

Reviewing the Plan for Purbeck's future

Purbeck Local Plan Review
Infrastructure Delivery Plan, January 2018



Thriving communities in balance
with the natural environment

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Introduction

1. This document brings together the anticipated additional needs for service provision of infrastructure providers resulting from the proposed development being considered through the Local Plan Review. This plan will be updated as the Local Plan Review progresses through the different stages and more detail becomes available, prior to submission for Examination.
2. The latest information on housing need indicates a need for 2,890 new homes in Purbeck between 2016 and 2033. As 1200 are already planned or expected to be built, this leaves approximately 1700 homes to be delivered through the Local Plan Review.
3. Neighbourhood Plans are expected to deliver around 300 homes – 105 in Bere Regis and 200 in Wareham. The Council is consulting on 3 options to deliver the remaining 1400 homes:

Option A:

- 470 homes at Wool,
- 440 homes at Redbridge Pit/Moreton Station,
- 90 homes at Upton,
- 150 homes at Lytchett Matravers, and
- 250 homes on smaller sites across the district;

Option B:

- 650 homes at Wool,
 - 500 homes at Redbridge Pit/Moreton Station, and
 - 250 homes on smaller sites across the district;
- and

Option C:

- 800 homes at Wool, and
- 600 homes at Redbridge Pit/Moreton Station.

4. The Community Infrastructure Levy (CIL) is being reviewed alongside the Local Plan Review. The current proposal is that larger housing sites, 200 or more dwellings, will be expected to provide local infrastructure and CIL income will be used fund more strategic projects. This may change following a central government consultation on CIL and Section 106.

5. The Infrastructure Delivery Plan (IDP) identifies the improvements/enhancements in an ideal world without any constraints. In reality, the Council will need to prioritise what the limited resources can deliver without impacting negatively on the viability of the proposed development or the ability to deliver the development. CIL and Section 106 agreements are only one of the sources of funding, along with corporate budgets of service/infrastructure providers and other external funding sources that will be required to deliver the infrastructure set out below.
6. Any requirements set out in the Local Plan Review will be subject to viability and will need to meet the three tests set out in CIL Regulation 122.

Transport

Dorset County Council (DCC)

7. DCC commissioned transport consultants to carry out the Purbeck Transportation Study (PTS) in 2004 to take a balanced approach to transport planning in Purbeck. This was reviewed in 2010 and it is currently undergoing a further review. DCC has worked in partnership with PDC on the PTS.
8. The PTS projects list is being updated alongside the Local Plan Review taking into account increasing budget reductions and pressures.
9. New settlement extensions will be required to provide appropriate road network and transport improvements commensurate with the scale of the development. This may be jointly with other developments where appropriate. The Community Infrastructure Levy (CIL) Regulation 123 list will identify which projects are expected to be funded directly through Section 106 agreements and which will require funding through CIL. The adopted LTP3 (April 2011) implementation plan is updated every three years. The available funding for projects is limited due to reduced budgets.
10. Dorset County Council has identified a range of infrastructure projects to mitigate the impact of the proposed development options.
11. The Council commissioned some high level transport modelling to support the Local Plan Review consultation undertaken in 2016 which satisfied Dorset County Council that there were no significant transport impacts related to housing development sites which can't be mitigated. Following a recent proposal to change the rail timetable, the modelling has been reviewed to determine any potential impact as a result of rail barrier down times at 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, as the District Council was previously considering an option for around 1,000 homes at Wool, and a proposed increase in trains stopping at Wool station.

Strategic Improvements:

12. The DCC Purbeck 2016 modelling report shows 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 possible towards junction improvements at the A35 Bakers Arms roundabout.

Wool transport improvements:

13. Essential:

- Contributions towards providing cycle, pedestrian and public transport links between the new development, the village centre, the station and Dorset Innovation Park.
- Contributions towards improvements to Wool Station, including additional parking, and the travel interchange.
- Additional changes in signing to encourage traffic travelling to Wool away from the A351 and on to the A35/C6 to include online safety improvements along the C6 through Bere Regis if the transport assessment shows this development is likely to increase traffic flows on the A351. The Purbeck Spatial model report suggests increased traffic on the C6 northbound towards Bere Regis, so safety improvements may need to be considered.

14. Desirable:

- Consider options for Wool level-crossing to reduce barrier downtime e.g. extend platform. DCC is liaising with Network Rail to find out if this would reduce barrier downtime and the likely cost.

