

Purbeck Local Plan

(2018 - 2034)

Proposed Main Modifications 2020;
Infrastructure Delivery Plan



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Executive Summary

This Infrastructure Delivery Plan considers the requirements to support 2,880 new homes in Purbeck area between 2018 and 2034.

Neighbourhood plans are expected to deliver around 312 homes on allocated sites – 105 in Bere Regis and 207 in Wareham. The council is looking to allocate:

- 470 homes at Wool,
- 490 homes at Redbridge Pit/Moreton Station,
- 90 homes at Upton, and
- 150 homes at Lytchett Matravers.

The remaining homes will be delivered through completed development, extant planning permissions, small sites, unconsented allocations from the Swanage Local Plan and windfall.

The plan considers:

- green infrastructure, including the impact of new homes on protected habitats;
- transport improvements, particularly alternatives to using a car;
- education provision; and
- health and social care, including capacity of GP surgeries and the Wareham community health hub.

Infrastructure will be secured from allocated sites through section 106 agreements. Other essential infrastructure will be prioritised for funding via the Community Infrastructure Levy.

Given the limited level of development, the council will need to prioritise expenditure and has identified critical schemes, essential and desirable infrastructure. The council will work with other local authorities to identify and secure additional external funding.

Introduction

This document identifies the infrastructure needed to support the planned development being considered through the Purbeck Local Plan (2018-2034), and has also been used when preparing development management policies (which outline a framework for delivering the infrastructure needed to support unplanned development). This plan has been updated through the preparation and examination of the local plan.

The Infrastructure Delivery Plan (IDP) has been prepared following engagement with a range of key service providers and stakeholders in the Purbeck area and provides an overview of known and required infrastructure projects relevant to supporting growth and development in the Purbeck area over the life of the Local Plan. A list of the organisations with whom consultation has taken place is included in Appendix 1 of this IDP. The council will continue to work with all its partners around future delivery and implementation of development in the local plan.

There is a need for 2,880 new homes in the Purbeck area between 2018 and 2034.

Neighbourhood Plans are expected to deliver around 312 homes – 105 in Bere Regis and 207 in Wareham. The council is proposing to allocate:

- 470 homes at Wool,
- 490 homes at Redbridge Pit/Moreton Station,
- 90 homes at Upton, and
- 150 homes at Lytchett Matravers.

The remaining homes will be delivered through completed development, extant planning permissions, small sites, unconsented allocations from the Swanage Local Plan and windfall. Policy H2 of the Purbeck Local Plan outlines the sources of housing land supply, the council will be relying on site allocations in the local and neighbourhood plans to meet just over half the areas housing needs.

The council is reviewing the Community Infrastructure Levy (CIL) alongside the Purbeck Local Plan. The intention is that larger housing sites, allocated in the Purbeck Local Plan, will be expected to provide local infrastructure through section 106 agreements and CIL income will be used to fund more strategic projects.

The IDP provides a comprehensive list of potential improvements/enhancements to infrastructure, including that which is necessary for planned development between 2018 and 2034, as well as that which is desirable. In reality, the council will need to prioritise the delivery of essential infrastructure needed to support planned development without impacting negatively on the viability of the proposed development or the ability to deliver key policies. CIL and Section 106 agreements are only one of the sources that contribute toward funding infrastructure, along with corporate budgets of service/infrastructure providers and other external funding sources that will be required to deliver the infrastructure set out below.

Any requirements set out in the Purbeck Local Plan will be subject to viability and need to meet the three tests set out in CIL Regulation 122.

The council will publish annually a statement of what infrastructure it anticipates will be delivered, alongside a monitoring report on CIL and Section 106 income and expenditure.

Transport

The Purbeck Transportation Study and Strategy, 2004 has been superseded by a series of more recent transport studies carried out by Dorset Highways or commissioned from transport consultants:

- Purbeck Spatial Modelling April 2016;
- Moreton/Crossway/Woodsford Traffic Impact Assessment, Nov 2016;
- Moreton/Crossways Woodsford Traffic Assessment, Dec 2016;
- Strategic Road Network Transport Modelling Phase 1, July 2017;
- Strategic Road Network Transport Modelling Phase 2a, Jan 2018, and
- Strategic Road Network Transport Modelling Phase 2b, Jan 2018.

The council has worked to identify a range of infrastructure projects to mitigate the impact of the proposed development on allocated housing sites.

New settlement extensions will be required to provide appropriate transport improvements commensurate with the scale of the development. This may be delivered jointly with other developments where appropriate.

The high-level transport modelling in 2016 satisfied Dorset Highways that there were no significant transport impacts related to housing development sites which could not be mitigated.

Following a recent proposal from South Western Railway (SWR) to change the rail timetable, the transport modelling has been reviewed to determine any potential impact on barrier down times at the vehicle crossing point in Wool. The update shows that the barrier down time will be longer but less frequent. This may be balanced by the proposed reduction in overall housing numbers in the Wool area that have been adjusted in the course of preparing the new local plan. The council was previously considering an option for around 1,000 homes at Wool, Policy H5 now allocates sites for 470 homes in addition to 65 extra units. However, at this stage and following consultation feedback, SWR have postponed any timetable changes.

Strategic Improvements:

The former Dorset County Council, Purbeck 2016 transport modelling report shows a significant increase in traffic flows on the A35 between Morden Park Corner and the Upton bypass and along the A351 in both options tested. Contributions should be sought where justified towards junction improvements at the A35 Bakers Arms roundabout. The modelling carried out on the Strategic Road Network (SRN), in partnership with Highways England, shows that the additional impact on the SRN is minor compared to the predicted background growth but that there will be a significant increase in queuing on the local road network (A352) approaching Max Gate junction. Contributions should be sought where justified

towards junction improvements at Max Gate. It should be noted that all modelling tested a higher number of dwellings than is now proposed, 238 (2016/17) instead of 180 (2018) per year.

Wool transport improvements:

Essential:

- Pedestrian and cycleway improvements between East Burton and Wool centre;
- Contributions towards improvements to Wool Station, including additional car parking, secure cycle parking, cycle hire and travel interchange facilities; and
- Electric vehicle charging points in new development.

