



Christchurch and East Dorset Core Strategy Examination

MATTER 1: OVERALL STRATEGY

Statement by Christchurch and East Dorset Councils



Prepared by Christchurch Borough Council and
East Dorset District Council

August 2013

1 Issue 1: Vision and Objectives

Response to Issue

Issue 1: Do the CS vision and objectives set out a robust basis for tackling the key issues that have been identified?

- Do they reflect an objective assessment of alternatives?
- Is the CS Vision reference to “reducing” unmet housing need consistent with national guidance in the NPPF (para 47)

1.1 The Councils consider that the Vision and Strategic Objectives are robust, and have taken account of the most significant issues identified during the development of the Core Strategy and its evidence base.

1.2 The Vision and objectives are considered to be sound for a number of reasons:

- They have been developed through all stages of the document from Issues and Options stage to Pre-Submission Proposed Changes.
- At all times, consultation on the Vision and Objectives has tested its relationship to the area's key issues and challenges over the lifespan of the Core Strategy.
- Consultation was broad, involving specific consultation events, including with the Community Partnerships, and other key stakeholders, as well as forming part of the various consultation documents (See examination document SD5).
- The Core Strategy Vision has also had regard to the issues contained in other relevant documents such as the Corporate Plans (since combined into one document), and the Community Plans.
- The Vision and Objectives have therefore been drafted from a consensus view on the main aspects and issues that should be covered, and amended through consultation (See examination document CD4.1 for consultation events)

1.3 For these reasons, the Councils have not chosen to develop alternative Visions or Strategic Objectives, as it is considered that they set out an aspirational but realistic approach for the next 15 years.

1.4 There has been much support for the Vision and Objectives, and very few representations express the need for a radical alternative. There have been a small number of areas where the Vision and Objectives have needed strengthening (for the rural areas, and planning for an ageing population), but there have been no submissions of alternative Visions or major changes to the Objectives.

1.5 In respect of the reference to reducing unmet housing need, the wording of this sentence of the Core Strategy Vision has been amended as follows:

- Options Stage - "The housing needs of the area will be addressed, with housing.....buy or rent.
- Pre-Submission Stage - "The unmet housing needs of the area will be reduced, with housing.....buy or rent."

1.6 This wording change was made for a number of reasons:

- To clarify that the aim is to tackle the issue of housing needs which are, in some way, not being provided for, either in terms of affordability, or type of housing available.
- In response to representations at Options consultation stage that annual affordable housing needs far outstrip even total housing delivery.
- The further evidence from the updated Strategic Housing Market Assessment (SHMA) which advises caution in meeting absolute affordable housing needs as being desirable.

1.7 It is not the purpose of this statement to discuss housing provision in detail, however the SHMA (ED 28) (paragraphs 5.7 - 5.11) makes a number of references to the impact of attempting to meet total affordable housing need in absolute terms.

1.8 The National Planning Policy Framework requires Local Planning Authorities to meet "the full, objectively assessed needs for market and affordable housing in the housing market area, as far as is consistent with the policies set out in this Framework...". By definition, this does not simply mean, calculating absolute need and meeting it.

1.9 The SHMA models household population growth and provides a more deliverable figure for market and affordable housing provision, and this, together with additional evidence from Dorset County Council, forms the basis for objectively assessed housing provision in the Core Strategy. The wording of the Vision is merely to clarify that, in reality, there may still be some needs which are not fully met, but this is appropriate in a Vision which aims to strike the balance between being aspirational and realistic.

2 Issue 2: Infrastructure Delivery Plan

Issue 2: Is the CS supported by a robust Infrastructure Delivery Plan which:

- identifies the essential infrastructure that is required to deliver the strategy;
- sets out programmes and timescales for delivery, linked to the housing trajectory and timing of other development which is key to the strategy;
- identifies agency/s responsible for bringing infrastructure forward;
- identifies funding streams, risks to delivery and contingencies

Response to Issue

2.1 The Infrastructure Delivery Plan (IDP) (SD11) sets out the infrastructure which is required to deliver the plan, timescales for delivery, agencies responsible for bringing infrastructure forward and also identifies funding streams. The IDP also identifies proposals set out in the programmes of other public bodies related to delivery of growth in the Core Strategy.

2.2 The Councils have carried out further work on infrastructure requirements and attach in Appendix 1 an updated IDP which sets out the infrastructure required to bring forward the Core Strategy allocations. It also identifies the agencies and authorities who are responsible for bringing proposals for infrastructure forward and the timescales for delivery. All of the agencies are committed to identifying funding streams as these become available. Furthermore, information on risks to delivery and contingencies, where this is available for specific schemes, is also included in the table.

2.3 The timescales for delivery of key infrastructure in the IDP enables development to come forward commensurate with the Christchurch and East Dorset Housing Trajectory (2013) (SD27). Further discussion in relation to the delivery of key transport infrastructure and heathland mitigation is set out below. The timing of infrastructure also enables the delivery of employment and retail development in line with Policies KS5 and KS8.

2.4 It should be noted that the majority of the infrastructure schemes in the IDP relate to development in the wider area, unless specified. Many of the schemes, for example the transport schemes and general heathland mitigation are related to development not only within the Urban Extension and New Neighbourhoods but within the urban areas of Christchurch and East Dorset and development within south-east Dorset as a whole. The authorities within South East Dorset have shown their commitment to providing funding for these schemes through the Dorset Heathlands Planning Framework (2012 - 2014) (ED7) and the South East Dorset Transport Contribution Scheme 2 (April 2012) (ED51).

2.5 Dorset County Council as the Highway Authority considers that the transport schemes will mitigate the cumulative impacts of development on the transport network and need to be delivered in parallel with development as and when funding allows. Transport scheme delivery is reliant on the availability of public and developer funding. Close working between the Planning Authorities, Highway Authorities, Highways Agency and developers will be required in order to tie in the delivery of improvements with the delivery of the development.

2.6 If these transport schemes, listed in the appendix, cannot be delivered then overall levels of traffic congestion will grow due to the increasing levels of traffic being generated by new development. Peak hour traffic congestion will worsen and continue to spread beyond the traditional morning and evening 'rush hours'. By delivering the package of transport improvements identified, travel choice will be improved to encourage more journeys to be undertaken using more sustainable, healthier travel modes. Road capacity improvements will prioritise car sharing and buses. These measures will therefore serve to reduce traffic growth and congestion.

2.7 Delivering the development proposed in the Core Strategy should also help reduce the need to travel by single occupancy car as it will be sustainably located close to existing services and employment opportunities and accessible by a range of modes of transport. The additional site specific transport improvements that are planned to serve the developments will increase the site's sustainability.

2.8 If these schemes cannot be delivered in their originally intended form it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought. It is recognised that developer funding will not fill the full funding gap that is likely to arise between the amount of public sector funding that the Local Highway Authority receives from government and the full scheme costs. It will be necessary therefore to continue to submit bids for additional funding for transport improvements for example Pinchpoint funding, Local Sustainable Transport Funding (LSTF), Sustrans grants and to work with the Local Enterprise Partnership (LEP) and Local Transport Body (LTB) to prioritise funding for transport. Bournemouth, Dorset and Poole have recently been successful in obtaining funding from the Local Sustainable Transport Fund for improvements to the A35 corridor for public transport, cycling and walking.

3 Issue 3: Settlement Hierarchy

Response to Issue

Issue 3: Is the settlement hierarchy (KS1) based on robust evidence?

- Does it take account of the needs of urban and rural areas and does it address local needs in the north of the area?
- Does the definition of hamlets provide sufficient flexibility to allow development?
- Are the following designations justified and appropriate:
 - Furzehill
 - Colehill
 - Burton

3.1 The majority of the population (87%) live within urban areas fringing the Bournemouth and Poole conurbation. Therefore, about 13% live in the rural areas with over half of these in the Rural Service Centres and the large village of Burton.

3.2 The settlement hierarchy has been identified through a series of sources. The Councils have produced area profiles (ED5) and these are supplemented by Accessibility Mapping and the Rural Services Report 2009 (ED53.2 and ED53.3) and the South West Regional Assembly Functional Analysis of Settlements 2005 (ED22).

3.3 The Plan focuses on the Main Settlements where there is the best access to services, facilities and employment opportunities. However, this does not preclude small scale growth being allowed elsewhere and the Councils will be preparing a Site Specific Allocations Development Plan Document to consider this.

3.4 The rural economy is addressed in Policy PC3 (chapter 13) which promotes sustainable economic growth in rural areas in and on the edge of the existing larger rural settlements. Policies LN3 and LN4 set out the Councils' policy on the provision of affordable housing and Policy LN6 addresses the provision and protection of community facilities and services. These are all supplemented by policy in the NPPF.

3.5 Although it is important to enable some growth within the rural areas it should be recognised that the villages in the area are small and have few services, facilities and employment opportunities. Even the Rural Service Areas are limited. It is therefore considered inappropriate for the Plan to promote large scale growth for the rural areas, particularly as they are largely protected by the Green Belt and AONB policies. Those settlements that are hamlets are of such a small scale as to effectively form part of the open countryside. It would not be appropriate to locate new development in such poorly served locations, beyond that which meets the functional needs of the rural areas e.g. Agricultural.

3.6 Furzehill is a small village with several hundred residents. For its size it has more facilities than other villages in the area, namely a pub, shop and Post Office. However, there is no school or bus service. The Council Offices are also located in the village, but are

planned to be closed. The land is therefore to be sold and the employment provision relocated to Wimborne and Christchurch. The village is not of a scale, with the services, facilities and employment provision to justify its identification as a Rural Service Centre.

