



WEST DORSET, WEYMOUTH & PORTLAND INFRASTRUCTURE DELIVERY PLAN

**SUPPORTING THE DRAFT WEST DORSET, WEYMOUTH LOCAL PLAN AND
COMMUNITY INFRASTRUCTURE LEVY – CHARGING SCHEDULE**

OCTOBER 2014

WEST DORSET, WEYMOUTH & PORTLAND INFRASTRUCTURE DELIVERY PLAN 2014-2031

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1. INTRODUCTION

1.1 WHAT IS AN INFRASTRUCTURE DELIVERY PLAN?

- 1.1.1 New housing and other kinds of development can put pressure on and potentially overstretch existing community facilities, infrastructure and services. The National Planning Policy Framework (NPPF) requires local authorities to give serious consideration to issues relating to the implementation of their Local Plan and, in particular, to the means by which necessary infrastructure requirements will be delivered, by whom and in what timescales.
- 1.1.2 A key test of soundness for examining Local Plans is whether they are ‘positively prepared’. This Infrastructure Delivery Plan will help to meet this test by objectively assessing development and infrastructure requirements.
- 1.1.3 More specifically, the Infrastructure Delivery Plan will:
- Identify the infrastructure and services required to support levels of growth set out in the West Dorset, Weymouth & Portland Joint Local Plan;
 - Identify the costs and how these should be funded, including funding already secured, funding through public finance and developer contributions sources, funding gaps;
 - Identify the delivery agencies;
 - Identify timescales for delivery;
 - Provide an evidence base for the direction of Community Infrastructure Levy (CIL) finance towards delivering the critical infrastructure to support growth.
- 1.1.4 A series of infrastructure schedules accompany this document which set out the current infrastructure requirements both on-site and off-site. This schedule will act as a ‘live’ document, supporting the Local Plan. It will be updated and reviewed regularly to keep track of infrastructure delivery during the plan period.

1.2 WHAT IS MEANT BY INFRASTRUCTURE?

- 1.2.1 The West Dorset, Weymouth & Portland Joint Local Plan provides the most comprehensive definition of infrastructure. It includes, but is not restricted to the following:
- shops, cafes, restaurants and public houses;
 - post offices, banks and building societies;
 - education, training and field study facilities, pre-school centres and other children’s services;
 - doctors’ surgeries and dental practices, day-care centres, hospitals and other healthcare/social service facilities;
 - community halls/hubs, including places of worship;
 - cultural facilities, such as arts centres; libraries, museums and visitor centres;
 - sports facilities and open space of public value;
 - roads, rail, port facilities, and bus services, routes for pedestrians and cyclists and equestrians, including associated infrastructure such as petrol stations and vehicle electric charging points, signage, parking / storage;
 - waste management, collection, recycling and disposal services;
 - coast protection and flood defence schemes;
 - community safety and emergency services (fire, police, ambulance and coastguard);
 - community renewable energy / low carbon infrastructure;

- community business support, including appropriate broadband technology / telecommunications

- 1.2.2 While the term infrastructure is very broadly defined, this does not mean that this Infrastructure Delivery Plan seeks to cover in detail all of the above items. Instead, this report aims to give a broad overview of the way certain infrastructure is planned and the agencies involved in its delivery. It also looks in more detail at costs and likely funding mechanisms for some items of infrastructure, in particular those that are critical to deliver the Local Plan.
- 1.2.3 Investment in infrastructure to support and mitigate new development will be obtained through Section 106 legal agreements and the Community Infrastructure Levy (CIL).

1.3 WHAT AREA DOES THE INFRASTRUCTURE DELIVERY PLAN COVER?

- 1.3.1 The Infrastructure Delivery Plan covers the entire administrative area of West Dorset and Weymouth and Portland. Development and services outside these areas, in particular Yeovil to the north and Bournemouth and Poole to the east will have a bearing on future infrastructure needs and will need to be considered where appropriate.

1.4 WHAT ARE THE TIMESCALES FOR THIS INFRASTRUCTURE DELIVERY PLAN?

- 1.4.1 The scale of change envisaged in the Local Plan will bring with it a need to upgrade existing and provide new infrastructure to accommodate growth as it is brought forward. The Local Plan sets out the strategy for the plan area to the year 2031.
- 1.4.2 It is likely that a review of the Local Plan will happen well before the end date of the plan. This is important not only to ensure a continuity of policy beyond 2031, but also to respond to unforeseen changes that are likely to occur during the plan's lifetime.

1.5 WHO IS IT FOR?

- 1.5.1 Partner service providers include Weymouth & Portland Borough Council, West Dorset District Council and Dorset County Council. Their operational work alongside other agencies is key to ensuring the successful running, maintenance and improvement of infrastructure. Other service providers include the Highways Agency, the healthcare and emergency service providers, utility services (electricity, gas, water, sewerage and communications) and more local community organisations such as town and parish councils. A full list is provided in Table 1.1.
- 1.5.2 Developers and landowners who carry out new development are also fundamental to the delivery of policies and proposals in the Local Plan and subsequent planning documents. Continued engagement with landowners and agents of the major housing and employment sites will help ensure deliverability.
- 1.5.3 Producing an Infrastructure Delivery Plan will allow partner service providers in the planning and delivery of their individual service strategies and help create the scope for critical timescales and efficiencies to be identified. Developers and landowners will be able to better plan for future investment knowing what level of development is proposed and how that development will be supported. And members of the public will gain assurance that existing services will be improved where necessary.

- 1.5.4 Table 1.1 sets out a description of the facilities and services for each infrastructure type required in the plan area to support growth, as well as identifying the agencies with responsibilities for delivery.

Table 1.1: Infrastructure Delivery Agencies

DESCRIPTION	DELIVERY AGENCIES
INFRASTRUCTURE TYPE: TRANSPORT	
Road/Highway networks; Cycle routes, footways and bridleways; Railways; Ports and Harbours; Bus services	Highways Agency/Dorset County Council; Dorset County Council; Sustrans Network Rail; Rail Franchises; Portland Harbour Authority; West Dorset District Council; Weymouth & Portland Borough Council Bus companies; Dorset County Council
INFRASTRUCTURE TYPE: EDUCATION	
Primary Education provision; Secondary Education provision; Adult/Further Education provision and Research Institutions;	Dorset County Council / educational charities / Private Sector; Dorset County Council / educational charities / Private Sector; Dorset County Council / Private Sector/ Weymouth College / Kingston Maurward College / Bridport Local Area Skills Training
INFRASTRUCTURE TYPE: GREEN INFRASTRUCTURE & RECREATION	
Parks Gardens and Recreational Grounds (including cemeteries); Allotments; Outdoor Sport Pitches/Grounds; Open Space; Natural or Semi-Natural Greenspace	Weymouth & Portland Borough Council; Town and Parish Councils; Dorset County Council; Charitable Trusts and Management Companies; Weymouth & Portland Borough Council; Town and Parish Councils; West Dorset District Council; Weymouth & Portland Borough Council; Weymouth & Portland Borough Council; Dorset County Council; Natural England; Dorset Wildlife Trust; Woodland Trust etc.
INFRASTRUCTURE TYPE: FLOOD AND COASTAL PREVENTION	
Strategic defences to enable growth in areas at risk of flooding; Sustainable Drainage Systems SuDs	Environment Agency/ Weymouth & Portland Borough Council; West Dorset District Council; Developers; Management Companies; Dorset County Council
INFRASTRUCTURE TYPE: NEIGHBOURHOOD & COMMUNITY FACILITIES	
Libraries; Community Halls/Venues; Young Peoples' Play Areas;	Dorset County Council; Voluntary Groups; Private Sector; Voluntary Groups; Charitable Trusts; Weymouth & Portland Borough Council; Town and

DESCRIPTION	DELIVERY AGENCIES
Sports Centres (including Swimming Pools)	Parish Councils; Weymouth & Portland Borough Council , West Dorset District Council; Charitable Trusts and Management Companies
INFRASTRUCTURE TYPE: HEALTH FACILITIES & EMERGENCY SERVICES	
Hospitals; Doctors/Dentist Surgeries; Care Provision Police Fire Ambulance Coastguard	NHS Dorset; Private Sector; NHS Dorset; Private Sector; Dorset County Council; Private Sector Dorset Police Dorset Fire & Rescue (Dorset County Council) NHS Dorset Maritime and Coastguard Agency
INFRASTRUCTURE TYPE: UTILITIES	
Energy (gas, electricity etc.); Water and Waste water;	Scottish & Southern Energy; Southern Gas Networks; National Grid; Wessex Water, South West Water;
Waste; Telecommunications	Weymouth & Portland Borough Council; West Dorset District Council; Dorset County Council; British Telecom, Mobile Operators
INFRASTRUCTURE TYPE: RENEWABLE ENERGY	
District Heating and Renewable Energy Networks	Developers & Private Sector; Community Sector

1.6 LIKELY DEVELOPMENT LEVELS AND PHASING IN THE AREA

- 1.6.1 Population growth of 6.7% is expected across the plan area between 2011 and 2021 or 14% between 2011 and 2031. Household growth is projected at 9% from 2011-2021, or 19% from 2011-2031. Converting these projections to a forecast of the average annual numbers of new homes required between 2011 and 2031 results in a figure of around 775 dwellings a year for the whole plan period. This can be broken down to around 605 a year for West Dorset and 170 a year for Weymouth & Portland.
- 1.6.2 Recent economic forecasts, prepared alongside the review of the objectively assessed housing needs suggest job growth of at least 13,070 will be required across the plan area between 2011 and 2031. The local plan provides for 60.3ha of employment land that could come forward across the plan area. This represents 43.6 ha of employment land available in West Dorset and 16.7 ha of employment land in Weymouth and Portland. This exceeds the requirements likely to result from the most recent forecasts, but allows for likely vacancies/churn and a degree of market choice.

1.7 STRATEGIC ALLOCATIONS

- 1.7.1 The joint Local Plan development strategy focuses the majority of new development on the larger settlements of Dorchester, Bridport, and Weymouth and its surrounds (Littlemoor /

Chickerell). These settlements have more existing jobs and local services and are broadly in line with the local demand, taking into account current imbalances, the current supply and existing constraints. A significant amount of development is also planned at Crossways.

- 1.7.2 Strategic allocations have been identified to provide for a more comprehensive and planned approach to development, with housing and employment and related facilities such as new schools, brought forward in balance. This approach allows for better control over the phasing and release of development, ensuring that there is a steady supply of land and better coordination of key infrastructure delivery.
- 1.7.3 On larger more complex allocations, some forms of infrastructure will be required to be provided as part of the development. Where the site-related requirements cannot be provided as part of the design of the site but are necessary to enable the grant of planning permission, these will be secured through a planning obligation requiring the developer to enter into a section 106 agreement to provide the infrastructure. Tables 1C and 2C set out the on-site infrastructure requirements for each strategic allocation.