Redbridge Pit / Moreton Station transport improvements:

15. Essential:

- Provide cycle and pedestrian links along B3390 Station Road along the western edge of Redbridge Pit to improve access to the station, Moreton village and Crossways.
- Provide additional parking at Moreton Station and improvements to the station and travel interchange;
- Improved cycle connections (off road) to Dorset Innovation Park;

16. The District Council will work with West Dorset and the County Council to deliver improvements on the B3390:

- B3390 Waddock Cross – contribution to major junction re-design (upwards of £1M). Current Purbeck Modelling shows increased traffic generated by the development at Redbridge Pit using the B3390 to the A35 which could increase traffic at this junction;
- B3390 Fiveways - contribution to junction improvements (West Dorset);

17. Desirable:

- B3390 general improvements around Affpuddle, Warmwell and Moreton Level crossing, possibly including the provision of a pedestrian crossing (bridge) at the station as an alternative to using the level crossing to access the London-bound platform. Would involve working with Network Rail. Costs likely to be over £1M.

North Wareham transport improvements:

18. Essential:

- Contributions towards providing cycle/pedestrian links along Bere Road or via alternative routes in to the town centre, Purbeck School and Wareham Station.
- Contributions towards providing public transport improvement infrastructure e.g. bus shelters.

19. Desirable:

- Improvements at Wareham Station including additional parking and improvements to the travel interchange.

Sandford transport improvements:

20. Desirable:

- Contribution towards improving off-road cycleways from Sandford to Holton Heath such as upgrading the existing bridleway.

Lytchett Matravers transport improvements:

21. 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).

22. Desirable:

- Contributions towards providing cycle links to Holton Heath Station, Upton, Hamworthy Station and Poole Town centre. Would involve working with the Borough of Poole.

Upton transport improvements:

23. Desirable:

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

Highways England

24. As part of the response to the Partial Review 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 use the 2016 Objectively Assessed Need of 238 homes per year, which has been reduced recently to 170 homes per year.
25. The modelling indicates that the roundabouts on the SRN are currently operating close to capacity and background growth alone is predicted to take the roundabouts above capacity. 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 Purbeck. The biggest impact on the SRN is proposed employment development at Bere Regis through the Neighbourhood Plan, where required mitigation may render the employment site unviable.
26. Developers of proposed sites will be required to carry out additional transport appraisals where necessary.

Network Rail

27. 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 County Council provided a loan to enable this to happen. Some of loan has been repaid but there is still nearly £2million to be repaid through CIL.
28. Network Rail has been approached to determine if there would be any benefit to moving Wool railway station closer to Dorset Innovation Park and the potential housing development to the west of the village. DCC has recently been advised that this would not reduce barrier downtimes at Wool level crossing and operational constraints would make this difficult and costly, but we are awaiting a full detailed response.
29. In all three options under consideration development is focussed near railway stations to maximise opportunities for sustainable travel.

Bus Services

30. Dorset County Council no longer uses development contributions for service improvements but restricts it to infrastructure improvements such as bus shelters.
31. Go-south-coast bus company is one of the primary deliverers of daily commuter bus services in Purbeck. 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 Local Plan Review would not support new bus services.

32. 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 the site 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.
33. They are also keen to ensure improved infrastructure such as a high quality bus stops with superior facilities that might be expected on a high quality bus corridor.

Development at Wool, Redbridge Pit and Moreton Station:

34. 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.
35. First Bus run a Poole to Weymouth Jurassic coast service which calls at Wool. This service is limited and not aimed at commuters. First Bus also run a Dorchester to Weymouth service calling at Dick O'Th' Banks Road, Crossways close to Moreton Station.
36. Go South Coast have suggested that if the area is developed to a higher level of units it would be desirable to connect local Dorchester services to Wool station and the proposed development. They also strongly recommend using developer contributions to fund a study of the potential connectivity between the innovation park, Wool station and proposed housing at Wool. Developers could also provide kick start funding for an appropriate service.

Development at Wareham, Sandford and Upton:

Service 40 Swanage-Wareham-Poole

37. The level of development here does not support an increase in frequency of the 40 service but developer funding could be used to kick start any route diversions or enhancements to it.
38. To kick start 3 additional return trips during the Monday to Saturday busiest periods would cost £85,000 per annum. Over a period of 7 years this would equate to a total of £595,000 split appropriately between developments.
39. Maintaining a Sunday hourly service all year round, instead of summer only, would require around £20,000 per annum or £140,000 over 7 years.