3.7 Colehill should not be a Main Settlement as it lacks the infrastructure, services and facilities of the towns listed in this category, as set out in the Wimborne and Colehill Area Profile (CD5.7).

3.8 Burton does not function as a rural service centre due to its proximity and connectivity to facilities in Christchurch town centre and also because Burton village does not have the range of facilities that would be associated with a rural service centre. On this basis, the position of Burton within the settlement hierarchy remains unchanged.

4 Issue 4: Housing Development

Response to Issue

Issue 4: Is the proposed quantum of housing development (KS3) justified by the evidence? Does it:

- take account of unmet housing need in adjacent districts?
- take account of up to date population data?
- allow for inward migration?
- take account of economic/employment growth?

4.1 Document SD4 (Duty to Co-operate), pages 15 to 19 explains how there is sufficient housing supply across the Housing Market Area to meet identified need.

4.2 The following table sets out the population datasets that underpin the housing target.

Source	CBC	EDDC	Combined	Core Strategy Provision	Difference	
SHMA Update 2011 (2008 ONS Household Projections)	3,375	5,250	8,625	8,653	+28	+0.3%
DCC Census Population based household projections (2012)	3,375	4,125	7,500	8,653	+1,153	+133%
2011 ONS Household Projections (2013)	3,363	4,379	7,740	8,653	+913	+105%

Table 4.1

4.3 The Pre-Submission document was prepared in the context of the SHMA Update 2011 (ED27, ED28 and ED29) and the Proposed Changes used information provided by Dorset County Council (ED30 and ED31). Subsequently, the ONS has published new household projections which are similar to the ones produced by DCC (FD1). Using the latest information it can be seen that the Core Strategy target exceeds the household projections.

4.4 The SHMA (ED27) explains on pages 105-108 that inward migration and economic/employment growth have been taken into account when calculating housing need. The DCC Household Projections (ED30 and 31) has taken account of migration, as set out in the methodology. The 2011 ONS Household Projections (2013) are set out in document FD1 and take account of inward migration.

5 Issue 5: Housing Provision

Response to Issue

Issue 5: Should the housing provision:

- allow 10% for vacancy rates and second homes?
- provide a separate target for each Council area?

5.1 Although the Core Strategy identifies a target of 8,200 dwellings, the development proposed through strategic allocations and the latest SHLAAs now amounts to 8,653 dwellings.

	2012 SHLAA	Strategic Allocations	Total Provision
Christchurch	2,191	995	3,186
East Dorset	3,037	2,430	5,467
Combined	5,228	3,425	8,653

Table 5.1

5.2 Table 5.2 shows that over a 7 to 10 year period, across the two authorities, 93% of dwellings with planning permission have been built. If this is applied to the proposed housing provision it would mean that approximately 8,050 dwellings would be completed.

New Commitment		Completed by 2012/13	% take-up
First year	Units		
2003/04	374	361	97
2004/05	478	469	98
2005/06	409	387	95
2006/07	345	282	82
Total	1,606	1,499	93

Table 5.2

5.3 The most recent data on vacant properties is in the East Dorset Private Sector Housing Condition Survey 2008, and the 2011 Christchurch version. Second homes data is sourced from Council Tax records. Table 5.3 shows a total of 2.6% of dwellings being either long term vacant or second homes, representing a possible 210 of the proposed net provision of 8,050.

	Long term vacant dwellings as % of all	Second homes as % of all
Christchurch	1.5%	3.1%
EDDC	0.6%	0.7%
Combined	1%	1.6%

Table 5.3

5.4 It is concluded that 7,840 of the proposed dwellings will be completed and available for new households, which is 100 more than the most recent ONS Household projections.

5.5 Paragraph 47 of the NPPF does not require provision to meet the needs of each specific local planning authority. Christchurch and East Dorset are part of the SE Dorset Strategic Housing Market Area (SHMA). The Plan provides sufficient housing to meet the needs of the two authorities within the context of the wider SHMA. The Core Strategy is an example of authorities working together under the 'duty to co-operate' and provides a range of size and type of development opportunity so is not reliant upon a small number of strategic sites.

6 Issue 6: Employment Land

Response to Issue

Issue 6: Is the proposed quantum of employment land (KS5) justified by the evidence?

6.1 The proposed quantum of employment land in Policy KS5 is informed by the Bournemouth, Dorset and Poole Workspace Study (2012) (ED43).

6.2 The Councils have adopted the study which allows 10% flexibility above the baseline projected requirement. The councils form part of the Bournemouth and Poole Strategically Significant City and Town where there is a projected requirement for 173ha of employment land for B1, B2 and B8 uses over the period 2011 – 2031. Within this area the study has identified an employment land supply of 150ha for this period.

6.3 The 80ha of employment land identified in Policy KS5 is required to address local need and contribute towards the strategic requirements for employment land provision across the SSCT. In particular, provision in Christchurch and East Dorset assists in addressing the shortfall in employment land supply in Bournemouth.

Comparing demand with supply including 10% flexibility			
	2011 - 2021	2021 - 2031	2011 - 2031
	ha	ha	ha
Demand	113.8	59.3	173.2
Supply	82.9	67.3	150.1
Balance Bmth & Poole SSCT	-30.9	8	-23.0

Table 6.1

Bournemouth and Poole SSCT		Supply identified in Core Strategy / Local Plans
Bournemouth	Entire area within SSCT	15.96ha (2011 – 2031) (Core Strategy Adopted, 2012)
Poole	Entire area within SSCT	38.74ha (Adopted Core Strategy, 2009)
Christchurch	Entire area within SSCT	40ha (2011 – 2031)
East Dorset	Ameysford, Colehill, Corfe Mullen, Ferndown, Holt, Longham, Parley, St Leonards & St Ives, Stapehill and Stour (Within SSCT)	40ha (2011 – 2031)

Bournemouth and Poole SSCT		Supply identified in Core Strategy / Local Plans
Purbeck	Lytchett Matravers; Lytchett Minster and Upton (Within SSCT)	13ha (2011 – 2031) (Core Strategy adopted 2012)
	Total Current Supply	147.7ha
	Total Demand	173.2ha

Table 6.2

6.4 Christchurch and East Dorset Councils are working closely with the South East Dorset authorities to appropriately distribute employment land to address requirements as part of the SSCT. Purbeck District Council is currently progressing a review of their Core Strategy and this is exploring the potential to bring forward more employment land at Holton Heath to contribute towards land requirements. The Borough of Poole is also progressing a review of their Core Strategy and is exploring the potential for additional employment land to come forward at North Poole which would provide added supply for the SSCT.

6.5 A City Deal - Expression of Interest (ED48.1) has been submitted by the local authorities of Bournemouth, Dorset and Poole and the Dorset Local Enterprise Partnership for the Bournemouth and Poole City Region. Bournemouth Airport Business Park and the Port of Poole are the focus and key drivers for delivering economic growth. The expression of interest was approved by government on the 19th February, giving the region more localised powers and extra funding. The City Deal proposals involve transport improvements for the B3073 / A338 which are identified in Policy KS10. Proposals would release significantly more employment land at the business park, over and above the 30ha identified in the Core Strategy. Therefore, there is significant opportunity for the South East Dorset authorities to meet requirements identified in table 6.2.

7 Issue 7: Workforce Projections

Response to Issue

Issue 7: Does the overall strategy take account of the balance and linkages between workforce projections and housing growth?

7.1 The employment land projections contained in Core Strategy Policy KS5 have been informed by the Bournemouth, Dorset and Poole Workspace Study (2012) (ED43). The study is based on an economic growth projection established through data provided by Experian.

7.2 The Strategic Housing Market Assessment (ED27) and 2012 Household Projections (ED30,31) were produced prior to the Workspace Study and also in partnership with DCC and are based on household projections not economic growth scenarios. In this respect the methodology of the SHMA / DCC Household projections and the Workspace Study are not compatible to determine the precise relationship between housing projections and workforce projections. The appropriate data set has not been available to the Dorset authorities to undertake this precise assessment during the preparation of the Core Strategy. The Councils will continue to work with Dorset County Council and the other Dorset authorities in establishing the precise relationship between household projections and workforce projections.

7.3 The present strategy for employment land is considered robust based on available evidence.

8 Issue 8: Location of Housing

Response to Issue

Issue 8: Is the need for housing to be located outside the urban areas / in the green belt justified by the SHLAA and other evidence?

8.1 The latest ONS Household Projections (FD1) identify a combined demonstrable housing need of 7,740 dwellings. The latest SHLAAs (ED32 and ED33) show that 5,228 dwellings can be built within the existing urban areas and villages without need to amend the Green Belt boundaries, some 2,500 short of the need. The Main Settlements identified in KS1, where strategic housing provision is most suitable in terms of access to services, facilities and employment, are surrounded by Green Belt. There is no land in Christchurch outside the urban areas that is not Green Belt. In East Dorset about 8% of the District is urban and a further 48% Green Belt. Consequently, 44% of the District is non-Green Belt countryside. However, this is sparsely populated, distant from facilities, services and employment opportunities and mainly AONB. It is therefore inappropriate to consider for strategic housing provision.

8.2 The fact that the demonstrable housing need cannot be provided for within the existing urban areas and villages, along with the location of the Main Settlements provides the exceptional circumstances to amend the Green Belt.