1.8 OTHER DEVELOPMENT

- 1.8.1 Smaller scale development whether through known sites or unanticipated ‘windfall’ development is important to housing delivery. Infrastructure needs from these sites will be met through the use of the Community Infrastructure Levy and in some cases section 106 agreement as well.
- 1.8.2 Neighbourhoods that take a proactive approach by agreeing a neighbourhood development plan, will receive 25% of revenues from the Community Infrastructure Levy arising from new development in their neighbourhood area. This ‘meaningful proportion’ will be paid directly to parish and town councils to fund improvements or the ongoing maintenance of community infrastructure (so for example it could be used to re-roof a village hall, refurbish a municipal pool or take over a community pub) or otherwise address the demands from development. Neighbourhoods without a neighbourhood development plan but where the levy is still charged will still receive a capped 15% share of the levy revenue arising from development in their area. Communities in Weymouth where there are no parish or town councils will still benefit from this incentive, with the local planning authority retaining it and spending it in accordance with the wishes of the community.

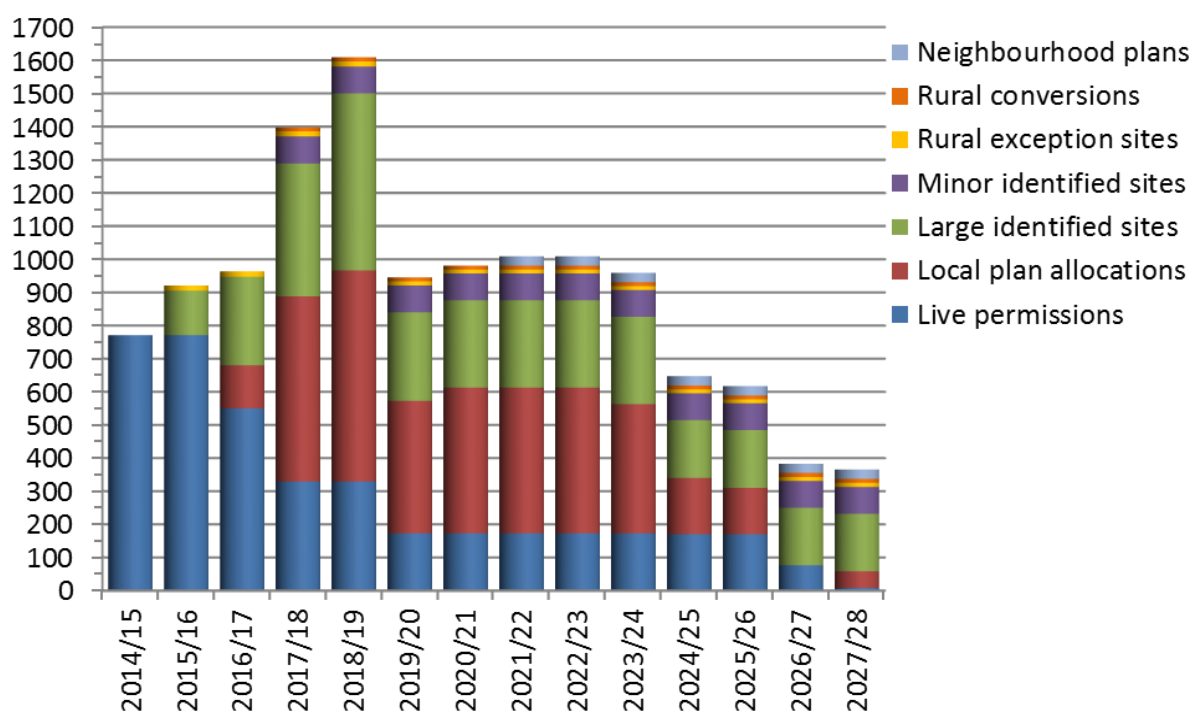
Table 1.2: Allocation Sites

Location	Housing Supply	Approximate phasing				Employment land	Strategic Allocation	Policy Ref
		2011-16	2016-21	2021-26	2026-31			
Weymouth								
Weymouth Town Centre	600+	⇒	⇒	⇒	⇒	(possible)	✓	WEY1
Markham and Little Francis	320	⇒	⇒			(possible)	✓	WEY10
Land south of Louviers Road	100	⇒	⇒			--	✓	WEY11
Land at Wey Valley	320		⇒	⇒		(minimal)	✓	WEY12
The Old Rectory, Lorton Lane	30		⇒			--		WEY13
Littlemoor Urban Extension (part)	150		⇒	⇒		✓	✓	LITT1
Portland								
Osprey Quay	69		⇒			✓		PORT2
Former Hardy Complex	384		⇒	⇒	⇒	--	✓	PORT3

Location	Housing Supply	Approximate phasing				Employment land	Strategic Allocation	Policy Ref
		2011-16	2016-21	2021-26	2026-31			
Weymouth and Portland - NEW	1,489	⇒	⇒	⇒	⇒	✓	✓	
<i>Chickerell</i>								
Putton Lane Area	250	⇒	⇒				✓	CHIC1
Chickerell Urban Extension	850		⇒	⇒		(minimal)	✓	CHIC2
Land off Rashley Road	50				⇒			CHIC3
<i>Littlemoor (West Dorset)</i>								
Littlemoor Urban Extension (part)	350		⇒	⇒		✓	✓	LITT1
<i>Dorchester</i>								
Poundbury Phases 3 and 4	1200	⇒	⇒	⇒	⇒	✓	✓	DOR1
Weymouth Avenue Brewery Site	521	⇒	⇒			(retain)	✓	DOR6
Red Cow Farm	54	⇒				(minimal)		DOR7
Land South of St George's Road	50		⇒			(possible)		DOR8
Land off Alington Avenue	50		⇒			--		DOR9
<i>Crossways</i>								
Land at Crossways	500		⇒	⇒		✓	✓	CRS1
<i>Bridport</i>								
Vearse Farm	760		⇒	⇒		✓	✓	BRID1
Land off Skilling Hill Road	40			⇒				BRID2
Land east of Bredy Vet's Centre	40		⇒			--		BRID3
St Michael's Trading Estate	93		⇒			(retain)		BRID5
<i>Beaminster</i>								
Land north of Broadwindsor Road	120		⇒			✓	✓	BEAM1
<i>Lyme Regis</i>								
Woodberry Down	90		⇒			(retain)	✓	LYME1
<i>Sherborne</i>								
Barton Farm	279	⇒	⇒			✓	✓	SHER1
Former gasworks site	30		⇒			(possible)		SHER4
West Dorset – TOTAL NEW	3,023	⇒	⇒	⇒	⇒	✓	✓	

-  Sites with planning permission retained as an allocation in case their development is reconsidered through a new application
-  Local Plan Allocations

Figures 1.1: Housing Trajectory for West Dorset, Weymouth and Portland



1.8.3 Table 1.3 below lists the employment allocation sites, some of which will become key employment sites. The figures shown are approximate and further employment opportunities may come forward as part of mixed use schemes.

Table 1.3: Employment Allocation Sites (not including town centre schemes)

Town	Site Allocated For Employment	Employment (ha)	Key	Notes
Weymouth	Littlemoor urban extension	12	✓	primarily in West Dorset
	Land at Icen and Weyside Farms	Potential		in West Dorset
Portland	Osprey Quay	8.6 (minimum)		part with permission
Chickerell	Putton Lane	Potential		with outline permission
Dorchester	Poundbury Urban Extension	6 (approximate)		with outline permission
	Poundbury Parkway Farm	0.9	✓	site extension
	Weymouth Avenue Brewery	1.7 (approximate)		with outline permission
Crossways	Land at Crossways	3.5	✓	
Bridport	Vearse Farm	4	✓	
	St. Michael's Trading Estate	Potential		mixed use scheme
Beaminster	Broadwindsor Road	0.5		mixed use scheme
	Lane End Farm	0.7	✓	
Lyme Regis	Woodberry Down	Potential		
Sherborne	Barton Farm	3.5	✓	mixed use scheme
	Sherborne Hotel	Potential		

Town	Site Allocated For Employment	Employment (ha)	Key	Notes
	Former Gasworks Site	Potential		mixed use scheme

1.9 RISK MANAGEMENT, MONITORING AND REVIEW

- 1.9.1 The true cost of delivering infrastructure for the plan area to address existing and future needs is expensive. The level of development proposed will not be able to pay for this by itself. Therefore, it will be important to work with partner organisations to identify additional external sources of funding. As monies build up it will provide a much enhanced business case in which to bid for capital funding from potential external sources.
- 1.9.2 The economic climate which is particularly weak at the beginning of the plan period will have a bearing on the availability of government funding to support significant infrastructure projects, e.g. flood defences and major road improvements. Further cuts to local government funding allocations will continue to affect the delivery of services at a local level.
- 1.9.3 The impact of national and global economic activity in relation to housing and commercial development is a key risk to the successful delivery of the joint Local Plan. The application of local planning obligations, such as the Community Infrastructure Levy may have a bearing on development viability. Tariff setting will need to be mindful of this and reviewed periodically in recognition of changes to build costs, land value and profit levels within the development industry. The monitoring of planning policies has been a well established practice through the use of regular monitoring reports, and this will be extended to review progress on infrastructure delivery. Where possible, measurable targets will be used to monitor progress, and a lack of progress would highlight the need to consider a more formal review of the Infrastructure Delivery Plan. It will be important to ensure liaison with service providers as part of the monitoring process. The monitoring report will be published on the councils' website www.dorsetforyou.com
- 1.9.4 The following chapter analyses the most common types of infrastructure, the levels of existing infrastructure provision and future infrastructure requirements. This analysis has been obtained by working with other organisations and through consultation. The appendices set out a list of identified future infrastructure projects as well as on-site infrastructure requirements throughout the plan area.

2. ANALYSIS OF GREEN INFRASTRUCTURE & RECREATION REQUIREMENTS

2.1 INTRODUCTION

2.1.1 Green Infrastructure is a strategically planned and delivered network made up of a broad range of high quality green (and blue) spaces and other environmental features. The spaces are a multifunctional resource capable of maintaining and improving biodiversity with quality of life benefits to underpin sustainability. These resources include public and private spaces, such as parks, gardens, allotments, cemeteries, trees, green roofs and natural landscape features such as woodland, grassland, moors and wetlands. These open spaces not only provide healthier lifestyles, but can help create better communities by providing opportunities for people to meet and interact.

2.2 EXISTING PROVISION

- 2.2.1 The councils will work together with local communities and other relevant partners to develop a green infrastructure strategy for the plan area, see policy ENV3.
- 2.2.2 In terms of recreational facilities, there is a wide variety across the plan area. These range from small play areas and recreation grounds to large complexes such as those found at the Terrace Playing Fields south of Sherborne, Dorchester Football Club, the Redlands Community Sports Hub and the Weymouth Football Club Stadium located between Weymouth and Chickereil. Weymouth & Portland Borough Council and West Dorset District Council have undertaken audits of open space, sport and recreational facilities¹ to understand the provision of local open space more closely.
- 2.2.3 The responsibility for the provision and maintenance of Green Infrastructure is shared between parish, town, district and borough councils. Schools also play an important role in the provision of more formal sports, and some of these facilities are made available for wider community use.