Desirable:

- Consider options for Wool level-crossing to reduce barrier downtime e.g. extend platform. DC Highways is liaising with Network Rail to establish whether this would reduce barrier downtime and if so, the likely cost. Long-term solution

Redbridge Pit / Moreton Station transport improvements:

The council will work to deliver improvements in this area, especially on the B3390 and at the rail station.

Essential

- Additional parking to the north-west of the site to service the railway;
- B3390 Fiveways - contribution to junction improvements ; and
- Electric vehicle charging points in development.

Desirable:

- B3390 Waddock Cross – contribution to major junction re-design (upwards of £1M). Current Purbeck transport modelling indicates increased traffic generated by the development at Redbridge Pit using the B3390 to the A35 which could increase traffic at this junction. This would need further investigation through more detailed transport assessment of the sites at Moreton Station and Crossways; and
- Improvements to the station and travel interchange facilities including secure cycle facilities and electric charging point.

Lytchett Matravers transport improvements:

Essential:

- Contributions towards improving walking and cycling links between Lytchett Matravers and Lytchett Minster, including safe route to Lytchett Minster School (Huntick Road/Race Farm route is costed at approximately £500k in total).

Desirable:

- Contributions towards providing cycle links to Holton Heath Station, Upton, Hamworthy Station and Poole Town centre.

Upton transport improvements:

Desirable:

- Providing new and improving existing cycle links from Upton to Lytchett Minster, Lytchett Matravers, Hamworthy and Poole Town Centre; and
- Contributions to improvements to the Bakers Arms roundabout.

Highways England

As part of the response to the local plan options consultation undertaken in 2016, Highways England raised concerns over the cumulative impacts of development across the District on the Strategic Road Network (SRN) – A31 and A35. The council has subsequently worked with Highways England to commission transport studies to look at the impact of development, including that proposed in Bere Regis Neighbourhood Plan, on the SRN. The studies used the 2016 objectively assessed need figure of 238 new homes per year across the District, which has subsequently been reduced to 180 new homes per year.

The modelling indicates that the roundabouts on the SRN are currently operating close to capacity, and that background growth alone is predicted to take the roundabouts above capacity during peak times. The additional growth proposed will add a relatively small amount to the overall congestion in most cases and the impacts are not severe and can be mitigated. Highways England have stated that they will not be objecting to development in the Purbeck area. The biggest impact on the SRN is considered to be proposed employment development at Bere Regis through the neighbourhood plan, where required mitigation may render the employment site unviable.

Developers of proposed sites across the District will be required to carry out additional transport appraisals where necessary.

Network Rail

Network Rail has carried out signalling work at Worgret Junction to enable a commercial commuter rail link between Swanage and the rest of the rail network. Dorset Council secured a loan to fund the feasibility work to enable this to happen. Some of loan has been repaid but there is still nearly £2million to be repaid through CIL receipts.

Network Rail has been approached to determine if there would be any benefit in moving Wool railway station closer to Dorset Innovation Park and the potential housing development to the west of the village, or retaining the existing station and providing an additional station at the Innovation Park. DC is continuing to liaise with Network Rail on further feasibility to consider all possible options and identify any potential benefits on reducing barrier down time at the level crossing.

In all three options under consideration development is focussed near railway stations to maximise the opportunities for sustainable travel, and none of the options being discussed are needed in order to address the impacts of planned development in Wool.

Network Rail identified a need to understand the impact that new development at Moreton and Wool would have on level crossings. The modelling commissioned by the council and developers does not show any severe impacts on either of the level crossings.

Bus Services

Dorset Council has changed from using funding to pump prime services which commence very early in the development build, as there is often not the critical mass to move to sustainable services. Instead contributions are requested to develop services at or near the site to mitigate the development's increased movements on the network. This is coupled with incentives to home owners to use the alternatives, such as travel vouchers and home information packs showing alternatives to the car. This can include capital works to infrastructure to improve connectivity for multi-modal trips. Where sites are of a suitable size pump prime funding will be requested but the commencement of the service will be decided by individual sites considering the current options and the future need. This may require temporary improvements to access existing services, such as site penetration and improvement to highways between penetration and bus services.

Go South Coast Bus Company is one of the primary deliverers of daily commuter bus services in the Purbeck area. They recommend focussing development along existing transport corridors where possible or where development is concentrated so that volumes can justify the provision of a bus service. Having higher concentrations in a place that already has established public transport links will allow this 'network' to grow for the benefit of all residents. In their opinion, the amount of development proposed in the Purbeck Local Plan would not support new bus services.

With the general housing allocations proposed, Go-south-coast have expressed a preference not to deviate from existing routes, but to call into sites accessing and exiting as quickly as possible so as to minimise impact on route timings, costs and operational efficiency, as well as minimising any potential loss of passengers who might no longer use the service if the route was changed. DC Highways agree with this principle. Having high quality, fast and reliable inter-urban services has the greatest potential to be financially sustainable than the 'catch all' approach where a 20 minute journey takes 50 minutes due to winding around trying to resolve all needs.

Go South Coast and DC Highways agree improved infrastructure such as a high quality bus stops with superior facilities that might be expected on a high quality bus corridor are required.

Development at Wool, Redbridge Pit and Moreton Station:

These locations are distant from any existing bus provision from Go South Coast although clearly the area is adjacent to the rail network which may be better able to meet the needs of the development.

First Bus run a Poole to Weymouth Jurassic coast service which calls at Wool. This service is aimed at tourists but it does provide commuter time services and the recent addition of school pupils by DC will enable it run all year round, instead of closing for the winter. Go South Coast run a Dorchester to Weymouth service calling at Dick O'Th' Banks Road, Crossways close to Moreton Station, which is also supported by students.

Go South Coast have indicated that at the level of development proposed at Wool and Moreton station that the train offers the best public transport solution. Taking account of the opportunities to travel by train, the expected numbers of homes in these villages do not justify further investment in existing bus services.

Development at Wareham and Upton:

Service 40 Swanage-Wareham-Poole

The level of development here does not support an increase in frequency of the 40 service but developer funding could be used to pump prime any route diversions or enhancements to it.

Development at Lytchett Matravers:

Service 10

Service 10 could serve these sites. To fill the gap in the am peak service arriving in Poole between 7:57am and 9:00am would require pump priming funding of £192,450 over 7 years.