8.3 A review of the Green Belt was carried out by the SE Dorset authorities as part of the Regional Spatial Strategy (OD23). This was then reviewed by the Regional Assembly (OD19). This provided the evidence to inform the initial preparation of the Core Strategy. Following moves to abolish the Regional Spatial Strategy it was decided to extend the areas of search in East Dorset to include Verwood and East of Wimborne to increase the opportunity for sustainable development. The Councils commissioned masterplan work which then assessed the impact of development opportunities within the areas of search on the Green Belt. This iterative and extensive work has identified the strategic housing sites.

9 Issue 9: Location of Employment Land

Response to Issue

Issue 9: Is the need for employment land to be located on greenfield / green belt land justified by the evidence?

9.1 The Bournemouth, Dorset and Poole Workspace Study (2012) (ED43) identifies a requirement for 173.2ha to be provided across the Bournemouth and Poole SSCT from 2011 – 2031 and has informed the level of employment land provision identified in Policy KS5.

9.2 The Study identified an employment land supply of 150ha, a shortfall of 23ha. Christchurch and East Dorset Councils have adopted a strategic approach in identifying sites to contribute towards the overall requirement for the SSCT. This is necessary to overcome the shortfall in provision across the SSCT, particularly in Bournemouth.

9.3 In Christchurch, there is approximately 10ha of employment land that could come forward in the urban area and 30ha at Bournemouth Airport Business Park. The 30ha is related to the current anticipated timing of transport improvements identified in Policy KS10 and the potential phasing of development considered by Manchester Airports Group.

9.4 Three sites in East Dorset, totalling 46.4 hectares have been identified for removal from the Green Belt in order to contribute towards the sub regional need. Although the sites currently perform Green Belt purposes, they are located adjacent to well established industrial estates where sustainable travel patterns exist and can be enhanced (NPPF paragraph 84). They will not result in the coalescence of settlements and do not contribute to the setting of historic towns. Additionally, there is very little derelict land in the area and this has been taken into account when considering future employment supply. The proposals enable long term defensible Green Belt boundaries to be created in sustainable locations.

9.5 The sub regional strategic requirements over the plan period and local economic requirements, together with the limited availability of sites within existing urban areas, provide the exceptional circumstances for removing these sites from the Green Belt. The identification of these sites has also been informed by the employment land review which examined the fitness for purpose of existing allocated sites in Christchurch and East Dorset and demonstrated that insufficient potential was available on brownfield sites to effectively contribute towards requirements for the SSCT over the plan period.

Appendix to Issue 2 Christchurch sites

Infrastructure Delivery Plan – Strategic Allocations and Core Strategy Policies

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
Transport						
Major Schemes						
Policy CN1 Christchurch Urban Extension	The 3 Towns Corridor – package of traffic management measures, cycling and walking facilities, smarter choices, travel planning and bus corridor improvements on Quality Bus Corridor, Bournemouth, Christchurch and Poole.	£18.89M	£12.122M from DFT, £6.773M from local transport authorities	BoP / BBC / DCC	2012 - 2015	(See Matter 1, Issue 2 Statement on transport)
	A35 Fountains Roundabout, Stony Lane Roundabout, Staple Cross junction and potentially Somerford Roundabout improvements.	£5.5M	Developer Contributions	DCC	2018 - 2022	(See Matter 1, Issue 2 Statement on transport)
	Quality Bus Corridors Phase 3 extensions to Ferndown, Wimborne and east of Christchurch.	£6.3M	Developer Contributions	DCC / CBC / EDDC	2020 - 2026	(See Matter 1, Issue 2 Statement on transport)
Policy CN2 Land South of Burton Village	Other Strategic Joint Initiatives 2012 – 2028 (Up to £5m)					
Policy KS3 Residential development in Christchurch Borough 2013 – 2028.	Joint urban traffic control centre	£3.24M	£0.5M	BoP/BBC/DCC	2012 - 2015	(See Matter 1, Issue 2 Statement on transport)
Policy KS5 Provision of Employment Land (Christchurch related development)	Smartcards – contactless payments and multi operator / multi – modal ticketing			BoP / BBC / DCC / Public	2012 – 2014	(See Matter 1, Issue 2 Statement on transport)

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	Intelligent Transport Systems on the Quality Bus Corridors	£1.02M		BoP / BBC	2012 - 2014	(See Matter 1, Issue 2 Statement on transport)
	Strategic Cycle Network	£1.3M		BoP / BBC / DCC	2012 - 2014	(See Matter 1, Issue 2 Statement on transport)
Local Schemes in Christchurch (2012 – 2028)						
	Prime Transport Corridors in Christchurch including express bus services to Bournemouth Airport and Business Park	TBC	Developer Contributions	DCC / CBC	2014 - 2020	(See Matter 1, Issue 2 Statement on transport)
	Improved access to railway stations	TBC	Developer Contributions	DCC	2012 - 2014	(See Matter 1, Issue 2 Statement on transport)
	Rural footways and improvements to rights of way	TBC	Developer Contributions	DCC	2012 - 2014	(See Matter 1, Issue 2 Statement on transport)
	Christchurch new and improved cycleways and Safe Routes to Schools	£490,000	Secured: £300,000, Funding Gap: £190,000	DCC	2012 - 2014	(See Matter 1, Issue 2 Statement on transport)
	Travel Planning / Smarter Choices Agenda	£1.8M		DCC / South West Smart Applications Ltd grant	2012 - 2014	(See Matter 1, Issue 2 Statement on transport)

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures	
Policy BA2 Bournemouth Airport and Business Park Strategic Allocation Policy KS5 Provision of Employment Land (Christchurch related development) Policy FWP6 East of New Road New Neighbourhood, West Parley	Cycling and walking improvements	TBC	Developer Contributions	DCC	2012 - 2014	(See Matter 1, Issue 2 Statement on transport)	
	Casualty reduction measures	TBC	Developer Contributions	DCC	2012 - 2014	(See Matter 1, Issue 2 Statement on transport)	
	Park and Ride Hinton Admiral	£230,000	Developer Contributions	HCC / DCC / Network Rail	2014 - 2020	(See Matter 1, Issue 2 Statement on transport)	
	Interchange improvements at Christchurch and Hinton Admiral Stations: cycle parking, co-ordination of bus and rail timetables, improved walking and cycling links and waiting facilities	TBC	Developer Contributions	HCC / DCC / Network Rail / SW Trains	2014 - 2020	(See Matter 1, Issue 2 Statement on transport)	
	Improvements to waterborne transport for Christchurch	TBC		DCC / CBC	2017 - 2018	(See Matter 1, Issue 2 Statement on transport)	
	Increased rail frequency – Brockenhurst to Wareham	TBC		South West Trains	2014 - 2020	(See Matter 1, Issue 2 Statement on transport)	
	Major Schemes						
	A338 resurfacing (maintenance scheme from A31 junction –A3060 Cooper Dean) and widening to 3 lanes (Blackwater to A3060 Cooper Dean).	£30M	Local Major Transport Scheme Funding	BoP / BBC / DCC	2015 - 2019	(See Matter 1, Issue 2 Statement on transport)	
	B3073 Blackwater junction improvements	£10M	Developer Contributions	DCC	2018 - 2022	(See Matter 1, Issue 2 Statement on transport)	
B3073 widening between Blackwater to Chapel Gate junctions	£30M	Developer Contributions	DCC	2023 - 2028	(See Matter 1, Issue 2 Statement on transport)		

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
Policy FWP7 West of New Road New Neighbourhood, West Parley Policy KS3 Housing in Provision in Christchurch (Christchurch only. Schemes not directly linked to Policies CN1 & CN2).	Quality Bus Corridors Phase 3 extensions to Ferndown, Wimborne and east of Christchurch.	£6.3M	Developer Contributions	DCC / CBC / EDDC	2020 - 2026	(See Matter 1, Issue 2 Statement on transport)
	Local Schemes In Christchurch (2012 – 2028)					
	B3073 Chapel Gate Junction Improvements	£2M	Developer Contributions	DCC	2018 - 2022	(See Matter 1, Issue 2 Statement on transport)
	B3073 Hurn Roundabout improvement	£1.7M	Developer Contributions	DCC	2013 - 2015	(See Matter 1, Issue 2 Statement on transport)
	Bournemouth Airport Interchange Hub	£1M		DCC / Bournemouth Airport / Transport Operators	2018 - 2019	(See Matter 1, Issue 2 Statement on transport)
	Prime Transport Corridors in Christchurch including express bus services to Bournemouth Airport and Business Park	TBC	Developer Contributions	DCC / CBC	2014 - 2020	(See Matter 1, Issue 2 Statement on transport)
	A338 Off carriageway cycle lane	TBC	Developer Contributions	DCC	2018 - 2024	(See Matter 1, Issue 2 Statement on transport)
	Hurn – Throop multi use bridge over river	£170,000	Developer Contributions	DCC	2013 – 2015	(See Matter 1, Issue 2 Statement on transport)
	Flood Management, Mitigation and Defence (Prioritised 1 (High) – 5 – (Low)					
	Mudford Sandbank to Chewton Bunny CP Schemes	£4.34M		EA / CBC / Developer Contributions	2022 - 2028	To deliver future flood and coastal erosion risk management schemes will require