2.3 FUTURE REQUIREMENTS & FUNDING SOURCES

2.3.1 Key outputs from the audits of open space, sport and recreation have been the setting of locally derived standards for the provision (quantity, quality and accessibility) of open space, sports and recreational facilities. The audit of open space in West Dorset suggested that local standards are based on reaching the average quantity of provision (per person) for each type of open space. The evidence base recommends that all sites should aim to achieve a 'good' quality rating. Accessibility standards were also suggested in the audit, based on the distances currently travelled. In Weymouth and Portland, key conclusions include the protection of parks and gardens, green corridors, civic spaces and cemeteries are to be protected from development or change of use, as they are considered valuable; increasing the supply of grass pitches; encouraging greater use and improving the quality

¹ PPG17 Study: West Dorset Audit and Assessment of Open Space, Sport & Recreation Facilities, August 2007 (evidence reviewed through the background Information to the Planning Obligations Guidelines 2010) & PPG17 Study: Weymouth & Portland Audit and Assessment of Open Space, Sport & Recreation Facilities, April 2007

of existing sports facilities; support and sustain watersport activities. The proposed standards for the whole plan area are contained in section 6.2 of the Local Plan.

- 2.3.2 In both areas, the need for additional recreation facilities is likely to arise through the plan period due to growth in homes and employment. Funding from external sources will continue to be sought to deliver these facilities. Major development (primarily on strategic allocations) will be expected to include local facilities for that population within the development. The majority of funding for the more strategic recreational facilities will come from the Community Infrastructure Levy.
- 2.3.3 The detail of the Green Infrastructure Network will be developed as part of a wider strategy for the whole plan area (see local plan policy ENV3). Where a need is identified for funding for a strategic part of the network, this will be included in a future review of this plan.

3. ANALYSIS OF CULTURE AND LEISURE FACILITIES REQUIREMENTS

3.1 INTRODUCTION

- 3.1.1 Arts and other cultural facilities help stimulate new ideas and skills, encourage people to interact and reinforce a sense of belonging. Community halls are commonly used for a variety of events. They provide a place to hold functions/activities and deliver local services that may not otherwise be able to take place locally. They also provide a meeting point for the community for a range of social, cultural, educational or recreational activities for all age groups and abilities and can reduce social isolation particularly for the elderly and those without cars. A properly maintained community hall of adequate size, well kept and well managed, can play a central role in local community life.
- 3.1.2 Public libraries also play an important part in life-long and informal learning. Dorset County Council is responsible for the public library service. The service provides access to books and other forms of printed material free of charge.
- 3.1.3 Museums have a key role in preserving examples of our heritage for existing and future generations to enjoy. They also provide opportunities for learning, and can strengthen family and local community identity. Most rely on admission charges and/or fundraising, but some rely on public revenue funding, and capital funding for improvements. A small network of visitor centres along the Heritage Coast play a key part of the visitor infrastructure to the part of the Plan area that is under most pressure at busy times.

3.2 EXISTING PROVISION

- 3.2.1 There is mixed provision of culture and leisure facilities across the plan area with parts poorly served and other areas thriving. Some of these venues are benefitting from wider influences such as the Olympic Sailing Events which took place in 2012 and the designation of the Dorset and East Devon Coast as Britain's first Natural World Heritage site, although others require significant investment. Indoor sports facilities such as Weymouth Swimming Pool, Redlands Community Sports Hub, Thomas Hardy and Bridport Leisure Centres are available to the public through a combination of the local council, community trust and private sector provision.
- 3.2.2 Visitor centres which are free to enter can be found at Portland Bill, Chesil Beach and Charmouth, and play a vital role, not just for visitors, but for their communities and volunteers. Chesil Beach and Charmouth also have a specific role regarding safety and both have an increasing cultural and education role.
- 3.2.3 Weymouth Pavilion, Bridport Arts Centre and the Palace Cinema in Bridport provide some of the largest facilities for art and culture in the plan area. Smaller facilities exist in Dorchester, Lyme Regis and Sherborne. Community halls are also hired out for arts use, either by local groups or by one or more of the active arts organisations that operate in the area. There are approximately 200 community venues across the plan area providing most settlements with at least one community venue that is open to the public to use. The majority of these are community halls, but there are also school buildings and privately operated sports and social clubs. Civic spaces and other features of the built and natural environment are also commonly used as event spaces.
- 3.2.4 There are currently ten museums across the plan area, the majority of which are independently run through charitable trusts. There are 14 libraries plus mobile libraries

serving the plan area. Dorset County Council assesses provision against the standards set out by the Museums, Libraries and Archives Council (MLA)². The appropriate space standards are based on 30sqm of public space per 1,000 population and a stock requirement of 1,532 items per 1,000 population.

3.3 FUTURE REQUIREMENTS & FUNDING SOURCES

- 3.3.1 Most new development will increase the population in a local area, increasing the need for culture and leisure facilities.
- 3.3.2 There is planning consent for the conversion of the former Maltings in Dorchester into a centre for the arts. This is dependent on approximately £7 million to cover the conversion and fit out costs. In Sherborne a charitable Trust intends to create a new Arts Centre at an estimated cost of £2.25 million. Bridport Arts Centre, together with museums in Bridport, Lyme Regis and Portland have also been identified as facilities that require improvement.
- 3.3.3 West Dorset District Council supports the arts primarily through revenue funding to the Bridport Arts Centre, Dorchester Arts Centre, the Marine Theatre in Lyme Regis, Sherborne ArtsLink and ArtsReach. West Dorset District Council also gives individual project grants (Arts Development Small Grants and Leisure Development Fund). Dorset County Council's Arts Service has a modest budget to support strategic work, often in partnership with other organisations, as well as funding many of the organisations outlined above.
- 3.3.4 Due to increased risk from coastal erosion, flooding and rising sea levels, it is possible that a replacement location may need to be found for Charmouth Heritage Coast Centre during the lifetime of the plan. The cost of re-provision and sources of funding are currently unknown. Lyme Regis Development Trust have been pursuing the aspiration to build the 'Jurassic Coast Studies Centre' in the broad vicinity of Lyme Regis. The project is in collaboration with the Natural History Museum, Field Studies Council and the Jurassic Coast Steering Group. The cost of this study centre would be approximately £8m with funding from the Lottery, private and other sources.
- 3.3.5 Lyme Regis Museum are looking to extend their premises within the next 5 years at an approximate cost of £3m. This extension would be funded by private and Lottery sources.
- 3.3.6 A replacement for the Thomas Hardy Leisure Centre opened in 2012. Additional growth will place demands on existing leisure facilities including sports pitches in Sherborne and Bridport; tennis courts and fitness gyms in Dorchester; play areas in Bridport; and swimming facilities in Beaminster and Portland. Weymouth Swimming Pool and Weymouth Pavilion are two such leisure and cultural facilities in need of replacement within the plan period. Skate parks at Bridport, Chickerell, Lyme Regis and Weymouth have been identified within the next 5 years for improvement or replacement.
- 3.3.7 Any increase in population will have an impact on the provision of library services. In Dorchester a new larger library and learning centre has been built in a more central town centre location as part of West Dorset District Council's new offices building providing sufficient floor space to meet national standards for the current population. However the following considerations must also be made when there is an increase in population which may require:
- longer opening hours for the current library to enable more people to use the facility

² Museums, Libraries and Archives Council, Public Libraries, Archives and New Development: a standard charge approach" (2008)

- increased books and other stock and public access computers
- extended provision of access to e-books and e-resources, offering virtual access. This will be reliant on a good broadband service to the area.
- increased levels of use would increase the frequency of the need to refurbish the library.

3.3.8 In Bridport and Sherborne, the libraries may face some pressure in terms stock/facilities to cope with the additional demands as a result of new development, while Littlemoor community library would need to be extended as a result of population increases. Crossways library is a community library which currently exceeds the MLA space standard and will be able to cope with proposed development.

3.3.9 Charmouth, Chickerell, Burton Bradstock, and Puddletown libraries do not form part of the County Council's core asset base and have been offered to the community for their community management and ownership. As a result of this process, Portland Underhill library closed in 2012. Chickerell library is very small and operates from the PETO Memorial Reading Room. Proposed growth at Chickerell will have an impact on existing library services in both Chickerell and Weymouth.

4. ANALYSIS OF WASTE MANAGEMENT REQUIREMENTS

4.1 INTRODUCTION

4.1.1 Within the plan area the responsibility for waste management and recycling is provided by the Dorset Waste Partnership. The purpose of the Dorset Waste Partnership is to support increased efficiency and deliver measures to reduce costs including:

- Waste minimisation
- Joint buying
- Increasing trade waste in some areas
- Sharing depots and vehicles
- Cross boundary collections, e.g. residents living in East Dorset may sometimes have their waste collected by another district council's vehicle

4.2 EXISTING PROVISION

4.2.1 There are currently five household recycling centres operating in the area at Bridport, Dorchester, Portland, Sherborne and Weymouth. The waste is recycled via a material recovery facility, composted or taken to landfill.

4.3 FUTURE REQUIREMENTS & FUNDING SOURCES

4.3.1 As a direct consequence of planned housing growth, the two councils will have to deal with an increasing amount of waste. This will require changes and additions to waste handling facilities.

4.3.2 In Bridport, the need for a new site for a waste management facility first arose in the mid 1990s when it was known that the local community facility at the Bothenhampton landfill site would close in 2000. Dorset County Council opened a temporary facility in South Street Bridport in 1998, which has been subject to a series of temporary planning permissions since that time. The site is too small and has other issues associated with its operation. Construction is underway on a new household recycling centre and waste transfer station at Broomhills Farm.

4.3.3 There are also long terms plans to relocate the Louds Mill facility in Dorchester, while modifications to the existing site at West Mill Lane in Sherborne are also planned. In Crossways there are proposals to extend the Hybris material recovery facility. The waste management facilities in Weymouth and Portland are adequate for the medium to long term.

5. ANALYSIS OF TRANSPORT REQUIREMENTS

5.1 INTRODUCTION

- 5.1.1 Locations for future development must respond to the existence of, or potential for the provision of, infrastructure and services that gives people choice about how they travel, and ultimately help reduce journeys by car. Studies have been undertaken to ascertain the potential impact of new development on the existing transport infrastructure and measures necessary to meet future needs. A key issue is how to secure a balanced approach to providing sustainable transport infrastructure and services whilst securing future economic prosperity.
- 5.1.2 The delivery of new development must be achieved carefully throughout the plan period. Proposals for road improvements across the plan area are set out in the Local Transport Plan for Dorset³.
- 5.1.3 Dorset County Council (DCC) is the Local Highway Authority for the plan area. The Highways Agency is responsible for the operation of the strategic road network (locally this consists of the A35 trunk road, and the A303 which runs close to, but outside, the district boundary with Somerset and North Dorset). Network Rail owns and operates Britain's rail infrastructure.