Education

Dorset Council recommends that development brought forward through the Local Plan Review contributes to the provision of education. As a general rule a development of over 1000 dwellings will usually trigger the need for a new primary school but this will depend upon local circumstances, e.g. the capacity of existing schools in the catchment. In terms of land requirement, the general rule of thumb is 2.1ha site for a 2 form entry and 1.6ha for 1 form entry. There may also be a requirement for a contribution to secondary education. Schools in the Purbeck area are organised in two pyramids comprising primary schools feeding into a secondary school. Each of the schools in the pyramid has a catchment area for pupils.

The Purbeck Pyramid

Dorset Council Education officers have indicated that any level of new homes in the Purbeck pyramid area may require a contribution to secondary provision in the area.

The allocations in the local plan includes sites providing approximately 782 dwellings on allocated sites in the catchment area (including neighbourhood plan allocations). Some of these may attend the Swanage School for secondary education.

The majority of development in the pyramid is focussed around Wool (470), Wareham (207) and Bere Regis (105).

Wool: The 470 homes in Wool would generate a need for a further 95 primary places. This would not be sufficient to warrant a new school but will remove any surplus capacity from the existing schools if current transfer rates remain. If there is an increasing level of catchment transfer into the primary sector (unrelated to the proposed development in the local plan), separate new provision may be required through an extension to a primary school at either Wool or Bovington.

Bere Regis: The Bere Regis Neighbourhood Plan is only looking to increase housing by approximately 50 homes above the PLP1 level. The recently opened new school will be able to accommodate this level of development, although the 2% required surplus capacity would likely be removed. Bere Regis would contribute to Secondary Provision at Lytchett Minster.

The Upton / Lytchett Pyramid

Purbeck Local Plan identifies up to 240 new dwellings on allocated sites - Upton (90), and Lytchett Matravers (150 across 3 sites).

Existing primary schools at Upton and Lytchett Matravers are already at or near capacity. Lytchett Minster's secondary school is already on a constrained site and would need additional accommodation and playing fields. Additional housing will more than absorb all spare capacity at primary level.

The council will work with DC Education to identify the best way to provide for primary provision and support for secondary provision, including the provision of playing fields. Contributions would also be required towards primary and secondary education in addition to the provision of a site and playing fields at the primary level.

The housing allocations in Lytchett Matravers would require contributions to new primary provision as well as towards secondary provision.

Sandford primary school would absorb any provision that Upton and Lytchett Matravers cannot meet.

The Dorchester School Pyramid

Moreton is part of the Dorchester School pyramid, with primary aged students currently attending Frome Valley School in Crossways and St Mary's Middle School in Puddletown. The development of 490 new dwellings at Moreton Station/Redbridge Pit will require extensions to school provision at all levels. The council will deliver this jointly with other allocations in the area from the developing Dorset Local Plan.

Swanage School

Swanage School is a free school established and maintained by Education Swanage Ltd to cater for secondary age pupils (years 7-11) in Swanage and the surrounding parishes. There is some overlap with the catchment area of the Purbeck School pyramid in Wareham.

The School opened in September 2013 and has capacity for 84 pupils in each school year. Given the relatively low level of development planned for the area the school does not anticipate any capacity issues.

Contributions

Where contributions are required DC's Cabinet has identified that £6,161 is required towards capital costs of expanding provision in the Purbeck area and for needs in the Upton / Lytchett and Dorchester areas. The capital cost of servicing new development is under review to add in the costs of pre-school provision and special schools. The current methodology for calculating the contribution is set out in Appendix 1. This may lead to an increase in the education tariff sought from development. The tariff is index linked. Phased payments may be negotiated with DC on larger sites. These are not set in stone but are likely to be 25% (on commencement), 50% and final 25% at 75% occupancy.

Health and Social Care

Health

Since April 2013 the Dorset Clinical Commissioning Group (Dorset CCG) has been responsible for primary care, community services, mental health services and acute hospital care across the areas previously covered by NHS Dorset and NHS Bournemouth & Poole. Dorset CCG area is divided into localities and the majority of the local authority area is covered by the Purbeck locality which includes GP practices in Wool, Wareham, Sandford, Corfe Castle, Swanage and Bere Regis.

The GP surgeries in Upton and Lytchett Matravers are located in the geographical area of NHS Dorset, but are serviced by the Adams Practice which is based outside the Purbeck locality in Poole.

In addition there are currently two community hospitals in the Purbeck area at Wareham and Swanage.

The Purbeck Locality Commissioning Group (PLCG) re-launched a consultation process in 2013, called 'Making Purbeck Fit for the Future'. The project looked at how people in the Purbeck area can get the best possible health and social care in future.

The Purbeck Healthcare Review and the subsequent Clinical Services Review instigated by Dorset CCG, concluded that the NHS should:

- retain the Swanage community hospital;
- close the beds in Wareham community hospital; and
- develop a Wareham health hub providing integrated social care and health services, including surgery and ambulance station.

The Dorset CCG have been consulted on the allocated sites. The responses from Dorset CCG are set out in the table below.

Property	Key Issues
Swanage Health Centre - community services rooms	No key issues presented by the proposed site allocations
Swanage Community Hospital	No key issues presented by the proposed site allocations. Hospital beds to be retained following review as part of a wider community hub.
Swanage Medical Practice	No key issues presented by the proposed site allocations
Wareham Hospital and Health Centre	It is proposed that the hospital beds will be removed and all services be delivered through a new integrated health and social care hub.
Wareham Surgery	
Corfe Castle Surgery	Opened a new surgery in December 2011. Unlikely to be impacted upon by the additional homes proposed the options under consideration.

Wellbridge Practice, Wool	There are no built infrastructure issues at the surgery in Wool. The surgery is currently suffering from staffing shortages, reflecting a national problem.
Sandford Surgery	There is capacity for additional patients which could come from Wareham or Lytchett Matravers.
Bere Regis Surgery	Additional homes at Moreton station may impact on Bere Regis, and Wool surgeries but most likely at Crossways. Bere Regis and Crossways surgeries have room to expand on existing sites.
Lytchett Matravers (Adam Practice based in Poole)	The current surgery would need additional clinical rooms but the site has room for expansion.
Upton Surgery (Adam Practice based in Poole)	The surgery is operating close to capacity.
Atrium Health Centre, Crossways (West Dorset)	This surgery will serve the new development at Moreton Station/Redbridge Pit which will be expected to make a contribution to an extension of the surgery in Crossways.