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
Policy KS5 Provision of Employment Land (affects selected town centre sites)	Mudford and Stanpit FAS	£0.92M		EA / CBC / Developer Contributions	2022 - 2028	To deliver future flood and coastal erosion risk management schemes will require partnership funding. This scheme is a Priority 3 for delivery.
	Christchurch Town Centre FAS	£9.89M		PEA / CBC / Developer Contributions / partnership funding	2022 - 2028	To deliver future flood and coastal erosion risk management schemes will require partnership funding. This scheme is a priority level 5 for delivery.
	Mudford Quay / Quayhead FAS	£0.5M		EA / CBC / Developer Contributions	2022 - 2028	To deliver future flood and coastal erosion risk management schemes will require partnership funding. This scheme forms part of coastal defences which are a high priority for delivery (Priority 2).
	Christchurch Bay Beach Replenishment Scheme	£1.1M		EA / CBC / Developer Contributions	2012 - 2022	To deliver future flood and coastal erosion risk management schemes will require partnership funding. This scheme is a priority level 4 for delivery.
	Utilities Provision					
	Christchurch upgrading to Lyndhurst Rd and Somerford Rd Sewage Pumping Station	TBC	TBC	Wessex Water		Utilities companies have not raised any issues with servicing new developments identified in the Core Strategy.
Policy KS3 Housing Provision in Christchurch (Christchurch only)	Christchurch Stony Lane	TBC	TBC	Wessex Water	2015-2020	Utilities companies have not raised any issues with servicing new developments identified in the Core Strategy.
Policy CN1 Christchurch Urban Extension						
Policy CN2 Land South of Burton Village						

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	Education					
Policy KS3 Housing Provision in Christchurch (Christchurch only)	CBC Refurbishment and expansion of Somerford Primary School	£2.1M		DCC / Developer Contributions		Current spare capacity could be used prior to significant new housing coming forward. Planned expansion will come forward alongside new development.
Policy CN1 Christchurch Urban Extension	CBC Highcliffe St Marks. Extension to School from 60 intake to 90.	£1.3M		DCC / Developer Contributions		Planned expansion will come forward alongside new development.
Policy CN2 Land South of Burton Village	CBC – Mudeford Infants and Junior Schools – Combine onto one site and expand.	£5.5M		DCC / Developer Contributions	Late in plan period.	Current spare capacity could be used prior to significant new housing coming forward. Planned expansion will come forward alongside new development.
	CBC Secondary school upgrade for three schools combined amount	£11.6M		DCC / Developer Contributions		Planned expansion will come forward alongside new development.
	Community Buildings					
Policy KS3 Housing Provision in Christchurch (Christchurch only)	Additional Buildings to be determined with local communities	TBC	TBC	Developer Contributions / PC		Specific requirements to be determined with local communities.
Policy CN2 Land South of Burton Village	Burton Village Hall	TBC	TBC	Developer Contributions / PC		There is an opportunity for new development coming forward as part of Policy CN2 to contribute towards a village hall.
Policy CN1 Christchurch Urban Extension	Heathland Mitigation					

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
<p>Policy CN2 Land South of Burton Village</p> <p>Policy KS3 Residential development in Christchurch Borough 2013 – 2028.</p>	<p>SANG adjacent to allocated housing sites (Policies CN1 & CN2).</p> <p>General Heathland Mitigation SPD. These documents will contain the list of schemes required.</p>	<p>CIL</p>	<p>Se Dorset authorities through developer contributions / Dorset Wildlife Trust / Natural England / RSPB / Amphibian and reptile groups</p>	<p>Meyrick Estates, CBC</p>	<p>2014/15 onwards in step with phasing of development.</p> <p>Throughout plan period</p>	<p>A SANG strategy has been established with Natural England and Meyrick Estates to ensure a SANG of appropriate quality can be delivered. A draft Statement of Common Ground has been established between Christchurch Borough Council, Meyrick Estates, Natural England, New Forest District Council, the New Forest National Park Authority and Hampshire County Council. A planning application will be required for part of the SANG which will be located on land within the administrative control of the New Forest National Park Authority. NFNPA has been engaged in the production of the SANGs strategy and is supportive of the principle of SANG provision in this location.</p> <p>Funding has been secured through the Heathlands Planning Framework to deliver schemes identified through the SPD.</p>

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	Mudeford Wood Access Improvements	£60,000		CBC / Heathland Mitigation Fund through developer contributions.	2012/2014	Funding is available through the Heathlands Planning Framework to deliver this scheme.
	Green Infrastructure					
Policy CN1 Christchurch Urban Extension	Replacement Allotments for Roeshot Hill.			Meyrick Estates / CBC	2014/15	Five potential sites for replacement allotments are under consideration. Replacement allotments will be provided which best meet the needs of existing tenants and the requirements of the Council's adopted allotment policies. The Council has been working with landowner to secure deliverable site options.
	Lower Stour Valley accessible access	TBC		Natural England / Environment Agency / CBC / EDDC / Developer Contributions		This project is identified in the South East Dorset Green Infrastructure Strategy which has been jointly prepared by the South East Dorset authorities which demonstrates commitment for delivery. The Dorset Heathland Joint DPD (Preferred Options, 2012) also identifies areas of search for a Stour Valley SANG which would be linked to this scheme. There is a strategic commitment for delivery of this SANG through the DPD.
Policy KS3 Residential development in Christchurch Borough 2013 – 2028	Cycleways Project – delivery of cycle routes mainly through LTP3 and development. (see also transport section).	TBC		DCC / BBC / BoP / CBC / EDDC /		The Cycleways project is identified for delivery through the LTP and has commitment from DCC, BBC, BoP and

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
				Developer Contributions.		Christchurch and East Dorset Councils. Kate input here.
	Enjoying water – Improvements to water based recreation.	TBC		Environment Agency / Natural England / Sport England / DCC / BoP / BBC / CBC / EDDC / Developer Contributions		This scheme is identified in the South East Dorset Green Infrastructure Strategy and the Environment Agency Enjoying Water Strategy for delivery which demonstrates strategic commitment for delivery. The detailed scope of the project will be determined through the implementation of these strategies.
	Greenway Coast and Chines Project	TBC		BBC / BoP / CBC / other bodies / Developer Contributions.		This project is identified in the South East Dorset Green Infrastructure Strategy which has been jointly prepared by the South East Dorset authorities and demonstrates commitment for delivery.
	Christchurch Quay improvements to open space	£10,000		CBC / Developer contributions	2012	This project refers to the delivery of amenity lighting and will be delivered by CBC.
	CBC Play Ranger Project	£25,000		CBC	2012	The Play Ranger project for this year is complete.
	Local Open Spaces – to create local spaces across all LA areas	TBC		CBC / Developer Contributions		This refers to a general requirement to address local needs area requirements identified in the Councils' PPG17 assessment. Schemes will be delivered hand in hand with new development.

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	Urban Street Trees – tree planting scheme in streets	£200,000		CBC		This refers to a project identified in the South East Dorset Green Infrastructure Strategy. Lottery funding will be sought for the delivery of this scheme. This scheme will be delivered on DCC owned land within Christchurch Borough and they will be primarily responsible for delivery.
	Recreation grounds study including: Highcliffe Recreation Ground improvements, River Way Recreation Ground improvements, Green Gym provision on open space	TBC, £8,000, £10,000, £15,000		CBC / developer contributions		The detail of these schemes will be pursued further through the preparation of the council's forthcoming 'Open Spaces Strategy'.
	Amenity greenspace	TBC		CBC / developer contributions		This refers to a general requirement to address local needs area requirements identified in the Councils' PPG17 assessment. Schemes will be delivered hand in hand with new development.
	Natural and semi – natural Greenspace including: Stanpit Marsh Habitat, Landscape and Amenity Enhancement, Purewell Meadows SSSI Habitat, Landscape and Amenity Enhancement	£135,000	£135,000	CBC / developer contributions	2012-2018	These schemes are priorities for delivery by the Council and may also receive funding support through the Heathland planning framework.
	St Catherine's Hill SSSI Habitat, Landscape and Amenity Enhancement.					
	Active (outdoor) Sports Space	TBC		CBC / developers / Sports Clubs and associations		This refers to a general requirement to address local needs area requirements identified in the Councils' PPG17 assessment. Schemes will be delivered hand in hand with new development.

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	Play areas			CBC / Developers		This refers to a general requirement to address local needs area requirements identified in the Councils' PPG17 assessment. Schemes will be delivered hand in hand with new development.
	Allotments, Allotment Strategy, Local Food, Community Gardens and Allotments project, Walkford Allotments improvements	Indicative cost for Local Food Gardens and Allotments project £70,000, £4,000, Remaining projects TBC	£4,000	CBC / Developer contributions / TC / PC Walkford Allotment Association / CBC		The delivery of these schemes will be linked to the Council's Allotments Strategy. Other funding sources that will be explored include the Dorset Community Fund and funding that Allotments Associations are able to bid for.
	Built recreation provision			CBC / Developers		This refers to a general requirement to address local needs area requirements identified in the Councils' PPG17 assessment. Schemes will be delivered hand in hand with new development.