Development at Lytchett Matravers:

Service 10

40. 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 kick start funding of £192,450 over 7 years.

Education

41. Dorset County 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 for a 2 Form Entry site and 1.6ha for 1 Form Entry. There may also be a requirement for a contribution to secondary education.

Dorset County Council – The Purbeck Pyramid

42. DCC has recently implemented a move from a three-tier (first/middle/upper) to a two-tier (primary/secondary) pattern of provision to reduce surplus places, with the knowledge of development levels set out in Purbeck Local Plan Part 1.
43. DCC officers have indicated that around 2000 new homes in the Purbeck pyramid area may require a contribution to secondary provision in the area.
44. The options out to consultation includes sites providing between approximately 1100 and 1400 dwellings in the catchment area (including neighbourhood plan allocations). Some of these may attend the Swanage School for secondary education.
45. The majority of development in the pyramid is focussed around Wool, 470-800, the north of Wareham (200) and Bere Regis (105).
46. Wool: The 470 homes in Wool would generate 95 primary places whilst 800 homes would generate 162 primary places. The lower end would not generate 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, new provision will be required. The higher number may warrant 1 FE additional capacity but would not warrant a new build in that it may not meet the 2FE target for a new institution.
47. DCC will need to determine whether additional spaces can be accommodated on existing sites or whether they will need a new school site.
48. 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.
49. Sandford: additional development here will be absorbed by Sandford St Martin primary. Secondary provision is likely to be split though the emphasis will be on Lytchett Minster.
50. Where contributions are required DCC Cabinet established the following contribution rates to education in the Purbeck (Purbeck and Lytchett Minster pyramids) Area:
 - Primary School - £2,017 per house

- Secondary - £3,266 per house, and
- Post 16 - £878 per house.

The Upton / Lytchett Pyramid

51. The current options under consideration identify up to 240 new dwellings on allocated sites - Upton (90), and Lytchett Matravers (150 across 3 sites).
52. 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.
53. The Council will work with DCC 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.
54. The housing allocations in Lytchett Matravers would require contributions to new primary provision as well as towards secondary provision.
55. The financial contributions scale is the same as that for the Purbeck pyramid:
 - Primary School - £2,017 per house,
 - Secondary - £3,266 per house, and
 - Post 16 - £878 per house.

Moreton

56. 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 options under consideration range between 440-600 new dwellings which will require extensions to Frome Valley first and middle schools to expand to 3FE and working closely with West Dorset who are planning additional development in Crossways.
57. Expected financial contributions to the Dorchester 3 tier system would be as follows:
 - First School - £1,341 per house,
 - Middle Schools - £1,947 per house,
 - Upper Schools - £2,026 per house, and
 - Post 16 - £911 per house.

Swanage School

58. 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.
59. 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.

Health and Emergency Services

Health

60. 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.
61. 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.
62. In addition there are currently two community hospitals in Purbeck at Wareham and Swanage.
63. 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 Purbeck can get the best possible health and social care in future.
64. 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.
65. The Dorset CCG have been consulted on the current sites under consideration. The initial responses from Dorset CCG are set out in the table below. The Council will continue to work with Dorset CCG to ensure the NHS can provide the required services to support the proposed development.

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
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 health hub.
Wareham Surgery	
Corfe Castle Surgery	Opened a new surgery in December 2011. Are unlikely to be impacted upon by the additional homes proposed the options under consideration.
Wellbridge Practice, Wool	Additional clinical rooms will be required to meet the needs of the development proposed in the options under consideration. The number of rooms will be determined by the final option taken forward. There is capacity on site to expand the existing surgery.
Sandford Surgery	There is capacity for additional patients which could come from Wareham or Lytchett Matravers.
Bere Regis Surgery	Additional homes at Moreton will impact on Bere Regis, Wool and 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	All options will need significant infrastructure expansion or a new surgery, especially with the additional housing proposed in the Crossways area. The Councils will continue to work together on cross-boundary issues in this area.