Table 1: Capacity and/or needs of NHS Dorset health facilities in Purbeck

The practices are all reviewing their premises and seeking advice to draw up plans for reconfiguring or extending the space they have.

The cost of providing GP accommodation is calculated at £80 per dwelling as set out in Appendix 2.

Social Care

The NHS locality team is working closely with Dorset Council adult social care team to maximise the use of their assets in Wareham to achieve integrated health and social care.

Dorset Council's Building the Right Assets - an Adult Social Care Accommodation needs Assessment 2018-2028 identifies the District's needs for adult social care accommodation including:

- extra care housing;
- supported housing;
- respite accommodation;
- day opportunities;
- residential and nursing care, and
- keyworker housing.

Many of these requirements will be delivered as part of the planned community health hub in Wareham, and associated extra care housing, redevelopment of existing council-owned sheltered housing into a care home in Wareham and 65 units of extra care housing as part of both Wool and Moreton Station/Redbridge allocations.

Other Emergency Services:

Police

The headquarters of Dorset Police is located within the Purbeck area at Winfrith near Wool. In Swanage the police now operate from Swanage Town Hall, whereas in Wareham the station is retained but there is no public reception. The police also operate out of small community-based facilities in Upton and Bovington.

Dorset Constabulary are working towards partnering with Cornwall and Devon Constabulary and may be identifying estate that will no longer be required. The council will liaise with Dorset Police as they work through this process, including to ensure that there is adequate provision to cover the proposed growth.

Dorset and Wiltshire Fire and Rescue

Dorset Fire and Rescue Service have recently merged with Wiltshire Fire and Rescue. They currently have three stations in the Purbeck area, strategically placed at Bere Regis, Wareham and Swanage.

The proposed levels of development across the District can continue to be served from existing stations, but this will be reviewed with Dorset and Wiltshire Fire and Rescue Service on a regular basis.

Other Social Infrastructure

Libraries

DC does not have a capital programme for the library service. Parish and town councils can choose to use their proportion of CIL funding to support libraries.

Green Infrastructure

The provision of green infrastructure is increasingly important as urban density increases and there is a need to tackle rising obesity and improve physical and mental health through exercise. It can also provide what is termed 'ecological services', e.g. it can help manage the results of climate change through reducing flood risk, improve water quality by removing nitrogen from water, improve biodiversity and provide alternatives to sensitive natural habitats.

Purbeck Green Infrastructure Strategy

Purbeck District Council produced a Green Infrastructure Strategy with developers guide to support the delivery of new homes in Purbeck Local Plan.

Wild Purbeck

Wild Purbeck was one of 12 successful Nature Improvement Areas sharing a grant of £7.5 million to deliver a 3-year programme from April 2012 to March 2015. Wild Purbeck was awarded just over £924,000 and, together with partner funding, delivered over £2 million of projects across Purbeck. The original partners for the Wild Purbeck NIA were the Dorset Area of Outstanding Natural Beauty team (lead partner), Dorset Council, Dorset Wildlife Trust, Forestry Commission, Farming and Wildlife Advisory Group South-West, Jurassic Coast World Heritage Team, Kingston Maurward College, Natural England, National Trust and RSPB. The Partnership worked closely with Environment Agency, the District councils, Wessex Water, Perenco, and Woodland Trust.

The vision for Wild Purbeck is for a Purbeck renowned far and wide for its beautiful landscape, its remarkable wealth of wildlife, and its history and culture. Its natural riches are the centre for a vibrant local economy and community, its wild places used, loved and supported by local people and visitors alike, and robustly secure against future threats.

The Wild Purbeck Partnership has expanded and continues to meet to jointly develop projects and support partners, for example providing support for funding bids. The Wytch Farm Landscape and Access Fund, secured through a specific section 106 agreement can support projects which:

- Strengthen the character of the surrounding landscape by heathland and acid grassland mosaic creation, conservation, enhancement and management;
- Enhance biodiversity by the conservation, enhancement and management of boundary features (hedgerows, veteran trees and earthbanks), woodlands (e.g. through rhododendron control) and rural lanes; and
- Improve rights of way and / or facilities for no-car access.

Members of the Wild Purbeck partnership are working up projects which may be eligible for this funding. Some of the aims and projects of Wild Purbeck correlate with heathland mitigation aims and there is potential for joint funding of projects.

Heathland

Former Purbeck along with the local authorities of Bournemouth, Christchurch, East Dorset and Poole has been operating a heathland mitigation strategy since 2007. Mitigation is required to ensure that housing growth does not lead to adverse effects on protected species that inhabit heathland, from the 'urban effects' of an increased population. Mitigation includes a combination of providing new infrastructure projects including suitable alternative natural greenspace (SANGs) and visitor management. A 5 year Heathlands SPD was adopted in 2020 which provides guidance on mitigation projects.

Sites of around 50 dwellings are expected to provide their own mitigation, usually a SANG with associated access management and monitoring.

CIL revenue will be used to fund strategic projects that mitigate the impact of development not providing a bespoke SANG. A proportion of CIL monies from the Purbeck area is pooled with other local authorities to fund strategic access management and monitoring projects, such as the Urban Heath Partnership. Recommendations on joint expenditure across south east Dorset is made by the Dorset Heathland Advisory Group which includes members from each of the partner authorities. The majority of project funding is dealt with by the individual local planning authorities (district or borough councils). Mitigation projects thus far have dealt with development in Upton and visitor management and monitoring at Bog Lane SANG. Other mitigation projects are under development elsewhere in the Purbeck area.

Projects outlined in the adopted Heathland SPD include:

- 3 new SANGS in Purbeck of at least 30 ha each;
- Upton Woods cycle crossing;
- Studland Access Management;
- Winfrith Heath Management; and
- Visitor management at Arne/ Hartland/ Stoborough.