Appendix to Issue 2: East Dorset sites

Infrastructure Delivery Plan – Strategic Allocations and Core Strategy Policies

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
Heathland Mitigation						
KS4 Housing provision in East Dorset	General Heathland Mitigation including strategic and cross border projects. List of schemes to be provided are contained in the DPD and SPD.	TBC for each scheme	Developer contributions	SE Dorset authorities / Dorset Wildlife Trust / Natural England / RSPB / Amphibian and reptile groups	During the plan period	(See Matter 1, Issue 2 Statement)
WMC2 The Allendale Area of Potential Change, Wimborne						
WMC3 Cuthbury Allotments and St Margaret's Close New Neighbourhood, Wimborne	Site specific SANG required for each allocation.	TBC for each scheme	Developer contributions	SE Dorset authorities / Dorset Wildlife Trust / Natural England / RSPB / Amphibian and reptile groups	To be provided prior to development taking place	(See Matter 1, Issue 2 Statement) Sites must be provided for SANG as part of the allocation. The Core Strategy work includes the onsite SANG to ensure there is no risk.
WMC4 Stone Lane New Neighbourhood, Wimborne						
WMC5 Cranborne Road New Neighbourhood, Wimborne						
WMC6 South of Leigh Road New Neighbourhood Wimborne						
Green infrastructure						
	Lower Stour Valley-accessible access	TBC	Developer contributions	Natural England /	During Plan period	

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
				Environment Agency / Local authorities		
	Castleman Trailway-improvements in Purbeck, Poole and East Dorset	£250,000	£110,000 secured. Developer contributions	DCC / BoP / FC		Contingency: Working with DCC helps to minimise the risk. Funds will also be sought from other sources to bring forward sustainable transport options.
	Cycleways Projects-delivery through LTP3 and development	TBC	Developer contributions	DCC / Local authorities in south-east Dorset	During Plan period	Contingency: Working with DCC and other authorities, working across borders, helps to minimise the risk. Funds will also be sought from other sources to bring forward sustainable transport options.
	Enjoying water-improvements to water based transport	TBC	Developer contributions	DCC / Local authorities in south-east Dorset / Environment Agency / Natural England / Sport England		Contingency: Working with other authorities and organisations will help bring forward the project.
	Moors Valley extension	TBC	Developer contributions	EDDC / DCC / Forestry Commission	During Plan period	Contingency: Working with other authorities and organisations will help bring forward the project. The existing Country Park is a joint venture between EDDC and the Forestry Commission.

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	Avon Heath Country Park	£250,000	£125,000 secured. Developer contributions	DCC / NE / FC / EDDC / private and voluntary sector	During Plan period	Contingency: Working with other authorities and organisations will help bring forward the project.
	Local Open Spaces-to create local spaces across all LA areas	TBC	Developer contributions	EDDC / Parish and town councils	During Plan period	Contingency: Opportunities will arise throughout the Plan period. The district council will work with the parish and town councils to discuss their needs and the opportunities which will arise through development and the CIL funds made available to the local councils.
	Urban Street Trees	£200,000		EDDC	During Plan period	Contingency: The proposal is unlikely to be funded through CIL and will rely on other sources.
	Recreation grounds and public parks	TBC	Developer contributions	EDDC / parish and town councils	During Plan period	Contingency: Opportunities will arise throughout the Plan period. The district council will work with the parish and town councils to discuss their needs and the opportunities which will arise through development and the CIL funds made available to the local councils.
	Amenity greenspace	TBC	Developer contributions	EDDC / parish and town councils		Contingency: Opportunities will arise throughout the Plan period. The district council will work with the parish and town councils to discuss their needs and the opportunities which will arise through development and the CIL funds made available to the local councils

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	Natural and semi-natural greenspace including: Avon Heath Country Park Moors Valley extension Land south of Leigh Road-relocation of football and rugby clubs and provision of additional pitches	TBC	Developer contributions	Moors Valley and Avon Heath as above. Land south of Leigh Road - EDDC / developers / town and parish councils / sport clubs and associations	During Plan period. Leigh Road- part of allocation with residential development	Contingency: Working with partners will ensure delivery. The sports pitches are part of a new neighbourhood and will be delivered through the Core Strategy proposals. The existing sports pitches could remain and carry on in use until such a time as the development south of Leigh Road takes place.
	Play areas	TBC	Developer contributions	EDDC / parish and town councils	During Plan period	Contingency: Opportunities will arise throughout the Plan period. The district council will work with the parish and town councils to discuss their needs and the opportunities which will arise through development and the CIL funds made available to the local councils
	Allotments including Local Food, Community Gardens and Allotments Project	TBC	Developer contributions	EDDC / parish and town councils	During plan period	Contingency: Some of the replacement and new allotments are being provided through development of the allocated sites. This will ensure their delivery. Other sites will be provided by working with parish and town councils, using the funds available from CIL to local councils.
	Built recreation provision as required	TBC	Developer contributions	EDDC / parish and town councils	During Plan period	Contingency: There are no proposals to increase the amount of built recreation provision in the Wimborne area but

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
				town councils		opportunities could be taken as they arise through the Plan period. No contingencies are required.
Transport						
Major Schemes						
	A31 Trunk Road improvements – interim online / junction improvements between Ameysford and Merley e.g. Merley roundabout improvements	TBC	Highways Agency / Developer contributions	HA	2018-2022	(See Matter 1, Issue 2 Statement) Contingency: The Councils in south east Dorset are already collecting for transport from planning applications, thus showing the commitment to this proposal.
	Quality Bus Corridors Phase 3 extensions to Ferndown, Wimborne	£6.3m	DCC / ECCC / developer contributions	DCC	2026	(See Matter 1, Issue 2 Statement) The Councils in south east Dorset are already collecting for transport from planning applications, thus showing the commitment to this proposal.
	A31 Trunk Road dualling Ameysford to Merley	£140m	Highways Agency / developers	Highways Agency		(See Matter 1, Issue 2 Statement) The Councils in south east Dorset are already collecting for transport from planning applications, thus showing the commitment to this proposal.
Other Joint Strategic Initiatives 2012-2028 (Up to £5m)						

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	Joint Urban Traffic Control Centre	£3.24m	BoP / BBC / DCC	BoP / BBC / DCC	2012-2015	(See Matter 1, Issue 2 Statement) The Councils in south east Dorset are already collecting for transport from planning applications, thus showing the commitment to this proposal. £0.5m secured.
	Smartcards- contactless payments and multi-operator/multi-modal ticketing	TBC	BoP / BBC / DCC / Public Transport Operators	BoP / BBC / DCC / Public Transport Operators	2012-2014	(See Matter 1, Issue 2 Statement) The Councils in south east Dorset are already collecting for transport from planning applications, thus showing the commitment to this proposal.
	Intelligent Transport Systems on Quality Bus Corridors	£1.02m	BoP / BBC	BoP / BBC	2012-2014	(See Matter 1, Issue 2 Statement) The Councils in south east Dorset are already collecting for transport from planning applications, thus showing the commitment to this proposal.
	Strategic Cycle Network	£1.3m	BoP / BBC / DCC	BoP / BBC / DCC	2012-2014	(See Matter 1, Issue 2 Statement) The Councils in south east Dorset are already collecting for transport from planning applications, thus showing the commitment to this proposal.
Local Schemes in East Dorset (2012-2028)						

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	Safer Routes to School along St Margaret's Hill and Stone Lane	£578,500	DCC	DCC	2012-2014	(See Matter 1, Issue 2 Statement)
	Rural Accessibility including Community Travel Exchange Hubs	TBC	DCC / EDDC / Local communities and parish and parish councils	DCC	2012-2014	(See Matter 1, Issue 2 Statement)
	Rural cycleways/trailways	TBC	DCC / local communities	DCC	2012-2014	(See Matter 1, Issue 2 Statement)
	Ferndown Industrial Estate- improved sustainable transport links- Leeson Drive to Cobham Rd and Wimborne East	£100,000	DCC / developers	DCC	2012-2014	(See Matter 1, Issue 2 Statement)
	Rural footways and improvements to rights of way	TBC	DCC / local communities / developer contributions	DCC / local communities	2012-2014	(See Matter 1, Issue 2 Statement)
	Travel Planning/Smarter Choices	£1.8m	DCC / developed contributions	DCC	2012-2014	(See Matter 1, Issue 2 Statement)
	Cycling and walking improvements	TBC	DCC / local communities / developer contributions	DCC / local communities	2012-2020	(See Matter 1, Issue 2 Statement)
	Casualty Reduction Measures	TBC	Developer Contributions	DCC	2014/2020	(See Matter 1, Issue 2 Statement)

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	Improvements of key junctions	£8.8m	DCC / Developer contributions	DCC	2014-2021	(See Matter 1, Issue 2 Statement)
	Prime transport Corridors in East Dorset, including express bus services to Verwood, West Moors, Wimborne and Ferndown Industrial Estate	TBC	DCC / Developer contributions	DCC	2014-2020	(See Matter 1, Issue 2 Statement)
	Utilities Provision					
	Upgrading of Brook Road Sewage treatment plant	TBC	Wessex Water	Wessex Water	2010-2015	Contingency: Wessex Water has this proposal in their programme for upgrades.
	Waste depot for Christchurch and East Dorset	TBC	DCC	DCC		Contingency: The existing depots can be retained until such a time as funds are available for the new depot.
	Education					
	Relocate and extend the new Wimborne First School to 3FE to cater for development on west side of Wimborne	£5,368,509	DCC / Developer contributions	DCC		Contingency: The proposal forms part of a plan for a new neighbourhood, discussions have been held with the developer of the site and a planning application is expected shortly. Current spare capacity could be used prior to significant new housing coming on line. The strategy to accommodate children in the later stages of the plan period could then change, if required.
	Relocate and extend a new first school in east Wimborne to 2 FE	£3,043,913	Developer contributions			Contingency: The proposal forms part of a plan for a new neighbourhood and the developers are aware of the need for a school on the site. Current spare capacity