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

66. The impact of any further dispersed new housing will be assessed as more detail becomes available.

Police

67. The headquarters of Dorset Police is located within Purbeck at Winfrith near Wool. In Swanage the police now operate out of Swanage Town Hall, whereas in Wareham the station is retained but there is no public reception. It also operates out of small community-based facilities in Upton and Bovington.
68. Wareham Police Station is included within a Local Plan Part 1 mixed use allocation along Worgret Road. Dorset Constabulary are working towards partnering with Cornwall and Dorset Constabulary and may be identifying estate that will no longer be required. The Council will work with the 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

69. Dorset Fire and Rescue Service have recently merged with Wiltshire Fire and Rescue. They currently have three stations in Purbeck, strategically placed at Bere Regis, Wareham and Swanage.
70. The service has raised concerns that high levels of development at Wool may tip fire station requirements over a threshold that would require a new separate station to serve Wool. It is modelling the proposed levels of provision and the Council will continue to work with them to ensure that there is adequate provision to cover the proposed growth.

Other Social Infrastructure

Adult and Community Services

71. DCC provides Adult and Community Services, including adult learning, libraries and adult social care.

Adult Learning

72. Adult Learning venues in Purbeck have halved since 2013. The two sites are currently: Wareham Library and Swanage Christian Centre.

Libraries

73. DCC maintains libraries at Lytchett Matravers, Swanage, Upton and Wareham. The libraries at Corfe Castle and Wool are run by volunteers with DCC providing up to £5,000 of support, by providing books, computers, self-service facilities and staffing expertise. Other areas of the locality are served by a mobile library service.
74. Three of the libraries in the Purbeck area are smaller than is recommended by national guidelines for the population served. DCC suggest a significant increase in the local population would require an extension of the facilities and associated refurbishment and re-equipping of the present space with consequent additional demands on books, computers etc.
75. Further budget cuts have resulted in a review of the mobile library service. Some parishes have had stops removed completely, whereas others will have stops reduced. From May 2016 a fortnightly mobile library service will be available in Bere Regis, Bloxworth, Briantspuddle, Chaldon Herrings, East Burton, Harman's Cross, Langton Matravers, Organford, Studland, West Lulworth.
76. Under the Public Libraries and Museums Act (1964) the County Council has a statutory responsibility to provide a comprehensive and efficient library service. Housing developments will put pressure on existing library provision and this may require developer funding to help minimise the impact of increased demand.

77. The library service strategy sets out how the County Council meets its statutory obligation through:
- A network of County Council managed libraries, based on current population size and levels of use
 - A resources fund to provide materials
 - Online access to services and resources
 - Work with partners to provide services to local communities including support for community managed libraries.
78. For the proposed developments, there will be an impact on the libraries in this area which will be affected by the potential population growth. DCC suggest that this will require developer funding towards equipment and stock:
- Provision of books at library
 - Provision of IT equipment
 - Provision of library equipment/furniture eg books shelves, chairs and tables
 - General refurbishment eg redecoration
79. There may be the need to extend library opening hours to provide access for increased population. The costs associated with the above items are £75 per dwelling.

Social Care

80. The County Council faces a challenge which is to provide affordable and relevant services to the public in a difficult financial climate. Forward Together is the name the County Council has given to a radical and reforming programme which will redesign services for the long term and it believes that the programme will allow it to be more flexible and innovative, working together with partners and local communities, to meet this challenge.

Children's Services

81. Schools provision is addressed above. Children's Services have undergone significant restructuring recently.

Green Infrastructure

Purbeck Green Infrastructure Strategy

82. Purbeck District Council is developing a Green Infrastructure Strategy alongside the Local Plan Review.

Wild Purbeck

83. 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 Wild Purbeck Partnership comprises Dorset AONB, Dorset County 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.
84. The Wild Purbeck Partnership has set the wheels in motion whereby by 2020:
- the area's natural assets are richer and more resilient to changes,
 - there is more natural function in the landscape - for example rivers are re-connected with their flood plain and catchment,
 - plans are in place to enable people and wildlife to adapt to sea level rise around Poole Harbour,
 - the landscape contributes more strongly to the local economy, particularly around sustainable tourism and products from land and sea; those industries also contribute strongly to that landscape,
 - communities and businesses from both within and outside the area understand the importance their contributions make, and
 - a landscape where the connections between the natural world and human activity are understood and celebrated.
85. The Wild Purbeck Partnership continue to meet to develop projects including raising funds.

Heathland

86. Purbeck along with 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 at the end of 2015 which includes projects identified in the Habitat Regulations Assessment for PLP1.