5.2 EXISTING PROVISION

- 5.2.1 Nearly all journeys made in Dorset require the use of the highway network. One of the busiest routes within the plan area is the Dorchester to Weymouth corridor, which comprises an extensive travel to work area extending from Wool and Bovington in the east to Maiden Newton and Abbotsbury in the west. The corridor contains Dorset's most concentrated urban area outside the south-east Dorset conurbation, and the travel to work area has a total resident population of about 120,000 people. The main road link between Dorchester and Weymouth has recently been substantially upgraded with the completion of the Weymouth Relief Road and Weymouth Transport Package in 2011. A major aspect of the local area strategy will be to look at the benefits of this substantial investment in infrastructure and use the opportunities afforded to improve public transport, cycling and walking.
- 5.2.2 While the plan area does not contain any motorways, there are other significant pieces of transport infrastructure including:
- A35 Trunk Road
 - Weymouth Harbour – (sailing, fishing and Channel Island ferry service) & Portland Port (Sailing, secure deep water berthing/refuelling)
 - West Bay and Lyme Regis Harbours – (recreation, sailing, fishing)
 - Rail connectivity; Weymouth – London Waterloo, Weymouth – Bristol
 - Weymouth Relief Road and Park & Ride facility
 - Weymouth Transport Package and public transport improvements
- 5.2.3 Bus services in the urbanised areas are generally good with high levels of frequency on the core transport corridors. However, recent years have seen reduced frequencies and coverage in the suburban areas. In the more rural areas services are more limited and,

³ Local Transport Plan 3, Dorset County Council, April 2011 www.dorsetforyou.com

despite heavy investment and considerable revenue support, passenger transport services fail to attract significant transfer of trips from the private car.

- 5.2.4 Passenger growth on the rail services in West Dorset and Weymouth has increased significantly between 2004/05 and 2007/08. Daily passenger numbers at Weymouth Station have grown by 55% in this 3 year period. Rail passenger growth in West Dorset is 39% compared with the national average of 25%. However, there is still potential to attract more passengers, particularly for daily commuter journeys. Passenger growth on the Weymouth – Bristol service has been largely constrained by service frequencies and capacity issues. A lack of quality interchange facilities presents a barrier to using linked modes, and there are gaps in the cycling/walking infrastructure in urban areas, whilst in rural areas there is a general lack of dedicated infrastructure. Dorset County Council as Highways Authority supports the retention of rail infrastructure and supports proposals for future improvements.
- 5.2.5 Highway assets are some of the Highways Authority’s most valuable assets but also require significant investment to keep them in a good serviceable condition.

5.3 FUTURE REQUIREMENTS & FUNDING SOURCES

- 5.3.1 There are no new strategic roads currently proposed for the plan area in the Local Transport Plan for the period to 2026. Should the need for new roads arise in the last phase of this plan (2026 to 2031) the route(s) will need to be determined. Instead contributions provided as part of development proposals will be used to mitigate the cumulative impact of development by the provision of integrated transport initiatives of benefit to, but not necessarily limited to the area where the development is located.
- 5.3.2 Strategic development sites across the plan area will put pressure on existing transport infrastructure. Highway improvements will be required on some development sites and be delivered through planning obligations. For example in Bridport, junction improvements between West Road and the A35 at Miles Cross together with more localised traffic management in West Allington will be required as a result of development at Vearse Farm. The requirement for cycling and walking provision on the strategic sites will be developed as part of the masterplanning process.
- 5.3.3 Listed below are potential highway improvement measures identified in the Local Transport Plan (this list is not exhaustive):
- local and strategic highway improvements;
 - pedestrian and cycle routes and crossings;
 - traffic management (including signage);
 - public transport infrastructure and revenue support, bus priority schemes; community transport; off-site infrastructure;
 - travel planning and information to employees, residents, and visitors to promote alternatives to single occupancy car trips;
 - associated maintenance and operational costs of the above transportation schemes.
 - infrastructure facilities to support electric, plug-in hybrid and alternative fuelled vehicles;
 - supporting community travel exchanges
- 5.3.4 The Infrastructure Delivery Schedules (1A, 1B, 2A and 2B) list a variety of transport projects including cycleways, bus services, rail connectivity and station access enhancements and the expansion of Real Time passenger information.

- 5.3.5 The Local Transport Plan encourages investment towards heavy rail infrastructure. Improved service frequencies on the Heart of Wessex Line and improved connectivity for pedestrians between Dorchester West and Dorchester South stations are identified as important priorities. Dorset County Council and West Dorset District Council as members of the Heart of Wessex Rail Partnership will work to develop interchange improvements to assist passenger change between rail services operating on the South West Main Line and the Heart of Wessex Line.
- 5.3.6 In June 2012, Dorset County Council secured £2.4m from the Department for Transport's Local Sustainable Transport Fund (LSTF) towards a package of measures to support greater use of sustainable, low carbon modes of travel within the Weymouth and Dorchester corridor. The total cost of the package is estimated to be approximately £6.2m including funds already committed by West Dorset District Council and supporting S106 funding from developer contributions, with no funding sought through the Community Infrastructure Levy. The package will be completed by 2015 and builds upon improvements delivered through the Weymouth Relief Road and the Weymouth Transport Package. The package aims to support economic growth and reduce carbon emissions by maintaining journey time reliability on the A354 between the towns, with measures estimated to reduce car trips by 6.6%. Specific measures in the package include:
- A limited stop express bus service between Weymouth and Dorchester serving Mount Pleasant Park & Ride.
 - Completion of missing links in the Weymouth and Dorchester cycle network
 - VMS and Car Parking Guidance systems in Dorchester.
 - Installation of Electric Vehicle Charging points.
 - Expansion of Dorset Flexicars Car Club in the area
 - Community led initiatives including cycle clubs
 - Travel Planning and marketing initiatives to promote public transport, car sharing, walking and cycling.
- 5.3.7 Traffic in Dorchester is now at the level experienced before the by-pass was opened and residents and those visiting and working in the centre are, as a consequence, facing severance through high volumes of traffic. There are also difficulties for pedestrians at junctions and on narrow pavements due to the high traffic volumes in historic areas; as a result they are unable to enjoy the qualities and attributes of the central parts of the town. The situation is exacerbated on market days due to increased traffic and higher levels of pedestrian activity. The County Council in partnership with West Dorset District Council and Dorchester Town Council has developed a strategy called 'Dorchester Transport and Environment Plan (DTEP)'. Improvements and changes are needed within the town centre and at the Top O' Town roundabout, the Fiveways junction at the southern end of South Street, and at the junctions at Maumbury Rings and Great Western Cross. The provision of a park and ride site on the outskirts of the town is also key to achieve the scheme's objectives. The current budget for the scheme is £3.6m, with funding achieved via contributions from Dorset County Council, West Dorset District Council and expected developer contributions.
- 5.3.8 The Bournemouth, Dorset and Poole Local Transport Plan recognises that there is significant potential for marine passenger transport along the Jurassic Coast to relieve commuter trips on the road network particularly during summer months.. This might lead to a need for harbour enhancements at Lyme Regis, West Bay, Weymouth and Portland. The approximate cost of improvements to facilitate this would be in the region of £2-4m with funding from the Coastal Communities Fund, the LTP, and other sources.

6. ANALYSIS OF EDUCATION AND TRAINING REQUIREMENTS

6.1 INTRODUCTION

- 6.1.1 Within the plan area, Dorset County Council is the local education authority and therefore the key agency responsible for delivering education. Consultation with the County Council has established that some schools may have capacity to accommodate an increase in population, while in other cases, there may be more cost effective options available such as extending existing schools, converting non-educational buildings and so on. In a small number of cases, complete re-provision may be required.
- 6.1.2 Development proposals in neighbouring authorities of East Devon and South Somerset will have a bearing on secondary school provision in places like Lyme Regis and Sherborne, where the current schools have a significant proportion of their school catchment outside of Dorset. Continued close liaison with these authorities will be important.

6.2 EXISTING PROVISION

- 6.2.1 There are five pyramids of schools in the West Dorset Area: Dorchester, Beaminster, Bridport, Lyme Regis and Sherborne. There is also a pyramid covering the Weymouth, Portland and Chickerell areas. In general, school facilities provision is currently meeting the needs of the local area, although this is expected to change as, population increases and future residential development will put pressure on many education facilities.

Number of schools	First/Primary	Middle/Secondary	Special
West Dorset	39	8	1
Weymouth & Portland	19	4	1

- 6.2.2 The Dorchester pyramid operates a three-tier system, with first and middle schools and an upper school. The following schools currently have capacity issues notwithstanding additional planned growth:

School	Age range
Dorchester - The Prince of Wales School	4-9 years
Dorchester - Manor Park First School	4-9 years
Dorchester - Damers First School	4-9 years
Dorchester Middle School	9-13 years
Dorchester - St Osmund's	9-13 years
Puddletown - St Mary's CE Middle School	9-13 years

- 6.2.3 The Beaminster, Bridport, Lyme Regis and Sherborne pyramids operate a two tier system. The following schools currently have capacity issues notwithstanding additional planned growth:

School	Age range
Maiden Newton – Greenford CE Primary School	4-11 years
Bradford Abbas Primary School	4-11 years

Sherborne Primary School	4-11 years
Salway Ash CE VA Primary School	4-11 years
Loders CE VC Primary School	4-11 years
Lyme Regis – The Woodroffe School	11-18 years
Sherborne – The Gryphon School	11-18 years

6.2.4 Extra capacity is being introduced in Bridport at St.Catherines RC Primary School to cover Bridport Town.

6.2.5 Weymouth generally is under pressure. Additional capacity will have to be provided within Weymouth to respond to these pressures notwithstanding the new housing. The following schools in Weymouth and Portland currently have capacity issues notwithstanding additional planned growth:

School	Age range
Weymouth – Radipole Primary School	4-11 years
Weymouth – Southill Primary School	4-11 years
Chickerell Primary School	4-11 years
Beechcroft Primary School	4-11 years
Holy Trinity Primary School	4-11 years

6.2.6 In terms of special school provision, Mountjoy School Bridport relocated to new premises within the Beaminster Secondary School campus in late 2012. The Wyvern School in Weymouth relocated to new facilities at the Wey Valley Campus in 2006.

6.3 FUTURE REQUIREMENTS & FUNDING SOURCES

6.3.1 Dorset County Council is currently undertaking an options appraisal to look at providing an additional 1.5 form entry (FE) of first school capacity within Dorchester. This additional capacity will be delivered through a commitment to replace Damers School in Dorchester with a new 4FE school as a result of growth at Poundbury, together with either the expansion of Prince of Wales School to 2FE and the remodelling of Manor Park First School to 2FE to make a more suitable building, or extending Manor Park First School to 3 FE and retaining Prince of Wales School at 1 FE. In all scenarios it is assumed that St. Mary's RC First School will remain at 1 FE. Whichever option is taken forward there will be 9FE capacity in Dorchester, up from the existing 7.5FE.

6.3.2 In terms of middle school provision, given the restrictions at both St. Osmund's and Dorchester Middle from a land size area point of view – any Middle School expansion will have to be undertaken at St. Mary's Middle School, although this will present significant highways and access issues. The alternative is to identify a new site for a Middle School of 4 to 5 FE i.e. 120-150 children per year group capacity. The approximate area would be between 43,000m² and 50,000m² of space at a potential cost in order of £19 million which should be funded through S106/CIL.

