary to deliver longer-term growth in the Borough.

The LEP will continue to seek funding opportunities to address infrastructure issues in the borough. For example, the LEP has continued to lobby Government, Network Rail and Train Operating Companies to invest in major network capacity enhancements as well as service frequency and capacity enhancements. We highlighted the importance of Chineham Station within our recent responses to both the Great Western and Wessex Route Studies and urged them to include to possible provision of the new railway station within their future plans.

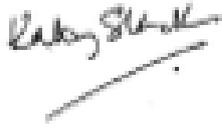
There may also be some potential for the LEP to invest funding through the Local Growth Deal into complementary infrastructure improvements. Within our pipeline of Local Growth Funding we presented to Government earlier in the year, the LEP included a sum identified for a package of rail infrastructure improvements. Although this was not funded as part of the Growth Deal 2 announcement, we will continue to look to take this forward in future rounds.

We are also in discussions with Basingstoke and Deane Borough Council about funding complementary infrastructure at Basing View and within the town centre through any future rounds of the Local Growth Fund.

I hope that this assists the Inspector in understanding the links between the Local Plan and the LEP. However, please do not hesitate to contact me if you

require further information.

Yours sincerely

A handwritten signature in black ink, appearing to read "Kathy Slack", with a long horizontal flourish underneath.

Kathy Slack  
Director, Enterprise M3