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
						could be used prior to significant new housing coming on line. The strategy to accommodate children in the later stages of the plan period could then change, if required. The proposed school supports the overall growth of the town as in KS4. Should the allocation at KS6 not go ahead at the latter stages of the plan period, then this additional capacity and relocation of an existing school might not progress and reconsideration of the proposal will have to take place to accommodate the effects of Policy KS4
	Extend St Michael's Middle School by 2FE	£2,289,174	Developer contributions	DCC		Contingency: Current spare capacity could be used prior to significant new housing coming on line. The strategy to accommodate children in the later stages of the plan period could then change, if required.
	Secondary Education in East Dorset-Provide new Secondary/Upper Level School. Verwood children currently attend schools in Ferndown and Wimborne. Provision of a new school will free up spaces in both schools thus addressing the provision of secondary places in the Ferndown and Wimborne areas, catering for the growth created by the new neighbourhoods and Policy KS4	£19,048,595	Developer contributions	DCC		Contingency: The land is owned by the County Council thus bringing down the risk. Current spare capacity could be utilised prior to significant amounts of new housing coming on line and thus DCC strategy to accommodate children in the later stages of the plan period could change
Community Buildings						
	Replacement of the Allendale Centre	£2.1m	EDDC	EDDC		

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	Health facilities					
	Expansion of Victoria Hospital	TBC	NHS / Friends of Victoria Hospital	NHS / Friends of Victoria Hospital		Contingency: The expansion is not yet in a programme with a definite date though the proposal is being drawn up. In the short term, patients will be seen in the existing clinics and other hospitals.
Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
KS4 Housing Provision in East Dorset Policy CM1 Lockyers School and Land North of Corfe Mullen New Neighbourhood	General Heathland Mitigation including strategic and cross border projects. List of schemes to be provided are contained in the DPD and SPD. Includes Springdale Road, adjacent to Upton Heath, Corfe Mullen	TBC for each scheme	Developer contributions	SE Dorset authorities / Dorset Wildlife Trust / Natural England / RSPB / Amphibian and reptile groups	During the plan period	(See Matter 1, Issue 2 Statement)
	Site specific SANG required for each allocation	TBC for each scheme	Developer contributions	SE Dorset authorities / Dorset Wildlife Trust / Natural England / RSPB / Amphibian	To be provided prior to development taking place	Contingency: See note above. Sites must be provided for Sang as part of the allocation. The Core Strategy work includes the onsite SANG to ensure there is no risk.

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	Green Infrastructure			and reptile groups		
	Lower Stour Valley-accessible access	TBC	Developer contributions	Natural England, Environment Agency/Local authorities	During plan period	
	Castleman trailway-improvements in Purbeck, Poole and East Dorset	£250,000	£110,000 secured/Developer contributions	DCC Local authorities in south-east Dorset	During Plan period	Contingency: Working with DCC helps to minimise the risk. Funds will also be sought from other sources to bring forward sustainable transport options.
	Cycleways projects-delivery through LTP3 and development	TBC	Developer contributions	DCC / Local authorities in south-east Dorset	During plan period	Working with DCC and other authorities, working across borders, helps to minimise the risk. Funds will also be sought from other sources to bring forward sustainable transport options.
	Moors Valley extension	TBC	Developer contributions	EDDC / DCC / FC	During Plan period	Contingency: Working with other authorities and organisations will help bring forward the project. The existing Country Park is a joint venture between EDDC and the Forestry Commission
	Avon Heath Country Park	£250,000	£125,000 secured. Developer contributions	DCC / NE / FC / EDDC / private and voluntary sector	During plan period	Contingency: Working with other authorities and organisations will help bring forward the project.

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	Local Open Spaces-to create local spaces across all LA areas	TBC	Developer contributions	EDDC / parish and town councils	During Plan period	Contingency: Opportunities will arise throughout the Plan period. The district council will work with the parish and town councils to discuss their needs and the opportunities which will arise through development and the CIL funds made available to the local councils
	Urban Street trees	£200,000		EDDC	During the Plan period	Contingency: The proposal is unlikely to be funded through CIL and will rely on other sources.
	Recreation grounds and public parks	TBC	Developer contributions	EDDC / parish and town councils	During Plan period	Contingency: Opportunities will arise throughout the Plan period. The district council will work with the parish and town councils to discuss their needs and the opportunities which will arise through development and the CIL funds made available to the local councils
	Amenity greenspace	TBC	Developer contributions	EDDC / parish and town councils	During plan period	Contingency: Opportunities will arise throughout the Plan period. The district council will work with the parish and town councils to discuss their needs and the opportunities which will arise through development and the CIL funds made available to the local councils
	Natural and semi-natural greenspace including: Moors Valley Extension and Avon Heath Country Park	TBC	Developer contributions	Moors Valley and Avon Heath as above. Other sites-EDDC / parish and	During Plan period	Contingency: Working with partners will ensure delivery

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
				town councils		
	Play areas	TBC	Developer contributions	EDDC / parish and town councils	During Plan period	Contingency: Opportunities will arise throughout the Plan period. The district council will work with the parish and town councils to discuss their needs and the opportunities which will arise through development and the CIL funds made available to the local councils
	Allotments including Local Food, Community Gardens and Allotments Project	TBC	Developer Contributions	EDDC / parish and town councils	During Plan period	Contingency: The allocation of this site at Corfe Mullen requires the replacement of the existing allotments. This will ensure their delivery. Other sites will be provided by working with parish and town councils, using the funds available from CIL to local councils.
	Built recreation provision	TBC	Developer contributions	EDDC / parish and town councils	During Plan period	Contingency: There are no proposals to increase the amount of built recreation provision in Corfe Mullen but opportunities could be taken through the Plan period. No contingencies are required.
Transport						
Major Schemes						
	A31 Trunk Road improvements-interim online/junction improvements between Ameyford and Merley eg Merley roundabout improvements	TBC	Highways Agency / Developer contributions	HA	2018-2022	(See Matter 1, Issue 2 Statement) Contingency: The Councils in south east Dorset are already collecting for transport from planning applications, thus showing commitment to this proposal.

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	Quality Bus Corridors, Phase 3 extensions to Ferndown, Wimborne	£6.3m	DCC / EDDC / Developer contributions	DCC	2020-2026	(See Matter 1, Issue 2 Statement) Contingency: The Councils in south east Dorset are already collecting for transport from planning applications, thus showing commitment to this proposal.
	A31 Trunk Road dualling-Ameysford to Merley	£140m	Highways Agency / Developer contributions	HA		(See Matter 1, Issue 2 Statement) Contingency: The Councils in south east Dorset are already collecting for transport from planning applications, thus showing commitment to this proposal
Other Strategic Joint Initiatives 2012-2028 (Up to £5m)						
	Joint urban traffic control centre	£3.24m	BoP / BBC / DCC	BoP / BBC / DCC	2012-2015	Contingency: £0.5m already available
	Smartcards-contactless payments and multi operator/multi-modal ticketing	TBC	BoP / BBC / DCC / Public transport operators	BoP / BBC / DCC / Public transport operators	2012-2014	(See Matter 1, Issue 2 Statement)
	Intelligent Transport Systems on the Quality Bus Corridors	£1.02m	BoP / BBC	BoP / BBC	2012-2014	(See Matter 1, Issue 2 Statement)
	Strategic Cycle Network	£1.3m	BoP / BBC / DCC	BoP / BBC / DCC	2012-2014	(See Matter 1, Issue 2 Statement)
Local Schemes in East Dorset (2012-2028)						

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	Rural accessibility including Community Travel Exchange Hubs	TBC	DCC / EDDC / Local communities / parish councils	DCC / EDDC / Local communities / parish councils	2012-2014	(See Matter 1, Issue 2 Statement)
	Rural cycleways/trailways	TBC	DCC / local communities / developer contributions	DCC / local communities	2012-2014	(See Matter 1, Issue 2 Statement)
	Rural footways and improvements to rights of way	TBC	DCC / local communities / developer contributions	DCC / local communities / developer contributions	2012-2014	(See Matter 1, Issue 2 Statement)
	Travel Planning/Smarter Choices	£1.8m	DCC / Developer contributions	DCC	2012-2014	(See Matter 1, Issue 2 Statement)
	Cycling and walking	TBC	DCC / Local communities / developer contributions	DCC / Local communities / developer contributions	02-20-2014	(See Matter 1, Issue 2 Statement)
	Improvements of key junctions	£8.8m	DCC / Developer contributions	DCC / Developer contributions	2014-2021	(See Matter 1, Issue 2 Statement)
	East Dorset section of North Dorset Trailway Corfe Mullen-Sturminster Marshall	£200,000	DCC / local communities / developer contributions	DCC / local communities / developer contributions	2015-2018	(See Matter 1, Issue 2 Statement)

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	Prime Transport Corridors in East Dorset, including express bus services to Verwood, west moors, Wimborne and Ferndown Industrial Estate	TBC	DCC / Developer contributions	DCC / Developers	2014-2020	(See Matter 1, Issue 2 Statement)
	Waste					
	New depot to serve Christchurch and East Dorset	TBC	DCC	DCC		Contingency: The existing depots can be retained until such a time as funds are available for a new depot
	Education					
	Extend Henbury View first school to 2FE	£937,153	Developer contributions	DCC		Contingency: Current spare capacity could be utilised prior to significant amounts of new housing coming on line and thus DCC strategy to accommodate children in the later stages of the plan period could change
	Rebuild of Lockyers Middle school	£8,183,492	Developer contributions and funds from sale of existing school site	DCC		Contingency: Current spare capacity could be utilised prior to significant amounts of new housing coming on line and thus DCC strategy to accommodate children in the later stages of the plan period could change. The release of the school site for development is directly contingent on the ability of the transaction and CIL to generate sufficient capital to undertake the work.
	Secondary Education in East Dorset-Provide new Secondary/Upper Level School. Verwood children currently attend schools in Ferndown and	£19,048,595	Developer contributions	DCC		Contingency: The land is owned by the County Council thus bringing down the risk. Current spare capacity could be utilised prior to significant amounts of new housing