87. Sites of around 50 dwellings are expected to provide their own mitigation, usually a SANG with associated access management and monitoring.
88. Where CIL is in place this will fund strategic projects wherever possible. Purbeck District Council pools a small proportion of CIL monies 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 other mitigation projects are under development elsewhere in Purbeck.
89. Strategic projects laid out in the recently 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.

Nitrogen Neutrality in Poole Harbour SPA

90. 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.
91. 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.
92. 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 context to Policy PH: Poole Harbour in Purbeck Local Plan Part 1.
93. Settlement extensions 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.

94. The Council's preferred method of providing nitrogen mitigation is through alternative technologies, which minimise the use of agricultural land. 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

95. A Purbeck Built Sports Facilities Assessment published in April 2017 shows that Purbeck has adequate but out-dated sports facilities.
96. A playing pitch strategy is being considered.
97. The requirement for local play facilities will be considered on a site by site basis.

Renewable Energy and Waste

Renewable Energy

98. 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.

Waste and Recycling

99. 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%.
100. The Bournemouth, Dorset and Poole Waste Plan Pre-Submission Draft, December 2017 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 Purbeck, 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, also proposed through the emerging Waste Plan.
101. 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.

102. Increased visitors 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 Purbeck.

Utilities and Telecommunications

Water and Sewerage

103. Wessex Water (WW) provides water supply and wastewater services across Purbeck. WW have carried out some preliminary assessments through network modelling of domestic flows in response to the Council's Partial Review SHLAA stakeholder consultation. Where capacity issues are identified, the Council will work with Wessex Water and developers to ensure that these can be addressed.
104. Key requirements for development sites will focus upon the developer providing an initial appraisal with a masterplan exercise to demonstrate how the foul drainage strategy can be delivered with the phasing arrangements. Wessex Water will then advise on the off-site connecting sewers and upgrading works.
105. All 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.
106. The new charging arrangements will place greater emphasis upon the water and sewerage undertaker to provide network reinforcement.
107. Wessex Water have provided a high level assessment of costings based on certain assumptions. Each site will need detailed site specific assessments and costings.
108. High levels assessment assumptions:
- 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 strategy with Wessex Water
 - detailed appraisal will confirm the scope and extent of capacity improvements
 - infill development will continue within existing developed catchments
 - on site sewer networks are normally provided by the developer and these generally follow sequential phasing arrangements

- off site connecting sewers can be provided through requisition arrangements with Wessex Water.

109. Development Sites matrix – Foul Water Disposal cost guide:

(0 - 50) < 50 dwellings

- local connection to public sewer system;
- where several developments are planned within a sub-catchment, capacity improvements are likely to require local upsizing works or relief sewers;
- Scheme costs typically between £50k - £100k.

(50 - 200) < 200 dwellings

- point of connection to public sewer to be agreed with Wessex Water;
- foul water disposal may include off site connecting sewers and/or improvements to existing sewer network;
- Scheme costs typically between £100 – £250k.

(200 - 500) < 500 dwellings

- point of connection to public sewer system to be determined by Wessex Water with detailed engineering appraisal;
- off site connecting sewers linked with capacity improvements to the existing network;
- additional improvements to safeguard water quality may be required at downstream overflow arrangements;
- Scheme costs/improvements typically between £250k - £500k.

(500 - 1000) < 1000 dwellings

- points of connection and impact upon foul water catchment to be determined with detailed appraisal and network modelling;
- drainage strategy to be agreed with Wessex Water at early stages of development proposals during masterplanning;
- significant improvements required to ensure that no increased risk from sewer flooding and no deterioration in water quality to the existing environment;

- Significant capacity improvements likely to exceed > £500k.