Additional projects may be identified in Habitats Regulations Assessments of the District and local (neighbourhood) plans.

Nitrogen neutrality in Poole Harbour SPA

The recent assemblage of a wide range of scientific evidence indicates that nitrogen (nitrates) in the harbour, through a process known as eutrophication, is encouraging the growth of wide spread algal mats. These mats restrict the growth, distribution and variety of important food (invertebrates) available for wading birds and affect other important features and processes of the SPA.

The Environment Agency and Natural England have published a nutrient management plan (NMP), entitled the 'Strategy for managing nitrogen in the Poole Harbour catchment to 2035' (June 2013). The NMP provides the most comprehensive and up to date scientific knowledge and understanding of the complex underlying processes causing eutrophication. The NMP also sets out different options for reducing nutrients entering Poole Harbour in a sustainable and considered manner.

The local authorities within Poole Harbour catchment have published a Nitrogen Reduction in Poole Harbour SPD which, forms the implementation plan for mitigating the additional nitrates resulting from development and gives detail to policy E10 Poole Harbour in the pre-submission draft Purbeck Local Plan.

The options for achieving nitrogen neutrality is set out in the Nitrogen Reduction in Poole Harbour SPD, including the council's preferred option of using alternative technologies, which minimise the use of agricultural land.

Allocated sites are expected to be nitrogen neutral. Where SANGs are being provided these can also contribute to nitrogen neutrality and a development may achieve nitrogen neutrality through the land use changes involved in building houses and providing a SANG. The council's preferred option for allocated sites to deliver any outstanding requirements is through alternative technologies.

The council will use CIL income to deliver mitigation for other development. Natural England recommend that the council considers the development of a strategic facility, such as a constructed wetland, which might be an effective approach where developments are anticipated early on in the plan.

Open Space, Sport and Recreation

A Purbeck Built Sports Facilities Assessment published in April 2017 shows that the Purbeck area has adequate but out-dated sports facilities.

A Dorset wide playing pitch strategy has recently been published.

The requirement for local play facilities will be considered on a site by site basis.

Renewable Energy and Waste

Renewable Energy

The council has endorsed the Dorset Renewable Energy Strategy. The strategy aims to contribute towards the national target of 15% renewable energy by 2020. The target will be achieved through reliance upon private sector proposals and will not place constraints on development requirements in the District.

However, the council encourages the use and supply of renewable and low carbon energy subject to adverse impacts being addressed.

Waste and Recycling

Dorset Waste Partnership (DWP) was launched in April 2011, bringing together seven Dorset councils in an equal partnership to provide waste, recycling and street cleaning services on the partners' behalf. Since the 'Recycle for Dorset' service was launched in October 2012, Dorset's recycling rate has increased to 60% and landfill waste has reduced to about 20%.

The Bournemouth, Dorset and Poole Waste Plan (the Plan) identifies that several of Dorset's existing household recycling centres, transfer stations and waste management

centres are unsuitable and in need of improvement or relocation to bring them up to modern standards and/or to serve growing local communities. To this end, in the Purbeck area, the Plan identifies a proposal to develop a transfer station and replacement of the Wareham waste vehicle depot at Blackhill Road, Holton Heath Industrial Estate to facilitate the sustainable movement of waste. Some households in Purbeck will be serviced by a new transfer station in the Dorchester area, as set out in the Waste Plan.

The Plan also proposes to intensify usage of Binnegar Environmental Park including for the management of non-hazardous waste. It is envisaged that development of any facility at this site would be undertaken by the private sector.

Increased visitor numbers to the Wareham Household Recycling Centre could trigger a need for a modernised split level facility. The council will continue to work with DWP to deliver any additional new waste management facilities if needed to cater for the additional growth planned in the Purbeck area.

Utilities and Telecommunications

Water and Sewerage

Wessex Water (WW) provides water supply and wastewater services across Purbeck. WW has carried out some preliminary assessments through network modelling of domestic flows in response to the council's Local Plan SHLAA stakeholder consultation. Where capacity issues are identified, the council will work with WW and developers to ensure that these can be addressed.

Key requirements for development sites will focus upon the developer providing an initial appraisal with a masterplan exercise to demonstrate how the foul drainage and water supply strategy can be delivered with the phasing arrangements. WW will advise on points of connection and the nature of enhancement works provided by them and funded through the infrastructure charge. Where a number of development sites are proposed in an area the council will facilitate developer discussions with WW to agree a timetable for development site phasing and any necessary off site strategic improvements.

All allocated housing sites must provide for surface water disposal to land drainage systems. Any submissions or promoted sites should identify a strategy for surface water disposal to local land drainage systems.

Charging arrangements place emphasis upon the water and sewerage undertaker to programme necessary network enhancement through the infrastructure charge provision.

Key points for drainage and water supply strategies:

- Separate systems of drainage required to serve proposed developments with pumped or gravity discharges.
- Surface water discharges to land drainage systems to comply with SuDS hierarchy.
- No surface water connections permitted to foul water sewers.

- Each development should promote an agreed drainage and water supply strategy with Wessex Water.
- Detailed appraisal, programmed by Wessex Water will confirm the scope and extent of network enhancements funded by the infrastructure charge.
- Infill development will continue within existing developed catchments.
- On site sewer networks and water supply mains are normally provided by the developer and these generally follow sequential phasing arrangements.
- Off-site connecting sewers and water supply mains connect to the nearest like for like sewer and mains. Off-site pipes to agreed points of connection can be provided through requisition arrangements with Wessex Water.
- Development site costs can be estimated by developers using the charges calculator available on Wessex Water's website.
- Any necessary off site enhancement to the foul sewer or water supply network will be designed and funded by Wessex Water through the infrastructure charge. Close liaison will be required with them to ensure improvements precede development.
- The infrastructure charge is reviewed on an annual basis and are currently set on the basis of network reinforcement needs across Wessex Water's network.

WW does not envisage securing funding through the CIL mechanism. Network enhancements required for development, climate change, maintaining levels of service will be captured in drainage and wastewater management plans soon to be published on WW's GIS Portal.

Early consultation is recommended with WW to ensure any necessary enhancements are in place prior to construction and to consider mitigation measures where development is close to WW operational sites, in areas susceptible to high groundwater or where development requirements exceed normal domestic requirements.