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	Wimborne. Provision of a new school will free up spaces in both schools thus addressing the provision of secondary places in the Ferndown and Wimborne areas, catering for the growth created by the new neighbourhoods and Policy KS4.					coming on line and thus DCC strategy to accommodate children in the later stages of the plan period could change
Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
KS4 Housing Provision in East Dorset	General Heathland Mitigation including strategic and cross border projects. List of schemes to be provided are contained in the DPD and SPD. Including Ferndown-Ford Lane Recreation Ground-enhance and manage existing derelict open space	TBC for each scheme Ferndown-Ford Lane- £150,000	Developer contributions	SE Dorset authorities / Dorset Wildlife Trust / Natural England / RSPB / Amphibian and reptile groups	During the plan period	(See Matter 1, Issue 2 Statement)
FWP3 Holmwood House New Neighbourhood, Ferndown		TBC for each scheme	Developer contributions		To be provided prior to development taking place	Sites must be provided for Sang as part of the allocation. The Core Strategy work includes the onsite SANG to ensure there is no risk
FWP4 Coppins New Neighbourhood, Ferndown						
FWP5 West Parley Village Centre Enhancement Scheme						
FWP6 East of New Road New Neighbourhood, West Parley	Site specific SANG required for each allocation					
FWP7 West of New Road New Neighbourhood, West Parley						
Green Infrastructure						

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	Lower Stour Valley-accessible access	TBC	Developer contributions	Natural England, Environment Agency / Local authorities	During plan period	
	Castleman railway-improvements in Purbeck, Poole and East Dorset	£250,000	£110,000 secured/Developer contributions	DCC Local authorities in south-east Dorset	During Plan period	Contingency: Working with DCC helps to minimise the risk. Funds will also be sought from other sources to bring forward sustainable transport options
	Enjoying Water-improvements to water-borne transport	TBC		Environment Agency / Natural England / Sport England / DCC / BoP / BCC / CBC / EDDC	During plan period	Contingency: Working with other authorities and organisations will help bring forward the project.
	Cycleways projects-delivery through LTP3 and development	TBC	Developer contributions	DCC / Local authorities in south-east Dorset	During plan period	Working with DCC and other authorities, working across borders, helps to minimise the risk. Funds will also be sought from other sources to bring forward sustainable transport options.
	Moors Valley extension	TBC	Developer contributions	EDDC / DCC / FC	During Plan period	Contingency: Working with other authorities and organisations will help bring forward the project. The existing Country Park is a joint venture between EDDC and the Forestry Commission.

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	Avon Heath Country Park	£250,000	£125,000 secured. Developer contributions	DCC / NE / FC / EDDC / private and voluntary sector	During plan period	Contingency: Working with other authorities and organisations will help bring forward the project.
	Local Open Spaces-to create local spaces across all LA areas	TBC	Developer contributions	EDDC / parish and town councils	During Plan period	Contingency: Opportunities will arise throughout the Plan period. The district council will work with the parish and town councils to discuss their needs and the opportunities which will arise through development and the CIL funds made available to the local councils
	Urban Street trees	£200,000		EDDC	During the Plan period	Contingency: The proposal is unlikely to be funded through CIL and will rely on other sources.
	Recreation grounds and public parks	TBC	Developer contributions	EDDC / parish and town councils	During Plan period	Contingency: Opportunities will arise throughout the Plan period. The district council will work with the parish and town councils to discuss their needs and the opportunities which will arise through development and the CIL funds made available to the local councils
	Amenity greenspace	TBC	Developer contributions	EDDC / parish and town councils	During plan period	Contingency: Opportunities will arise throughout the Plan period. The district council will work with the parish and town councils to discuss their needs and the opportunities which will arise through development and the CIL funds made available to the local councils

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	Natural and semi-natural greenspace including: Moors Valley Extension and Avon Heath Country Park	TBC	Developer contributions	Moors Valley and Avon Heath as above. Other sites-EDDC / parish and town councils	During Plan period	Contingency: Working with partners will ensure delivery
	Play areas	TBC	Developer contributions	EDDC / parish and town councils	During Plan period	Contingency: Opportunities will arise throughout the Plan period. The district council will work with the parish and town councils to discuss their needs and the opportunities which will arise through development and the CIL funds made available to the local councils
	Allotments including Local Food, Community Gardens and Allotments Project	TBC	Developer Contributions	EDDC / parish and town councils	During Plan period	Contingency: Sites will be provided by working with parish and town councils, using the funds available from CIL to local councils.
	Built recreation provision	TBC	Developer contributions	EDDC / parish and town councils	During Plan period	Contingency: There are no proposals to increase the amount of built recreation provision in Ferndown and West Parley opportunities could be taken through the Plan period. No contingencies are required.
	Transport					
	Major Schemes					

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	B3073 Parley Cross junction improvements and associated link roads	£5.5m	DCC / developed contributions	DCC	2018-2022	(See Matter 1, Issue 2 Statement) Contingency: The Councils in south east Dorset are already collecting for transport from planning applications, thus showing commitment to this proposal.
	A31 Trunk Road improvements-interim online/junction improvements between Ameysford and Merley eg Merley roundabout improvements	TBC	Highways Agency / Developer contributions	HA	2018-2022	(See Matter 1, Issue 2 Statement) Contingency: The Councils in south east Dorset are already collecting for transport from planning applications, thus showing commitment to this proposal.
	Quality Bus Corridors Phase 3 extensions to Ferndown and Wimborne	£6.3m	DCC / EDDC / Developer contributions	DCC	2020-2028	(See Matter 1, Issue 2 Statement) Contingency: The Councils in south east Dorset are already collecting for transport from planning applications, thus showing commitment to this proposal.
	A31 Trunk Road dualling-Ameysford to Merley	£140m	Highways Agency / Developer contributions	HA		(See Matter 1, Issue 2 Statement) Contingency: The Councils in south east Dorset are already collecting for transport from planning applications, thus showing commitment to this proposal.
Other Strategic Joint Initiatives 2012-2028 (Up to £5m)						

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	Joint urban traffic control centre	£3.24m	BoP / BBC / DCC	BoP / BBC / DCC	2012-2015	(See Matter 1, Issue 2 Statement)
	Smartcards-contactless payments and multi operator/multi-modal ticketing	TBC	BoP / BBC / DCC / Public transport operators	BoP / BBC / DCC / Public transport operators	2012-2014	(See Matter 1, Issue 2 Statement)
	Intelligent Transport Systems on the Quality Bus Corridors	£1.02m	BoP / BBC	BoP / BBC	2012-2014	(See Matter 1, Issue 2 Statement)
	Strategic Cycle Network	£1.2m	BoP / BBC / DCC	BoP / BBC / DCC	2012-2014	(See Matter 1, Issue 2 Statement)
Local Schemes in East Dorset						
	A348 Ringwood Road Ferndown Traffic Management	£300,000	DCC	DCC	2012-2020	(See Matter 1, Issue 2 Statement) Funding secured-£200,000
	Rural accessibility including Travel Exchange Hubs	TBC	DCC / EDDC / local communities / parish councils / developer contributions	DCC / local communities / parish councils	2012/2014	(See Matter 1, Issue 2 Statement)
	Rural cycleways/trailways	TBC	DCC / Local communities and parish councils /	DCC / local communities / parish councils	2012-2014	(See Matter 1, Issue 2 Statement)

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	Ferndown industrial Estate improved sustainable transport links-Leeson Drive to Cobham Rd and Wimborne Road East	£100,000	DCC / Developer contributions	DCC	2012-2014	(See Matter 1, Issue 2 Statement)
	Rural footways and improvements to rights of way	TBC	DCC / local communities and parish councils / developer contributions	DCC / local communities and parish councils	2012-2014	(See Matter 1, Issue 2 Statement)
	Travel planning/Smarter Choices	£1.8m	DCC/developed contributions	DCC	2012-2014	(See Matter 1, Issue 2 Statement)
	Cycling and walking	TBC	DCC / local communities and parish councils/ developer contributions	DCC / local communities and parish councils	2014-2020	(See Matter 1, Issue 2 Statement)
	Improvement of key junctions inc Longham mini-roundabouts, Pennys hill	£8.8m	DCC / Developers	DCC	2014-2021	(See Matter 1, Issue 2 Statement)
	B3073 Ham Lane footway/cycleway and crossing	£250,000	DCC / developed contributions	DCC	2013-2015	(See Matter 1, Issue 2 Statement)
	Prime Transport Corridors in East Dorset including services to Verwood, West Moors, Wimborne and Ferndown Industrial Estate	TBC	DCC / developed contributions	DCC	2014-2020	(See Matter 1, Issue 2 Statement)