6.3.3 Planned development at Vearse Farm in Bridport would require the provision of a 20,000m² plot for a 2FE institution; land will be safeguarded within the Local Plan allocation for this purpose. Planned development in the Littlemoor and Chickerell areas of Weymouth and Portland would necessitate the provision of replacement and/or the

extension of existing schools including Bincombe Valley Primary School and Chickerell Primary; land will be safeguarded within the Local Plan allocation for this purpose. Education provision at Crossways and Puddletown may be required if an expansion to Crossways is approved.

- 6.3.4 In 2014, planning permission was granted to change the use of Maritime House at Southwell Business Park, Portland into an academy school. The academy will span two sites, the other being the new Chesil Cove Primary School. The existing facilities at Royal Manor Secondary School, Southwell Primary, Brackenbury Infant School and Underhill Junior School would be transferred to the Academy sites with the current sites becoming surplus.
- 6.3.5 Following the cuts to the Building for Schools Fund programme, the Government announced the whole capital funding regime for schools is under review. Therefore, in a reduced and uncertain funding environment, the County Council will need to continue to explore all available funding programmes as well as identify the most cost effective delivery options to meet the additional capacity required over the next 10 years.

7. ANALYSIS OF HEALTH CARE REQUIREMENTS

7.1 INTRODUCTION

- 7.1.1 The provision of adequate levels of health care is an essential part of any sustainable community. Population increase, particularly amongst women, children and the elderly, can place increased pressure on health care facilities. NHS Dorset is responsible for health care throughout the plan area. Their responsibility includes the provision of doctors' surgeries, mental health care, district nurses and dentistry. NHS Dorset's strategic approach will be, over time, to commission more integrated community-based care in local settings as opposed to hospital-based care.
- 7.1.2 Dorset County Council provides a significant portfolio of services to children, young people and their families. Dorset County Council also provides a wide portfolio of services to adults and older people, ranging from home care, day care and short term respite care to residential and nursing home care. Many of these services are delivered in conjunction with community health services and aim to provide integrated and seamless care for Dorset residents.

7.2 EXISTING PROVISION

- 7.2.1 Across the plan area, there are a total of 34 Doctors' surgeries. Of these, 26 are located in the towns and eight in the larger villages. In addition six practices operate branch surgeries, some of which provide wider access to the most rural areas. The optimum number of patients per doctor is 1,600; this figure is based on national best practice and local need and each doctor needs on average, 111 sq m floorspace at a cost of £1,100/sq.m. There is currently excess capacity in GP health care in Lyme Regis, but elsewhere in the plan area, there are shortfalls in provision.
- 7.2.2 Dorset County Hospital is located in Dorchester. Community hospitals exist in Weymouth, Portland, Bridport and Sherborne.

7.3 FUTURE REQUIREMENTS & FUNDING SOURCES

- 7.3.1 NHS Dorset is currently undertaking an assessment of its estate as well as developing the future requirements based upon the commissioning intentions. NHS Dorset will be producing an Estates Strategy which will be informed by close working with the commissioning programmes. A Community Health Strategy is being developed by Dorset County Council and NHS Dorset, which will set out the broad aims and objectives for service improvements across the county.
- 7.3.2 Using census occupancy data for Weymouth, 615 new homes generates a requirement for a new GP, i.e. £198.00/dwelling, c.£2.50/sq.m. In West Dorset, 727 new homes generates a requirement for a new GP, i.e. £168.00/dwelling, c.£2.10/sq.m.

8. ANALYSIS OF EMERGENCY SERVICES REQUIREMENTS

8.1 INTRODUCTION

8.1.1 As growth generates additional pressure on emergency services, unless funds are secured to provide a level of infrastructure commensurate with that growth, the service provided will suffer and key planning objectives at the national and local levels will not be met. Possible infrastructure to support development, should significant development occur, includes:

- Provision of adequate water supplies for effective fire fighting
- Provision of fire fighting appliances
- Building and land costs
- Increased community safety initiatives

8.2 EXISTING PROVISION

8.2.1 There are currently 9 Fire Stations serving the plan area. The new Dorchester Fire Station (opened in 2009) is considered sufficient and suitable for current needs. The Weymouth Community Fire Station (opened in 2011) has replaced the fire station built in 1936 in North Quay. The Community Safety Centre adjacent to the new fire station offers many opportunities to the local and wider community. Also operating from the Safety Centre will be HealthWise, in conjunction with the local health education teams, and RoadWise, in conjunction with the Dorset Road Safe Strategic Partnership. RoadWise, with classrooms and realistic road layouts will be to the rear of the Community Fire Station.

8.2.2 There are currently 6 police stations serving the plan area. These are located in Bridport, Dorchester, Lyme Regis, Portland, Sherborne and Weymouth.

8.3 FUTURE REQUIREMENTS & FUNDING SOURCES

8.3.1 There are no identified requirements for additional police stations within the plan area. Possible infrastructure to support development includes:

- Police Officer, PCSO and support Staff Recruitment and Training
- Vehicles , uniform and protective equipment
- IT and Communications Equipment
- Related vehicle Policing (e.g. ANPR) and other supporting infrastructure

8.3.2 Dorchester Fire Station has been designed with the potential of future expansion of the town in mind, and service provision from the station could be extended, should the operational need be identified. Significant growth at Crossways may require investment in a Fire Station facility. This is estimated to cost approximately £4.5 to £5m and would be required subject to operational need being identified.

9. ANALYSIS OF FLOOD MITIGATION AND COAST PROTECTION REQUIREMENTS

9.1 INTRODUCTION

- 9.1.1 The plan area has approximately 70 kilometres (43miles) of coast and a number of main rivers (the Frome and Piddle that outfall into Poole Harbour, and the rivers Char, Brit, Bride and Wey, each flowing directly into the sea on the south coast) and their tributaries. There are numerous coastal and flood defence schemes across the plan area. Lyme Regis sits on one of the most unstable stretches of coastline in the country. The Council has responsibility for the management of coast protection.
- 9.1.2 Key parts of the plan area are vulnerable to flooding, some of the most at risk are those closest to the coast. In response, both West Dorset District Council and Weymouth & Portland Council have prepared Strategic Flood Risk Assessments to establish where there is existing flood risk and where there could be risk in the future. A network of existing flood defences including sluice gates, culverts, pumping stations and harbour walls exist to protect development.
- 9.1.3 Dorset County Council is the lead Local Flood Authority for the plan area, under the Flood and Water Management Act 2010 and Flood Risk Regulations 2009. They have developed the Dorset Surface Water Management Plan⁴ (July 2011) which identifies flood risk from local sources down to community level. This will form the basis for the Dorset Local Flood Risk Management Strategy to tackle flood risks. They will work with other organisations, such as the Environment Agency (which has a strategic role for all flood risk matters across England and Wales), local councils, highway authorities and water companies.
- 9.1.4 In Weymouth, a Level 2 Strategic Flood Risk Assessment⁵ has identified the potential for flood risk in Weymouth Town Centre; a Flood Risk Management Strategy has investigated how the risk of flooding could be could be effectively managed to allow future growth up to the period 2126, the anticipated lifetime of current development. These studies have revealed that there are currently approximately 450 properties in the town centre at risk of flooding during a 1 in 200 year event. Given the projected rise in sea level, this is expected to increase tenfold by 2126.
- 9.1.5 Various strategies are used for managing the erosion along different parts of the coast and these are set out in Shoreline Management Plans.

9.2 EXISTING PROVISION

- 9.2.1 In Weymouth, there are various flood defence structures protecting the town centre. These include:
- The Esplanade and beach which form a relatively high barrier
 - The Ferry peninsula which is entirely surrounded by sheet piling
 - The river banks through the town centre are formed by a combination of sheet pile, concrete and masonry walls. The quay walls vary in age and condition.
 - The river banks upstream of Westham Bridge are protected from tidal flooding as the bridge forms a tidal barrier.

⁴ Dorset Surface Water Management Plan, Dorset County Council, www.dorsetforyou.com

⁵ Weymouth & Portland Strategic Flood Risk Assessment Level 1 & 2, Royal Haskoning. www.dorsetforyou.com

- The flood protection to the town from the tidal reaches of the river is provided by concrete flood walls which are which are founded on the quay walls.
- 9.2.2 There are several types of construction within the existing defence line, which have been constructed at various stages in the last hundred years. Many of the earlier assets are now reaching the end of, or have exceeded their design lives. One such asset is the ferry berth in Weymouth Harbour which has experienced structural changes affecting its operation as a ferry port.
- 9.2.3 There are more localised flood defence schemes in West Dorset, such as the Cerne Abbas flood alleviation scheme. A major £17m scheme has been built to protect West Bay from coastal flooding, including rock armour protection, new rock groynes and beach replenishment and strengthened piers. More localised schemes have been implemented at Ringstead Bay, Seatown and Charmouth.
- 9.2.4 The Lyme Regis Coastal Protection Scheme was initiated by West Dorset District Council in the early 1990s, and because of its magnitude has been phased over a considerable time period. It aims to provide long-term coast protection for the town and reduce damage and disruption caused by land slipping, through a long-term plan of engineering works.

9.3 FUTURE REQUIREMENTS & FUNDING SOURCES

- 9.3.1 The Weymouth Flood Risk Management Strategy⁶ explored options for flood defences in the town centre and recommended 'option 4b' which, with a required investment of approximately £66m at current prices, provides the best benefit-to-cost ratio. The preferred long-term solution includes building a tidal barrier at the mouth of Weymouth Harbour, improvements to the harbour walls, and works to protect The Esplanade. Future investment in the maintenance and enhancement of pumping stations, particularly those which serve Weymouth Town Centre such as Radipole Pumping Station, will be required to ensure ongoing protection of the town is maintained.
- 9.3.2 Developer contributions will only be able to make up a small proportion of the total cost of the all the flood defences required for Weymouth Town Centre. Weymouth & Portland Borough Council and the Environment Agency will continue to work together to identify external sources of funding. At present the most obvious funding opportunities include:
- Regional Growth funding through a Local Enterprise Partnership type organisation
 - Grant funding from the Environment Agency/DEFRA
 - Planning harbour works funding from the Borough Council
 - Homes & Communities Agency: the Bournemouth Dorset & Poole Local Investment Plan identifies Weymouth Town Centre as one of its priority areas for dealing with the effects of climate change
 - Tax Increment Finance
 - New Homes Bonus
- 9.3.3 An interim Weymouth Town Centre Flood Defence Contributions Policy⁷ currently operates to seek contributions from development in the town centre which would otherwise have to be refused on the grounds of unacceptable flood risk. This policy will be replaced by the Community Infrastructure Levy, which will enable funds to be secured from development

⁶ Weymouth Flood Risk Management Strategy, Royal Haskoning, www.dorsetforyou.com

⁷ Weymouth Town Centre Interim Flood Contributions Policy, September 2011, www.dorsetforyou.com

in all areas of the Borough, meaning that the amount of money secured should be substantially more (although still significantly less than the total cost of the scheme).