Electricity

The council will continue to work with the National Grid through Scottish & Southern Electricity Networks to assess the effect of new housing growth on electricity infrastructure requirements and address any capacity issues.

Scottish Southern Electricity have commented that there should be no show stoppers as, 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 the distribution network operator in accordance with the current statement of charging methodology agreed with the industry regulator (OFGEM).

Where overhead lines cross development sites these will, with the exception of 400kV tower lines, normally be owned and operated by Scottish and Southern Electricity Networks. In order to minimise costs, wherever possible, existing overhead lines can remain in place with uses such as open space, parking, garages or public highways generally being permitted in proximity to the overhead lines. To ensure certainty of delivery of a development site, any

anticipated relocation of existing overhead lines should be formally agreed with Scottish and Southern Electricity Networks prior to submission of a planning application.

It should be noted that some of the promoters of larger sites, e.g. at Moreton, have carried out initial investigations and determined it viable to provide any necessary infrastructure for the level of homes they are promoting.

Moreton Station / Redbridge Pit

It is expected that a new 11 kV connection would be required for a development of this size. SSEN 11 kV cable assets pass close to the site along the southern boundary. Towards the western end, a section of 11 kV overhead line crosses the site and development proposals should provide mitigation for the presence of overhead infrastructure.

Lytchett Matravers

Subject to capacity, new low voltage (LV) connections utilising existing high voltage (HV) assets may be possible for a development of this size assuming that the 150 houses are split across the northern and southern sites. Failing this, a new HV connection would be made.

Northern Site

Existing LV assets pass close to the site. SSEN 11 kV cable assets pass close to the site with an existing HV substation between the two sections of the site.

Existing LV services pass along Wareham Road frontage of the site. A section of 11 kV overhead line passes through the site. This provides opportunity for a new HV connection should there be no capacity at LV, however, the development proposals should provide adequate mitigation for the presence of overhead infrastructure.

Wool

Site North of the railway line

Subject to capacity, new LV connections utilising existing HV assets may be possible for a development of this size. Failing this, a new HV connection would be made. Existing LV services pass close to the site along the northern boundary and existing HV assets are located within 200m of the site boundary.

Site South of the railway line

It is expected that a new 11 kV connection would be required for a development of this size. SSEN 11 kV overhead line and underground cable assets pass through the site potentially offering new points of connection. The development proposals should provide mitigation for the presence of overhead and underground infrastructure.

Gas

The council will continue to work with the National Grid to assess the effect of new housing growth upon the National Grid in terms of gas infrastructure requirements and address any capacity issues.

Southern Gas Network (SGN), the gas distribution network company for the Purbeck area, has identified that the level of development at Moreton Station / Redbridge Pit and Wool are likely to require network reinforcement. The Wareham Road, Lytchett Matravers site may also require a very local reinforcement to the network. SGN does not develop firm extension or reinforcement proposals until they are in receipt of confirmed developer requests. This may result in the need for specific reinforcement of the existing system, costs of which may or may not be passed on to the Utilities Infrastructure Provider (UIP) /Independent Gas Transporter (IGT). It is in the UIP/IGT's interest to keep the need for new infrastructure to a minimum.

Connection costs from a distribution network system to a new housing estate will be met by the developer as part of the build costs.

The developer can make an enquiry as to the potential impact a new development might have to the existing infrastructure through soe_gtuip_sgn@sgn.co.uk.

Broadband

In early 2012 the Connecting Dorset Fast Group (ConDorFast) secured £9.44M from Broadband Delivery UK (BDUK), part of the Department for Culture, Media and Sport (DCMS), towards a £38M high speed internet project to deliver significantly improved internet to Purbeck households and businesses. The council has match funded central funding. The first two phases are complete with superfast broadband available to 90.3% of premises in the Purbeck area. A third gap filling contract is expected to deliver superfast broadband to an additional 800 premises by the end of 2019, including residential coverage and support for economic priorities at Holton Heath Industrial Estate and Dorset Innovation Park. Options for delivering to the remaining approximately 1,000 premises are being investigated.

Openreach (BT), in partnership with the Home Builders Federation (HBF), have agreed a solution capable of offering fibre broadband infrastructure connectivity (Fibre to the Premises –FTTP) to all new homes. Openreach are providing FTTP free to developments of 30 dwellings or more.

Smaller sites may need to be co-funded between Openreach and the site developer. Developers now have access to a clear, up-front indication where a site can be connected for free and if not what the costs would be through Openreach. The developer can then determine whether to take up the offer or make alternative arrangements.

The Openreach new site registration process, including the ability to request a site connectivity assessment, is available on-line. Developers, house-builders, architects and new home owners should access the advice and guidance at <http://www.newdevelopments-openreach.co.uk>.

Although the co-funding offer is available to all those outside of existing coverage, for some of these smaller developments the cost to connect will be considerable and it is for these that wider community funding and alternative technologies could have a role to play. Openreach and the HBF jointly recognise there is still more work to be done to come up with solutions for the smaller developments of fewer than 30 homes where they do not benefit from existing coverage.

Cemeteries and burial grounds

The council has approached parish and town councils and churches to ascertain the future capacity of churchyards and cemeteries. Of those that have replied, many have capacity for at least 20 years and are looking at options for capacity beyond that period.

Infrastructure Delivery Plan Schedule

The delivery schedule (Appendix 4) will be updated regularly as information becomes available. The council will publish a monitoring report that summarises the infrastructure and funding secured through section 106 agreements and CIL expenditure.

Appendix 1

Contributors to the plan

The council would like to thank the following organisations and people who have contributed to this latest version of the infrastructure delivery plan:

Dorset County Council - highways and transport, education, social care and waste and minerals;

NHS and Dorset Clinical Commissioning Group for surgery capacity and Wareham's community health hub;

Wessex Water for water and sewerage;

Various parish and parochial church councils for information on cemetery provision;

South Western Railways;

Network Rail;

Go South Coast bus company

Southern Gas Network; and

Scottish and Southern Electricity Networks.

The council have also approached the following requesting contributions and updates to this plan:

Local Lead Flood Authority;

National Grid;

Mobile telephone network providers;

Dorset police;

Highways England; and

Dorset and Wiltshire Fire and Rescue Service.