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	Waste					
	New depot to serve Christchurch and East Dorset	TBC	DCC	DCC		Contingency: The existing depots can be retained until such a time as funds are available for a new depot.
	Education					
	Remodel and Extend First School in Ferndown from 2FE to 3FE.	£890,122	Developer contributions	DCC		Contingency: Current spare capacity could be utilised prior to significant amounts of new housing coming on line and thus DCC strategy to accommodate children in the later stages of the plan period could change
	Secondary Education in East Dorset-Provide new Secondary/Upper Level School. Verwood children currently attend schools in Ferndown and Wimborne. Provision of a new school will free up spaces in both schools thus addressing the provision of secondary places in the Ferndown and Wimborne areas, catering for the growth created by the new neighbourhoods and Policy KS4.	£19,048,595	Developer contributions	DCC		Contingency: The land is owned by the County Council thus bringing down the risk. Current spare capacity could be utilised prior to significant amounts of new housing coming on line and thus DCC strategy to accommodate children in the later stages of the plan period could change

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
KS4 Housing Provision in East Dorset	General Heathland Mitigation including strategic and cross border projects. List	TBC for each	Developer contributions	SE Dorset authorities	During the plan period	(See Matter 1, Issue 2 Statement)

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	of schemes to be provided are contained in the DPD and SPD. Including Coopers Lane Meadow	scheme, Coopers Lane Meadow £50,000		Wildlife Trust / Natural England / RSPB / Amphibian and reptile groups		
	Site specific SANG required for each allocation	TBC for each scheme	Developer contributions	SE Dorset authorities/Dorset Wildlife Trust / Natural England / RSPB / Amphibian and reptile groups	To be provided prior to development taking place	
Green Infrastructure						
	Lower Stour Valley-accessible access	TBC	Developer contributions	Natural England, Environment Agency / Local authorities	During plan period	
VTSW4 North Western Verwood New Neighbourhood	Castleman trailway-improvements in Purbeck, Poole and East Dorset	£250,000	£110,000 secured, Developer contributions	DCC Local authorities in south-east Dorset	During Plan period	Contingency: Working with DCC helps to minimise the risk. Funds will also be sought from other sources to bring forward sustainable transport options

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	Enjoying Water-improvements to water-borne transport	TBC		Environment Agency / Natural England / Sport England / DCC / BoP / BCC / CBC / EDDC	During plan period	Contingency: Working with other authorities and organisations will help bring forward the project.
	Cycleways projects-delivery through LTP3 and development	TBC	Developer contributions	DCC / Local authorities in south-east Dorset	During plan period	Working with DCC and other authorities, working across borders, helps to minimise the risk. Funds will also be sought from other sources to bring forward sustainable transport options.
	Moors Valley extension	TBC	Developer contributions	EDDC / DCC / FC	During Plan period	Contingency: Working with other authorities and organisations will help bring forward the project. The existing Country Park is a joint venture between EDDC and the Forestry Commission
	Avon Heath Country Park	£250,000	£125,000 secured. Developer contributions	DCC / NE / FC / EDDC / private and voluntary sector	During plan period	Contingency: Working with other authorities and organisations will help bring forward the project.
	Local Open Spaces-to create local spaces across all LA areas	TBC	Developer contributions	EDDC / parish and town councils	During Plan period	Contingency: Opportunities will arise throughout the Plan period. The district council will work with the parish and town councils to discuss their needs and the opportunities which will arise through development and the CIL funds made available to the local councils

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	Urban Street trees	£200,000		EDDC	During the Plan period	Contingency: The proposal is unlikely to be funded through CIL and will rely on other sources.
	Recreation grounds and public parks	TBC	Developer contributions	EDDC / parish and town councils	During Plan period	Contingency: Opportunities will arise throughout the Plan period. The district council will work with the parish and town councils to discuss their needs and the opportunities which will arise through development and the CIL funds made available to the local councils
	Amenity greenspace	TBC	Developer contributions	EDDC / parish and town councils	During plan period	Contingency: Opportunities will arise throughout the Plan period. The district council will work with the parish and town councils to discuss their needs and the opportunities which will arise through development and the CIL funds made available to the local councils
	Natural and semi-natural greenspace including: Moors Valley Extension and Avon Heath Country Park	TBC	Developer contributions	Moors Valley and Avon Heath as above. Other sites-EDDC / parish and town councils	During Plan period	Contingency: Working with partners will ensure delivery
	Play areas	TBC	Developer contributions	EDDC / parish and town councils	During Plan period	Contingency: Opportunities will arise throughout the Plan period. The district council will work with the parish and town councils to discuss their needs and the opportunities which will arise through

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	Allotments including Local Food, Community Gardens and Allotments Project	TBC	Developer Contributions	EDDC / parish and town councils	During Plan period	Contingency: Sites will be provided by working with parish and town councils, using the funds available from CIL to local councils.
	Built recreation provision	TBC	Developer contributions	EDDC / parish and town councils	During Plan period	Contingency: There are no proposals to increase the amount of built recreation provision in Verwood, which has seen recent investment in a sports hall and fitness facilities by the Council, but opportunities could be taken through the Plan period. No contingencies are required.
Transport						
Major Schemes						
	A31 Trunk Road dualling-Ameysford to Merley	£140m	Highways Agency/Developer contributions	Highways Agency		(See Matter 1, Issue 2 Statement) The Councils in south-east Dorset are already collecting for transport from planning applications, thus showing the commitment to this proposal.
Other Strategic Joint Initiatives 2012-2028 (Up to £5m)						
	Joint Urban Traffic Control Centre	£3.24m	BoP / BBC / DCC	BoP / BBC / DCC	2012-2015	(See Matter 1, Issue 2 Statement)

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
						The Councils in south-east Dorset are already collecting for transport from planning applications, thus showing the commitment to this proposal. £0.5m secured
	Smartcards-contactless payments and multi operator/multi-modal ticketing	TBC	BoP / BBC / DCC / public transport operators	BoP / BBC / DCC / public transport operators	2012-2015	(See Matter 1, Issue 2 Statement)
	Intelligent Transport Systems on the Quality Bus Corridors	£1.02m	BoP / BBC	BoP / BBC	2012/2015	(See Matter 1, Issue 2 Statement)
	Strategic Cycle Network	£1.3m	BoP / BBC / DCC	BoP / BBC / DCC	2012-2014	(See Matter 1, Issue 2 Statement)
Local Schemes in East Dorset (2012-2028)						
	A348 Ringwood Road, Ferndown Traffic Management	£300,000	DCC	DCC	2014-2020	(See Matter 1, Issue 2 Statement) £200,000 secured to date
	Springfield Distributor Road	£2.09m	DCC	DCC		Funding secured
	Rural accessibility including Community Travel Exchange Hubs	TBC	DCC / EDDC / local communities / Parish Councils	DCC / EDDC / local communities / Parish Councils	2012-2014	(See Matter 1, Issue 2 Statement)

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	Rural cycleways/trailways	TBC	DCC / local communities / parish councils	DCC / local communities / parish councils	2012-2014	(See Matter 1, Issue 2 Statement)
	Ferndown Industrial Estate improved sustainable transport links-Leeson drive to Cobham Rd and Wimborne Road East	£100,000	DCC / developed contributions	DCC	2012-2014	(See Matter 1, Issue 2 Statement)
	Rural footways and improvements to rights of way	TBC	DCC / local communities / parish councils / developer contributions	DCC / local communities / parish councils	2012-2014	(See Matter 1, Issue 2 Statement)
	Travel planning/Smarter Choices	£1.8m	DCC / developer contributions	DCC	2012-2014	(See Matter 1, Issue 2 Statement)
	Cycling and walking improvements	TBC	DCC / local communities / parish and town council contributions	DCC / local communities / parish and town councils	2014-2020	(See Matter 1, Issue 2 Statement)
	Improvements of key junctions including Longham mini-roundabouts, Pennys Hill Ferndown	£8.8m	DCC / developed contributions	DCC	2014-2021	(See Matter 1, Issue 2 Statement)
	Verwood to Ringwood off road cycle link through Moors Valley Country Park	£100,000	DCC / EDDC	DCC / EDDC	2013-2015	(See Matter 1, Issue 2 Statement)

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	Prime Transport Corridors in East Dorset including express bus services to Verwood, West Moors, Wimborne and Ferndown Industrial Estate.	TBC	DCC / developed contributions	DCC	2014-2020	(See Matter 1, Issue 2 Statement)
	B3081 Bakers Hanging junction safety improvement	£155,000	DCC / developed contributions	DCC	2014-2020	(See Matter 1, Issue 2 Statement)
	Verwood Contribution Policy Schemes	Fully funded	Developer contributions already collected	DCC / EDDC	2012-2015	(See Matter 1, Issue 2 Statement)
Waste						
	New depot to serve Christchurch and East Dorset	TBC	DCC	DCC		Contingency: The existing depots can be retained until such a time as funds are available for a new depot
Education						
	Extend Trinity First School to 2FE	£1,066,838	Developer contributions	DCC		Contingency: spare capacity at Hillside School will be able to absorb any excess. Current spare capacity could be utilised prior to significant amounts of new housing coming on line and thus DCC strategy to accommodate children in the later stages of the plan period could change
	Secondary Education in East Dorset-Provide new Secondary/Upper Level School. Verwood children currently attend schools in Ferndown and Wimborne. Provision of a new school will	£19,048,595	Developer contributions	DCC		Contingency: The land is owned by the County Council thus bringing down the risk. Current spare capacity could be utilised prior to significant amounts of new housing coming on line and thus DCC strategy to

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	free up spaces in both schools thus addressing the provision of secondary places in the Ferndown and Wimborne areas, catering for the growth created by the new neighbourhoods and Policy KS4.					accommodate children in the later stages of the plan period could change