- 9.3.4 A recent failure in the harbour quay wall and pier structure at the Ferry Terminal Weymouth has prompted repairs to the ferry berth. Contractors were appointed in 2012 to undertake works at a cost of approximately £3.92 million. Repairs began in late 2012, and were completed in mid-2013 allowing the ferry service to resume sailing from the harbour. Weymouth & Portland Borough Council is committed to repairing its harbour walls. The project commenced in 2013 and is scheduled to run until 2028 (15 years), the estimated cost is £3.6 million. Weymouth & Portland Borough Council is committing £170,000 annually towards a harbour wall maintenance fund.
- 9.3.5 West Dorset District Council is committed to concluding phase 4 of the coast protection works at Lyme Regis, which will see harbour wall improvements to protect Church Cliff and East Cliff, these are expected to be complete by 2015. The design and construction cost for phase 4 was estimated to be £19.5 million. The Environment Agency approved DEFRA grant funding to cover the coast protection elements of the scheme. Dorset County Council and the West Dorset District Council will also contribute up to £4.87m towards the project. A small proportion (approximately £600,000) has been sought through developer contributions.
- 9.3.6 The final phase of the coastal protection scheme (phase 5) will see maintenance improvements to the Cobb. This project is currently scheduled for year 7 of the Environment Agency's medium term plan, i.e. 2021 but could be brought forward within the next 5 years. The estimated cost for phase 5 is £4 million.
- 9.3.7 The councils' will continue to investigate other funding sources in relation to phase 5 of the Lyme Regis Coastal protection scheme and other coast protection work necessary during the plan period e.g. West Bay Harbour Wall.
- 9.3.8 A Surface Water Management Plan has identified a number of communities which require further investigation from a local flood risk management perspective. These include Burton Bradstock, Dorchester, Weymouth, Bridport and Sutton Poyntz. Funding will be sought where schemes are drawn up in consultation with the local community and agreed by DEFRA, the Environment Agency and Dorset County Council.

10. ANALYSIS OF UTILITIES REQUIREMENTS

10.1 INTRODUCTION

- 10.1.1 The provision of utilities such as energy supplies, water supplies, telecommunications (including broadband), drainage, sewerage, and sewage treatment is necessary before any development can proceed. Where adequate capacity is not available within existing systems, assurances will be required that the necessary infrastructure will be provided.

10.2 EXISTING PROVISION

- 10.2.1 National Grid operates the national electricity and gas transmission network across Great Britain. Scottish and Southern Energy (SSE) are the local Distribution Network Operator covering the whole of Dorset. Scottish and Southern Energy are the owners and operators of the network of towers and cables that bring electricity from the high-voltage transmission network to homes and businesses. Southern Electric (part of Scottish and Southern Energy group) is the company which then supplies and sells electricity to domestic, commercial and smaller industrial premises.
- 10.2.2 Wessex Water is the statutory sewage undertaker and the statutory water undertaker for most of the plan area (with South West Water covering the most western parts). Under the Water Industry Act 1991, they have a duty to ensure that:
- the area is effectively drained and to effectively deal with the contents of its sewers
 - an efficient and economical system of water supply within its area is developed and maintained.
- 10.2.3 The provision of broadband and electronic communications technology is a key emerging piece of infrastructure. In the county of Dorset, 69% of properties have broadband with an average speed of 6megabits a second but 17.9% get less than 2megabits a second. In some villages and rural areas, access to this technology remains very poor, particularly in terms of capacity and coverage. British Telecom and other internet providers are beginning to offer high speed broadband products that utilise fibre optic cables instead of copper wiring. These can deliver speeds of up to 100megabits a second allowing much faster download/upload speeds. British Telecom are in the process of upgrading telephone exchanges around the country to provide this service, with urban areas the current priority. This technology is currently available to 9% of properties⁸ across the county.
- 10.2.4 Monies have been allocated by government to support superfast broadband provision in Dorset together with contributions from all the authorities in Dorset. The goal is to achieve 100% superfast broadband coverage at speeds in excess of 30megabits a second for all premises in Dorset.

10.3 FUTURE REQUIREMENTS & FUNDING SOURCES

- 10.3.1 Councils will work with utility service providers to assess the quality and capacity of energy supplies, water supplies, telecommunications, drainage, sewerage, and sewage treatment provision, and their ability to meet forecast demands.

⁸ OFCOM, UK Fixed Broadband Map 2011, <http://maps.ofcom.org.uk/broadband/>

- 10.3.2 In 2009, Wessex Water undertook a high level assessment of water and waste water provision for development at Chickerell and Littlemoor. In Littlemoor, developer contributions would be required to improve offsite network reinforcement. Capacity improvements were estimated to cost between £0.5-1 million. In Chickerell the dedicated trunk main would require easement or redirection to an alternative location subject to scheme design. Wessex Water raised concerns about the capacity of existing foul water networks. Improvements are estimated to cost between £0.75-1million.
- 10.3.3 Wessex Water confirmed that allocations exceeding 100 units will need consideration of network upgrades to provide satisfactory levels of service for new development. Capital improvements are planned at Poundbury, Dorchester and Markham & Little Francis in partnership with developers. Wessex Water will seek the use of planning conditions to ensure that all necessary upgrades can be completed with shared funding arrangements for off-site connecting works and downstream capacity improvements. Sewage treatment improvements will be considered at Dorchester, Maiden Newton and Longburton to provide capacity improvements over the next 5 year period – these will be funded entirely by Wessex Water. Wessex Water also confirms that no additional water sources are needed and abstraction capacity is available for the predicted level of growth.

11. ANALYSIS OF POOLE HARBOUR NUTRIENT MANAGEMENT-MITIGATION REQUIREMENTS

11.1 INTRODUCTION

- 11.1.1 Development resulting in the discharge of additional volumes of treated sewage into the River Frome catchment is considered likely to have a significant effect on the Poole Harbour SPA and a harmful impact on the River Frome SSSI. Since the mid 1980s, the harbour has experienced a significant expansion of macroalgal mats fuelled by rising levels of nitrate and other inorganic nitrogen compounds in harbour waters. The smothering effect of excessive macroalgal growth is putting the environment and ecology of Poole Harbour at risk, by reducing invertebrate food supplies to birds and species diversity and as such will contribute to Poole Harbour not being able to meet its conservation objectives. Natural England has expressed concerns about the elevated nutrient levels causing harm to these designated sites.
- 11.1.2 Nitrogen loads entering the harbour are forecast to further rise and peak between 2020 and 2030 before stabilising at around 2,300 tonnes N/yr. To prevent future development across the catchment resulting in further deterioration in catchment status, it will be necessary to ensure that future growth within the River Frome catchment does not result in a net increase in nitrogen load.

11.2 FUTURE REQUIREMENTS & FUNDING SOURCES

- 11.2.1 A strategic approach to the mitigation of anticipated adverse effects is being developed in conjunction with neighbouring authorities also affected (Borough of Poole and Purbeck District Council) the Environment Agency and Wessex Water to ensure that mitigation measures are coordinated and consistent, and to secure their delivery. Mitigation measures may include solutions that tackle point sources from sewage treatment works, or those that deal with diffuse pollution from agriculture. Where funding is required, this will need to be collected through the Community Infrastructure Levy.

12. ANALYSIS OF DORSET HEATHLANDS MITIGATION REQUIREMENTS

12.1 INTRODUCTION

- 12.1.1 The Dorset heathlands cover an extensive area of South East Dorset including parts of the plan area around Crossways and Puddletown. These areas are protected under European legislation as Special Areas for Conservation (SAC) and Special Protection Areas (SPA). Studies show that new residential development within 400 metres of protected habitats can have an adverse impact on species on the heathlands. As a result a 400m buffer has been enforced around the SAC/SPA where no new residential development is permitted. There are also potential adverse impacts from new residential development between 400 metres and 5km of a SAC/SPA. Within this area, new development is allowed provided the impacts such as increased visitors to heathland can be mitigated.

12.2 FUTURE REQUIREMENTS & FUNDING SOURCES

- 12.2.1 Most of Dorset's urban heaths are owned or managed by nature conservation groups and local authorities. These organisations are partners of the Urban Heaths Partnership and employ staff who patrol and manage the heaths. The management of recreational pressures on existing heathlands has been traditionally mitigated through the use of heathland wardens, education and the management of access and parking provision. Education and warden services are aimed at increasing the awareness of the heathland habitat within the local community encouraging all visitors to sites to help respect and protect the sensitive habitat. Long term monitoring is key in collecting baseline data to compare future data with, to ensure mitigation is having the desired effect.
- 12.2.2 Mitigation measures may include the provision of Suitable Alternative Natural Greenspace (SANGs) to meet recreation needs and deflect pressure from the heathland habitats.
- 12.2.3 The Local Plan proposed strategic allocation at Crossways lies between 400m and 5km of a European designated heathland. In this situation, mitigation would include the provision and location of SANGs. Other mitigation measures would be funded by way of Section 106 agreement. To ensure that further smaller scale development can proceed in this area appropriate proportion of CIL monies collected from development will be directed towards delivering the Dorset Heathlands SPA and Ramsar and Dorset Heaths SAC mitigation.
- 12.2.4 European legislation dictates that this must be a priority for the council. Currently, contributions are collected through a Planning Obligations Guidelines Supplementary Planning Document from development within the heathland mitigation zone. Development within this area that encompasses Crossways and Broadmayne would not otherwise be permitted without a contribution. The money collected supports the cost of providing a ranger to patrol the heathland and protect endangered species. It is proposed that a sum of £10,000 p.a. is collected through CIL to continue to support this service.

13. ANALYSIS OF PUBLIC REALM ENHANCEMENTS (DORCHESTER & WEYMOUTH)

13.1 INTRODUCTION

- 13.1.1 The 'public realm' - the spaces around and between buildings including streets, squares and parks has a major part to play in the character, attractiveness and success of any town. It is also important in encouraging sustainable modes of travel, such as walking, cycling and public transport.
- 13.1.2 In Dorchester Town Centre, the need to improve the town centre environment is a key objective of the Dorchester Transport and Environment Plan (DTEP). More detail about this project is given in section 4, 'Analysis of Transport Requirements'.
- 13.1.3 In Weymouth Town Centre, there are conflicts between pedestrians and vehicles. Expanses of water or railway lines act as a barrier in certain areas, and tend to concentrate movement at the bridging points. Some important public open spaces and pedestrian routes are in areas dominated by parking, servicing yards and backs of properties. Parking areas are located all around the town centre, and can exacerbate the circulation of traffic. Future Requirements & Funding Sources
- 13.1.4 The current budget for the Dorchester Transport and Environment Plan currently stands at £5.3m. Funding will be achieved via contributions from Dorset County Council, West Dorset District Council and developer contributions.
- 13.1.5 In Weymouth, a priority of the town centre strategy is to improve the first impressions of the area – especially the Swannery Car Park, railway station and ferry terminal; make the town centre more pedestrian friendly and create an attractive environment; and ensure that new development respects its context and special character of Weymouth and created active frontages to the public realm. Specific schemes will be identified through more detailed work on a town centre masterplan.

APPENDIX 1 - INFRASTRUCTURE DELIVERY PLAN – INFRASTRUCTURE SCHEDULES, WEYMOUTH & PORTLAND

SCHEDULE 1A – WEYMOUTH & PORTLAND INFRASTRUCTURE PROJECTS (2014-2017)

The following schedule lists known infrastructure projects that are expected to be delivered within the next three years. *The potential contribution through CIL is an initial estimate and will be subject to further scrutiny. Other funding sources will be required in most cases.