These organisations will be given a further opportunity to respond through the publication period and therefore prior to submission of the plan – so as to ensure that the PLP is based on the most up to date info on infrastructure needs, provision and costings.

Appendix 2

GP surgeries: clinical room costings:

Cost of building a 16 sqm. clinical room (as per guidance from NHS HBN 11)*	£48,000
Provision for ancillary space (additional waiting space/corridors etc)	£12,000
Total	£60,000

Each GP has approximately 1800 patients.

With an occupation rate of 2.4 people per dwelling, tariff is calculated as follows:

£60,000 divided by 1800 people x 2.4 (occupation rate) = £80 per house.

Appendix 3

Education

Calculation of contribution to education

Number of children:

Children Services uses multipliers of 29 children per primary school year group per 1000 houses, 29 children per secondary year group per 1000 houses. For post age16 DC uses a factor of 26 students per year group, though final year of post 16 would assume only a 50% take up.

Square metres per child:

Primary based on a 420 place primary school then the building is based on $350+4.1N$, then it is 4.9sqm per child rounded to 5sqm for calculation purposes.

For secondary, based on 1058 place school – the mean sized school in Dorset – and based on $2250+7N$ then each child requires 10sqm.

The methodology works across both 2 and 3 tier systems.

Cost:

Based on April 2014 building costs index Children's Services are using £1,590/m² for primary and £1,802/m² for secondary with a 25% uplift for fees and abnormals etc.

Based on these parameters Dorset Council Education would assume the following:

A primary school child will require 5m² at £1,590+25% /m² resulting in £9,937 per child. A Secondary School Child will require 10m² at £1,802+25% /m² resulting in £22,525 per child.

This will equate to £6,161 per house across both phases.

The per place cost at primary and secondary phases were ratified by Dorset County Council Cabinet on the 4th December 2013 as the costs to be used to inform section 106 discussions with developers subject to increases in the building cost index.

Appendix 4

Infrastructure delivery plan schedule

Infrastructure	Timescale	Cost	Infrastructure Lead	Developer contributions	Other Potential Funding Sources	Funding Gap	Critical to development
Allocated sites							
Wool	1-5 years						
Heathland mitigation	Before first occupation	N/A provided as part of the development	Developer	S106	N/A	None	Essential
Nitrogen neutrality	Before first occupation	N/A provided as part of the development	Developer	S106	N/A	None	Essential
Open space, sport and recreation requirements	on completion of 75% of development	£500k	Developer	S106	N/A	None	Essential
Contribution to educational provision	phased depending upon size of site but minimum of 25% on commencement with final payment on completion of 75% of site.	£6161 per qualifying dwelling	Dorset Education	S106	N/A	None	Essential

Infrastructure Delivery Plan, November 2020

Infrastructure	Timescale	Cost	Infrastructure Lead	Developer contributions	Other Potential Funding Sources	Funding Gap	Critical to development
Travel plan for Dorset innovation park(DIP)	DIP is an Enterprise Zone subject to its own Local Development Order. They have not yet produced a travel plan and full associated costs and timescales are not available.		Dorset Economic Development	Dorset Local Economic Partnership		N/A	Desirable;
Travel plan for new residential development monitoring	On completion of 75% of site	£10,000	Dorset Highways	S106	None	N/A	Desirable
Pedestrian and cycleway improvements between East Burton and Wool centre	On completion of site	£100,000	Dorset Highways	S106	None	None	Essential
Public transport improvements, e.g. DIP shuttle bus and bus stops.	On completion of site	£100,000	Dorset Highways	S106	None	None	Desirable
Electric vehicle charging points in new development	Installed in development during construction	£5000 each + installation	Developer	Planning condition		No	Essential
Moreton	5-10 years						
Heathland mitigation	Before first occupation	N/A provided as part of the development	Developer	S106	N/A	None	Essential

Infrastructure Delivery Plan, November 2020

Infrastructure	Timescale	Cost	Infrastructure Lead	Developer contributions	Other Potential Funding Sources	Funding Gap	Critical to development
Nitrogen neutrality	Before first occupation	N/A provided as part of the development	Developer	£106	N/A	None	Essential
Open space, sport and recreation requirements	on completion of 75% of development	£500k		£106	N/A	None	Essential
Contribution to additional GP capacity	on completion of 75% of development	£39,200 (£80 per dwelling)	NHS	£106	West Dorset developments; NHS	N/A	Essential
Contribution to educational provision	phased depending upon size of site but minimum of 25% on commencement with final payment on completion of 75% of site	£6161 per qualifying dwelling	Dorset Education	£106	N/A	None	Essential
Additional car parking to service the railway station	As part of the development	N/A part of development	Developer	£106/£278	N/A	None	Essential
Electric vehicle charging points in development (in lamp post)	During construction to complement flattened development.	£5000 each plus installation	Developers	£106	Crossways development	N/A	Essential

Infrastructure Delivery Plan, November 2020

Infrastructure	Timescale	Cost	Infrastructure Lead	Developer contributions	Other Potential Funding Sources	Funding Gap	Critical to development
Fiveways junction improvements – B3390, Dick o' th' Banks Road, Redbridge Road, Moreton Road, including cycle and pedestrian – need to link with Crossways services and facilities.	During construction of development	£1,250,000	Developers	S278	Crossways development	N/A	Essential
Lytchett Matravers							
Heathland mitigation	Before first occupation	N/A provided as part of the development	Developer	S106	N/A	N/A	Essential
Nitrogen neutrality	Before first occupation	N/A provided as part of the development	Developer	S106	N/A	N/A	Essential
Contribution to education provision	phased depending upon size of site but minimum of 25% on commencement with final payment on	£6161 per qualifying dwelling	Dorset Education	S106	N/A	N/A	Essential