Wessex Water comments for water supply and waste water disposal for potential sites	
Wool -470-800	
Waste	Any of the options will require significant network upgrades for foul water disposal. These schemes can mostly be delivered through upsizing the downstream network or providing relief sewers. Separate systems of surface water drainage would be required.
Supply	A capacity appraisal would be required to confirm water supply for the additional development.
STW (Sewage Treatment Works)	There is no local sewerage capacity available for a development of this scale. The site is within the Wool sewage treatment works catchment.
North Wareham – 200 dwellings	
Waste	The development will need significant network upgrades for foul water disposal. These schemes can mostly be delivered through upsizing the downstream network or providing relief sewers. A foul water capacity assessment would be required. No local surface water sewers. Discharge to land drainage system would be required.
Supply	Water capacity is available from existing local mains.
STW	The site is within the Wareham sewage treatment works catchment.
Moreton Station - 440-600 dwellings	
Waste	Any of the options will require significant network upgrades for foul water disposal. These schemes can mostly be delivered through upsizing the downstream network or providing relief sewers. Separate systems of surface water drainage would be required.
Supply	Wessex Water says that there is no local capacity available for water. A capacity appraisal would be required to confirm network improvements for a development of this scale.
STW	Wessex Water will need to carry out capacity appraisal for sewage treatment. The site is in the Dorchester sewage treatment works catchment. Up to 100 dwellings north of the station may result in a requirement to upgrade a pumping station.
Lytchett Matravers – 150 dwellings	
North Lytchett Matravers around Blaneys corner 55 dwellings; South Lytchett Matravers east of Wareham Road 95 homes.	
East of Wareham Road – 95 dwellings	
Waste	Foul water systems cross through the site. There is limited capacity at the downstream foul water pumping station. There are no surface water public sewer systems recorded. Surface water flows to the land drainage system. A capacity appraisal is necessary.

Supply	Water capacity is available from existing distribution mains.
STW	The site is within the Blackheath sewage treatment works catchment.
<i>Land at Blaneys Corner - 55 dwellings</i>	
Waste	Existing foul water systems cross through the site at higher elevations. There is limited capacity at a downstream foul water pumping station. There are no surface water public sewer systems recorded. Surface water flows to land drainage system. A capacity appraisal is necessary.
Supply	Capacity is available from existing distribution mains.
STW	The site is within the Blackheath sewage treatment works catchment.
<i>Upton, Policeman's Lane 90 dwellings</i>	
Waste	There is limited capacity at the downstream foul water pumping station. There is no surface water public sewer system recorded. Surface water flows to the land drainage system.
Supply	Wessex Water says that water capacity is available from existing distribution mains.
STW	The site is within the Lytchett Minster sewage treatment works catchment.

Table 2: Water supply and sewerage capacity

110. Wessex Water does not envisage securing funding through the CIL mechanism. Instead, where required, Wessex Water will agree local network improvements with the developer and request planning conditions to agree an appropriate drainage strategy to serve proposed development. Future funding arrangements with developers will be supported by the Water Industry Act 1991. Under the Act, the estimated cost of a scheme (including any off site reinforcement) and borrowing charges are offset with the predicted income from water charges for the development over a 12 year period. There are a number of payment methods and the water company can secure a deposit to ensure its reasonable costs are met. On-site water supply and sewer networks are normally provided by the developer and these generally follow sequential phasing arrangements.

Electricity

111. 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 electricity infrastructure requirements and address any capacity issues.
112. 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 DNO (Distribution Network Operator) in accordance with the current Statement of Charging Methodology agreed with the industry regulator (OFGEM). Maximum timescales in these instances would not

normally exceed around 2 years and should not therefore impede delivery of any proposed housing development.

113. SSE will provide an update on any requirement for more major infrastructure further down the line.
114. 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. This view may be adjusted if the numbers of homes allocated in the plan are reduced significantly compared to those being promoted.

Gas

115. 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.
116. SGN (the gas distribution network company for Purbeck) will only be able to assess the impact of a development site on its local systems upon receipt of a request from either a Utility Infrastructure Provider (UIP) or Independent Gas Transporter (IGT). 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 UIP/IGT. It is in the UIP/IGTs' interest to keep the need for new infrastructure to a minimum.
117. Connection costs from a Distribution Network System to a new housing estate will be met by the developer as part of the build costs.
118. The developer can also make an enquiry as to the potential impact a new development might have to the existing infrastructure through soe_gtuip_sgn@sgn.co.uk. SGN can provide an indication of whether reinforcement would be required.

Broadband

119. 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 which is currently delivering significantly improved internet to just under 94% of Purbeck households and businesses. Purbeck District Council, along with other local authorities, has match funded central funding. There has been a slight delay to the completion of the superfast broadband roll out which is now expected to be completed by April 2018. Further work is planned to fill part of the gap in residential coverage and support economic priorities at Holton Heath Industrial Estate and Dorset Innovation Park to be delivered by mid 2019.
120. 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.

121. 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.
122. 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>.
123. 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

124. 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

125. A delivery schedule will be put together at a later date when detail of costs has been provided.