PROJECT	APPROX COST (£)	FUNDING SECURED (£) inc. S106 payments	FUNDING GAP (£)	POTENTIAL CONTRIBUTION THROUGH CIL*	DELIVERY AGENCIES	ESTIMATED TIMESCALE FOR DELIVERY	PAYMENT CIL/S106
TRANSPORT							
Wessex Roundabout, Weymouth – Junction Improvements, including cycle facilities.	TBC	£0	TBC	TBC	Dorset County Council	2014-2017	S106
Littlemoor to Wey Valley School Campus – Improved cycle link/bridleway upgrade	£200,000	£0	£200,000	£200,000	Dorset County Council	2014-2017	S106
FLOOD MITIGATION							
Weymouth Harbour Wall Maintenance	£724,000 (3 years)	£724,000	£0	£0	WPBC/WDDC	2013-2028	N/A
UTILITY INFRASTRUCTURE							
The Front Skate Park, Weymouth – provision of concrete skate park	£200,000	£100,000	£100,000	£100,000	Weymouth College	2014-2015	CIL
Osprey Sports Centre – enhancements to capacity & accessibility	£124,000	£62,000	£62,000	£62,000	South Dorset Sports Trust Ltd	2012-2014	CIL

PROJECT	APPROX COST (£)	FUNDING SECURED (£) inc. S106 payments	FUNDING GAP (£)	POTENTIAL CONTRIBUTION THROUGH CIL*	DELIVERY AGENCIES	ESTIMATED TIMESCALE FOR DELIVERY	PAYMENT CIL/S106
APPROXIMATE TOTAL	£1,300,000	£900,000	in excess of £400,000	in excess of £160,000			

SCHEDULE 1B – WEYMOUTH & PORTLAND INFRASTRUCTURE PROJECTS (2018-2031)

The following schedule lists known infrastructure projects that are expected to be delivered post 2017. While an approximate cost is known in most cases, further detail will be required upon review of the Infrastructure Delivery Plan. *The potential contribution through CIL is an initial estimate and will be subject to further scrutiny. Other funding sources will be required in most cases.

PROJECT	APPROX COST (£)	FUNDING SECURED (£) inc. S106 payments	FUNDING GAP (£)	POTENTIAL CONTRIBUTION THROUGH CIL*	DELIVERY AGENCIES	ESTIMATED TIMESCALE FOR DELIVERY	PAYMENT CIL/S106
FLOOD MITIGATION							
Weymouth Town Centre Flood Defence (remainder of plan period)	£48,300,000	-	£48,300,000	in the region of £13,500,000, other funding sources will be required	Government funding/ Developers (CIL/S106)	Ongoing commitment of funds	CIL
Weymouth Harbour Wall Maintenance	£2,903,000 (12 years)	£296,000	£2,607,000	TBC	Weymouth & Portland Borough Council; Environment Agency	2013-2028	CIL
UTILITY INFRASTRUCTURE							
Pumping Stations – 5 year maintenance	£27,000	-	-	TBC	Weymouth & Portland Borough Council	10 years	CIL

PROJECT	APPROX COST (£)	FUNDING SECURED (£) inc. S106 payments	FUNDING GAP (£)	POTENTIAL CONTRIBUTION THROUGH CIL*	DELIVERY AGENCIES	ESTIMATED TIMESCALE FOR DELIVERY	PAYMENT CIL/S106
TRANSPORT							
Weymouth Town Centre Traffic Management and pedestrian, cyclist, public realm improvements	TBC	£0	TBC	TBC	Dorset County Council	Following outcome of masterplanning work	CIL/S106
Portland Cycle Links	£500,000	£0	£500,000	TBC	Dorset County Council	Post 2017	CIL
Weymouth Cycle Link to Station	£250,000	£0	£250,000	TBC	Dorset County Council	Post 2017	CIL
Bridges & Tunnels – 5 year maintenance costs	£220,000	-	-	TBC	Weymouth & Portland Borough Council	10 years	CIL
EDUCATION PROVISION							
Possible extension of various primary schools (up to 4½ FE provision).	£6,000,000-£8,000,000	-	-	TBC	Dorset County Council	Ongoing	CIL
Possible extension of various secondary schools (up to 2FE provision).	£6,000,000-£8,000,000	-	-	TBC	Dorset County Council	Ongoing	CIL
GREEN INFRASTRUCTURE & RECREATION							
Weymouth Swimming Pool – 5 year maintenance costs	£35,000	-	-	TBC	Weymouth & Portland Borough Council	-	CIL

PROJECT	APPROX COST (£)	FUNDING SECURED (£) inc. S106 payments	FUNDING GAP (£)	POTENTIAL CONTRIBUTION THROUGH CIL*	DELIVERY AGENCIES	ESTIMATED TIMESCALE FOR DELIVERY	PAYMENT CIL/S106
Weymouth Swimming Pool – replacement	£6-8 million	-	-	£50,000 p.a.	Weymouth & Portland Borough Council	c. 10-15 years	CIL
APPROXIMATE TOTAL	£74,000,000	£300,000	in excess of £73,000,000	in excess of £14,000,000			

SCHEDULE 1C - WEYMOUTH & PORTLAND STRATEGIC ALLOCATIONS – DEVELOPMENT RELATED INFRASTRUCTURE REQUIREMENTS

The following schedule provides an indicative list of the infrastructure required for the larger, more complex strategic sites and which is necessary to enable the grant of planning permission. The infrastructure for these sites will be secured through a planning obligation requiring the developer to enter into a section 106 agreement and as such are excluded from a CIL charge.

SITE	INFRASTRUCTURE TYPE	DELIVERY AGENCIES	EST. TIMESCALE FOR DELIVERY
WEYMOUTH & PORTLAND			
Markham & Little Francis	<ul style="list-style-type: none"> • Securing the management of designated local green space (including possible allotment provision). • Weymouth Town Centre Flood Defence (off-site via CIL). • Surface Water mitigation. • Improvements to education provision (off-site). • Contributions towards the provision of museums. • Highway improvements (off-site). • Footway/cycleway connectivity. • Improvements play areas, local sports provision. • Improvements to bus service 	<ul style="list-style-type: none"> • Dorset County Council • Natural England/Dorset Wildlife Trust • Weymouth & Portland Borough Council • Developer • Wessex Water • Scottish & Southern Energy; Southern Gas Networks; National Grid; • Wessex Water • Bus operators 	2016-2031
Littlemoor Urban Extension (part in Weymouth)	<ul style="list-style-type: none"> • Weymouth Town Centre Flood Defence (off-site via CIL). • Landscape mitigation. • Allotment provision (on/off-site). • Lorton Valley Nature Park (off-site). • Education – provision of land for replacement 3FE school (Bincombe Valley Primary CE VA First School) /contributions to improvements (off-site). • Improvements to library provision (extension of existing Littlemoor Library) (off-site). • Improvement to museum provision (off-site). 	<ul style="list-style-type: none"> • Dorset County Council • Weymouth & Portland Borough Council • West Dorset District Council • Developer • Wessex Water • Scottish & Southern Energy; Southern Gas Networks; National Grid; 	2016-2031

SITE	INFRASTRUCTURE TYPE	DELIVERY AGENCIES	EST. TIMESCALE FOR DELIVERY
	<ul style="list-style-type: none"> • Provision of play areas. • Highway integration improvements (inc. pedestrians and cyclists). • Water – Upgrading to trunk main network and potential need for new service reservoir or on-site booster facility, local upgrading and new connecting sewer. • Electricity – No significant infrastructure requirements given planned improvements and proximity of Chickerell substation. • Gas – No specific infrastructure requirements given extensive network of high and medium pressure gas lines in the area. • Improvements to bus service 	<ul style="list-style-type: none"> • Wessex Water 	
Land at Wey Valley	<ul style="list-style-type: none"> • Improvements to bus service 	<ul style="list-style-type: none"> • Dorset County Council • Bus operators 	2016-2031

APPENDIX 2 - INFRASTRUCTURE DELIVERY PLAN – INFRASTRUCTURE SCHEDULES, WEST DORSET**SCHEDULE 2A – WEST DORSET INFRASTRUCTURE PROJECTS (2014-2017)**

The following schedule lists known infrastructure projects that are expected to be delivered within the next three years. *The potential contribution through CIL is an initial estimate and will be subject to further scrutiny. Other funding sources will be required in most cases.

PROJECT	APPROXIMATE COST (£)	FUNDING SECURED (£) inc. S106 payments	FUNDING GAP (£)	POTENTIAL CONTRIBUTION THROUGH CIL*	DELIVERY AGENCIES	ESTIMATED TIMESCALE FOR DELIVERY	DEVELOPER PAYMENT CIL/S106
COAST PROTECTION							
Phase 4 of the Lyme Regis Coast Protection Scheme (stabilisation of Church Cliff and East Cliff)	£20,000,000	£15,000,000 from central government. £4,270,000 from Dorset County Council	£730,000	£600,000	Central Government; Environment Agency; English Heritage; Dorset County Council	2014	CIL
TRANSPORT							
Bridport to Chideock cycleway	£250,000	£50,000	£200,000	£20,000	Highways Agency	2014-2017	CIL
Dorchester West Station Access - Disabled access	£200,000	£155,000	£45,000	£10,000	Dorset County Council; Network Rail	2014-2017	CIL
A37 Church Lane Frampton	£55,000	£55,000	£0	£0	Dorset County Council	Spring 2015	-
Bridport Strategic Cycle Enhancements	£1,500,000	£0	£1,500,000	£150,000	Dorset County Council	2014	CIL
Sherborne Strategic Cycle Enhancements	£250,000	£200,000	£50,000	£20,000	Dorset County Council	2014-2017	CIL

PROJECT	APPROXIMATE COST (£)	FUNDING SECURED (£) inc. S106 payments	FUNDING GAP (£)	POTENTIAL CONTRIBUTION THROUGH CIL*	DELIVERY AGENCIES	ESTIMATED TIMESCALE FOR DELIVERY	DEVELOPER PAYMENT CIL/S106
A3066 Tunnel Road, Beaminster – Improve footway link to school.	TBC	£0	TBC	TBC	Dorset County Council	2014-2017	S106
North Street, Beaminster – Footway improvements	£90,000	£0	£90,000	TBC	Dorset County Council	2014-2017	CIL
Broadmayne to Dorchester Cycle Link	£42,000	£0	£42,000	TBC	Dorset County Council	2014-2017	CIL
Longburton to Sherborne cycle link	TBC	£0	TBC	TBC	Dorset County Council	2014-2017	CIL
Sherborne Town Centre Traffic Management	£100,000	£0	TBC	TBC	Dorset County Council	2014-2017	CIL
CULTURAL FACILITIES							
Dorset County Museum	£13,000	£6,500	£6,500	£2,000	Dorset Natural History and Archaeological Society.	2012-2014	CIL
Lyme Regis Museum – extension	£3,000,000	£500,000	£2,500,000	£200,000	Lyme Regis Museum	2015	CIL
GREEN INFRASTRUCTURE & RECREATION							
Heathland Mitigation	£80,000	£50,000	£30,000	£30,000	Dorset County Council; West Dorset District Council; Urban Heaths Project	Ongoing	CIL/S106