Infrastructure Delivery Plan, November 2020

Infrastructure	Timescale	Cost	Infrastructure Lead	Developer contributions	Other Potential Funding Sources	Funding Gap	Critical to development
	completion of 75% of site						
Contribution to additional GP services	on completion of development	£12,000 (£80 per dwelling)	NHS	S106	NHS	N/A	Essential
Open space, sport and recreation requirements	on completion of 75% of development	£150,000	Dorset Council/PC	S106	N/A	N/A	Essential
Contributions towards improving walking and cycling links between Lytchett Matravers and Lytchett Minster, including safe route to Lytchett Minster School (Huntick Road/	On completion of development	£150,000	Dorset Highways	S106	CIL, LTP, parish council	N/A	Essential
Upton	1-5 years						
Heathland mitigation	Before first occupation	N/A provided as part of the development	Developer	S106	N/A	N/A	Essential
Nitrogen neutrality	Before first occupation	N/A provided as part of the development	Developer	S106	N/A	N/A	Essential

Infrastructure Delivery Plan, November 2020

Infrastructure	Timescale	Cost	Infrastructure Lead	Developer contributions	Other Potential Funding Sources	Funding Gap	Critical to development
Open space, sport and recreation requirements	on completion of 75% of development	£90,000	Developer	S106	N/A	N/A	Essential
Contribution to additional GP capacity	on completion of 75% of development	£7,200 (£80 per dwelling)	NHS	S106	NHS	N/A	Essential
Contribution to educational provision	phased depending upon size of site but minimum of 25% on commencement with final payment on completion of 75% of site	£6161 per qualifying dwelling	DCC	S106		N/A	Essential
Wareham	5-10 years						
Heathland mitigation	Before first occupation	N/A provided as part of the development	Developer	S106		N/A	Essential
Nitrogen neutrality	Before first occupation	N/A provided as part of the development	Developer	S106		N/A	Essential
Open space, sport and	on completion of 75% of development	£500k	Developer	CIL		N/A	Essential

Infrastructure Delivery Plan, November 2020

Infrastructure	Timescale	Cost	Infrastructure Lead	Developer contributions	Other Potential Funding Sources	Funding Gap	Critical to development
recreation requirements							
Contribution to additional GP capacity	on completion of 75% of development	£16,000 (£80 per dwelling)	NHS	S106		N/A	Essential
Contribution to educational provision	Larger sites phased depending upon size of site but minimum of 25% on commencement with final payment on completion of 75% of site	£6161 per qualifying dwelling	Dorset Education	S106		N/A	Essential
Electric vehicle charging points within new development and in the town	During construction of development;	£5,000 plus installation	Developer on site; Dorset Highways in town	Planning obligation	N/A	N/A	Essential
Improvements at Wareham railway station including additional parking and improvements to the travel interchange	5-10 years	any project will be costed up as funding opportunities arise.	Network Rail	CIL	South Western Railway Customer and Communities Improvement Fund from 2020	yes, will require external funding	Desirable

Infrastructure Delivery Plan, November 2020

Infrastructure	Timescale	Cost	Infrastructure Lead	Developer contributions	Other Potential Funding Sources	Funding Gap	Critical to development
Bere Regis							
SANG	Before first occupation	N/A provided as part of the development	Developer	S106	None	N/A	Essential
Nitrogen neutrality	Before first occupation	N/A provided as part of the development	Developer	S106	None	N/A	Essential
Open space, sport and recreation requirements	on completion of 75% of development	£300,000	Developer/PC	CIL	External funding	N/A	Essential
Contribution to additional GP capacity	on completion of 75% of development	£3,500 (£80 per dwelling)	NHS	S106	NHS	N/A	Essential
Contribution to educational provision	Larger sites phased but minimum of 25% on commencement with final payment on completion of 75% of site	£6161 per qualifying dwelling	Dorset Education	S106		N/A	Essential
Strategic Projects							
Green Infrastructure							

Infrastructure Delivery Plan, November 2020

Infrastructure	Timescale	Cost	Infrastructure Lead	Developer contributions	Other Potential Funding Sources	Funding Gap	Critical to development
Heathland mitigation for non-allocated sites including Strategic SANGs and access management and monitoring (1033 homes to mitigate).	Ongoing	£2.1M	Dorset Council	CIL	Wych Farm Landscape and Access Enhancement Fund	No	Essential
Nitrogen neutrality for non-allocated sites. All sites need to be nitrogen neutral. The Nitrogen Reduction in Poole Harbour SPD identifies options for delivering this and may include wetland creation or taking land out of intensive agriculture.	Ongoing	£1.3M	Dorset Council	CIL	None	No	Essential
Mitigation for recreational	Ongoing	£195,000	Dorset Council	CIL	Wych Farm Landscape and	No	Essential

Infrastructure Delivery Plan, November 2020

Infrastructure	Timescale	Cost	Infrastructure Lead	Developer contributions	Other Potential Funding Sources	Funding Gap	Critical to development
impacts in Poole Harbour					Access Enhancement Fund		
Transport projects							
Repayment of loan to enable Swanage railway connection to the main line.	As available	£1.72M	Dorset Highways	CIL	None	Yes	Desirable
Moreton rail station enhancements,	5-10 years	Electric charging point £5,000 + installation; When transport assessment made at application stage, other enhancements may be identified and costed.	Network rail/Dorset Highways	CIL	Crossways development; South Western Railway Customer and Communities Improvement Fund from 2020; Network Rail; external funding.	yes	Desirable
Contribution to extend bus service 10	10-15 years	£192,450	Dorset Passenger transport/ Go South Coast	CIL	External funding	Yes	Desirable
Additional work to Bakers Arms roundabout, e.g.	5-10 years	project will be costed when preparing funding bid(s)	Dorset Highways	CIL	External funding	yes	Desirable

Infrastructure Delivery Plan, November 2020

Infrastructure	Timescale	Cost	Infrastructure Lead	Developer contributions	Other Potential Funding Sources	Funding Gap	Critical to development
approach lanes widened.							
Completion of Wareham to Lytchett Minster cycleway – link missing at Sandford	1-5	£250,000	Dorset Council	CIL	External funding/Transforming Cities.	yes	Desirable
Improvements to pedestrian and cycle links along Worgret Road to Wareham town centre.	5-10 years	£250,000	Dorset Highways	CIL	External funding	yes	Desirable

N/A indicates that infrastructure will be secured as part of the development at planning application stage.

CIL funding is very limited and projects will need to be prioritised. Opportunities for external funding will be maximised.