PROJECT	APPROXIMATE COST (£)	FUNDING SECURED (£) inc. S106 payments	FUNDING GAP (£)	POTENTIAL CONTRIBUTION THROUGH CIL*	DELIVERY AGENCIES	ESTIMATED TIMESCALE FOR DELIVERY	DEVELOPER PAYMENT CIL/S106
Poole Harbour SPA Mitigation	TBC	-	-	TBC	Natural England	Ongoing	
St Osmund's Community Sports Centre – Tennis	£50,000	£25,000	£25,000	£6,000	St Osmund's Community Sports Centre	2013	CIL
Bridport Leisure Centre – children's play areas	£150,000	£75,000	£75,000	£20,000	Bridport and West Dorset Sports Trust	2013	CIL
Bridport Leisure Centre – pool circulation system	£30,000	£15,000	£15,000	£5,000	Bridport and West Dorset Sports Trust	2014	CIL
Colfox School, Bridport – replacement ATP	£300,000	£150,000	£150,000	£40,000	Sir John Colfox School	2015	CIL
Beaminster School community sports facilities – swimming pool	TBC.	TBC.	TBC.	TBC.	Beaminster Community Sports Assoc.	2013-2014	CIL
Chickerell Skate Park	£180,000	£90,000	£90,000	£20,000	Chickerell Town Council	2015	CIL
Lyme Regis Skate Park	£200,000	£100,000	£100,000	£25,000	Lyme Regis Town Council	2013-2014	CIL
APPROXIMATE TOTAL	£26,500,000	£20,000,000	in excess of £6,500,000	in excess of £1,100,000			

SCHEDULE 2B – WEST DORSET INFRASTRUCTURE PROJECTS (2018-2031)

The following schedule lists known infrastructure projects that are expected to be delivered post 2017. While an approximate cost is known in most cases, further information will be required upon review of the Infrastructure Delivery Plan. *The potential contribution through CIL is an initial estimate and will be subject to further scrutiny. Other funding sources will be required in most cases.

PROJECT	APPROXIMATE COST (£)	FUNDING SECURED (£) inc. S106 payments	FUNDING GAP (£)	POTENTIAL CONTRIBUTION THROUGH CIL*	DELIVERY AGENCIES	ESTIMATED TIMESCALE FOR DELIVERY	DEVELOPER PAYMENT CIL/S106
COAST PROTECTION							
Phase 5 of the Lyme Regis Coast Protection Scheme (Lyme Regis Cobb maintenance improvements)	£4,000,000	-	-	TBC	Central Government; Environment Agency; English Heritage; Dorset County Council	2021	CIL
West Bay Harbour Wall	£1,300,000	-	-	TBC	West Dorset District Council	Unknown	CIL
TRANSPORT							
Dorchester Transport and Environment Plan (DTEP) – Junction improvements, public realm improvements	£4,424,000	£2,345,000	£2,079,000	£1,000,000	Dorset County Council; West Dorset District Council	Longer term	CIL
Dorchester Stations Connectivity - Disabled access	£150,000	-	£150,000	TBC	Dorset County Council; Network Rail	Unknown	CIL
Strategic Public Transport	£300,000p.a	-	-	TBC	Dorset County Council	Unknown	CIL
West Stafford – Crossways Cycleway	£300,000	-	-	TBC	Dorset County Council	Unknown	S106

PROJECT	APPROXIMATE COST (£)	FUNDING SECURED (£) inc. S106 payments	FUNDING GAP (£)	POTENTIAL CONTRIBUTION THROUGH CIL*	DELIVERY AGENCIES	ESTIMATED TIMESCALE FOR DELIVERY	DEVELOPER PAYMENT CIL/S106
Dorchester-Crossways bus service	£730,000	-	£730,000	TBC	Dorset County Council; First Bus	Unknown	S106
West Stafford bypass extension to Crossways	TBC	£250,000	-	TBC	Dorset County Council; Network Rail; Silverlake Development	Unknown	S106
Public Transport Package inc RTI (@ 18 sites)	£540,000	£0	£540,000	£150,000	Dorset County Council	Unknown	CIL
Rail Connectivity	£500,000	-	-	TBC	Dorset County Council; Network Rail	Unknown	CIL/S106
B3390 improvements	£150,000	£0	£150,000	£30,000	Dorset County Council	Unknown	CIL
Community Transport-Beaminster & Sherborne	£150,000	-	-	TBC	Dorset County Council	Unknown	CIL
Public Transport Package inc. RTI Rural (@ 45 sites)	£800,000	-	-	TBC	Dorset County Council	Unknown	CIL
Sidmouth Road, Lyme Regis – Footway	£500,000	£0	£500,000	TBC	Dorset County Council	Post 2017	CIL
Bridport Town Centre Enhancements	£1,000,000	£0	£1,000,000	TBC	Dorset County Council, West Dorset District Council; Bridport Town Council	Post 2017	CIL

PROJECT	APPROXIMATE COST (£)	FUNDING SECURED (£) inc. S106 payments	FUNDING GAP (£)	POTENTIAL CONTRIBUTION THROUGH CIL*	DELIVERY AGENCIES	ESTIMATED TIMESCALE FOR DELIVERY	DEVELOPER PAYMENT CIL/S106
Beaminster Square – Improved layout	£150,000	£0	£150,000	TBC	Dorset County Council	Post 2017	CIL
West Stafford Bypass Extension to Crossways	TBC	£0	TBC	TBC	Dorset County Council	Post 2017	S106
Dorchester South Station Improvements	£1,500,000	£500,000	£1,000,000	TBC	Dorset County Council, Network Rail; South West Trains	Post 2017	S106
'Bike Dorchester' – cycle improvements	£3,550,000	£750,000	£2,800,000	TBC	Dorset County Council	Post 2017	CIL
WASTE MANAGEMENT							
Dorchester (replacement of Household Recycling facility)	£5,500,000	£500,000	£5,500,000	TBC	Dorset County Council	Post 2013	CIL
Sherborne (improvements to Household Recycling facility)	£1,000,000	-	£1,000,000	TBC	Dorset County Council	10 years	CIL
Hybris Materials Recycling Facility extension, Crossways	TBC	TBC	TBC	TBC	Dorset County Council	2017-2020	CIL
EDUCATION PROVISION							

PROJECT	APPROXIMATE COST (£)	FUNDING SECURED (£) inc. S106 payments	FUNDING GAP (£)	POTENTIAL CONTRIBUTION THROUGH CIL*	DELIVERY AGENCIES	ESTIMATED TIMESCALE FOR DELIVERY	DEVELOPER PAYMENT CIL/S106
New 4FE first school located as part of Poundbury development site, replacing Damers First School.	£9,971,000	£6,000,000 Dorset County Council Capital £3m identified but not secured	£971,000	n/a	Dorset County Council; Landowner	Before 2016-17	S106
Extension of Manor Park First School to 3FE	£2,000,000 - £3,000,000	£0	£2,000,000 - £3,000,000	TBC	Dorset County Council	Ongoing	CIL
Extension of Prince of Wales School to 2FE	£2,000,000 - £3,000,000	£0	£2,000,000 - £3,000,000	TBC	Dorset County Council	Ongoing	CIL
Possible new or extensions to provide 4-5FE additional middle school capacity, within Dorchester.	£19,000,000	£0	£19,000,000	TBC	Dorset County Council	Ongoing	CIL/S106
New 2FE primary school located as part of Vearse Farm development site, replacing existing primary school in Bridport (TBC).	£6,000,000 - £10,000,000	£0	£6,000,000 - £10,000,000	n/a	Dorset County Council	Subject to phasing of Vearse Farm allocation	S106
Possible extension of Chickerell Primary School to 2FE, subject to relocation of Youth Centre.	£2,000,000 - £3,000,000	£0	£2,000,000 - £3,000,000	n/a	Dorset County Council	Subject to phasing of Chickerell allocation	S106
Possible 2FE primary school to form part of Chickerell Urban Extension.	£6,000,000 - £10,000,000	£0	£6,000,000 - £10,000,000	n/a	Dorset County Council	Subject to phasing of Chickerell allocation	S106

PROJECT	APPROXIMATE COST (£)	FUNDING SECURED (£) inc. S106 payments	FUNDING GAP (£)	POTENTIAL CONTRIBUTION THROUGH CIL*	DELIVERY AGENCIES	ESTIMATED TIMESCALE FOR DELIVERY	DEVELOPER PAYMENT CIL/S106
Extension of Bincombe Valley Primary School to 2FE.	£3,000,000 - £4,000,000	£0	£3,000,000 - £4,000,000	n/a	Dorset County Council	Subject to phasing of Littlemoor allocation	S106
New 2FE Primary School as part of Littlemoor UE.	£6,000,000-£7,000,000	£0	£6,000,000-£7,000,000	n/a	Dorset County Council	-	S106
Extension of Sherborne Abbey Primary School	£2,000,000 - £3,000,000	£0	£2,000,000 - £3,000,000	TBC	Dorset County Council	Ongoing	CIL
Possible 2FE extension to Frome Valley School, Crossways	£2,000,000	£0	£2,000,000	n/a	Dorset County Council	2017-2020	S106
Possible extension to Gryphon School Sherborne	£3,000,000	£0	£3,000,000	TBC	Dorset County Council	2017-2020	CIL
Replacement and increase capacity Cerne Abbass School	£6,000,000	£0	£6,000,000	TBC	Dorset County Council	2017-2020	CIL
CULTURAL FACILITIES							
Bridport Library Improvements/community hub	£4,000,000-£5,000,000	-	-	TBC	Dorset County Council	2016-	CIL
Sherborne Library Improvements	£200,000	-	-	TBC	Dorset County Council	Unknown	CIL
Chickerell Library Improvements	£500,000 -	-	-	TBC	Friends of Chickerell Library	Unknown	CIL/S106

PROJECT	APPROXIMATE COST (£)	FUNDING SECURED (£) inc. S106 payments	FUNDING GAP (£)	POTENTIAL CONTRIBUTION THROUGH CIL*	DELIVERY AGENCIES	ESTIMATED TIMESCALE FOR DELIVERY	DEVELOPER PAYMENT CIL/S106
Replacement community building adjacent to Littlemoor Library	£2,000,000	£50,000	£1,950,000	TBC	Littlemoor Community Action Group	2016-2031	S106
Sherborne Community Arts Centre	£2,250,000	£650,000	£1,600,000	£100,000	Sherborne Community Arts Trust	2011-2017	CIL
Replacement for Charmouth Heritage Coast Centre	£8,000,000	£0	£8,000,000	£500,000	Lyme Regis Development Trust; Jurassic Coast Study Centre; Jurassic Coast Steering Group; Natural History Museum; Field Studies Council	Subject to coastal erosion and flooding.	CIL
Bridport Museum – improvement plan	£150,000	£75,000	£75,000	£75,000	Bridport Museum	2017	CIL
Bridport Arts Centre – improvement plan	£400,000	£200,000	£200,000	£50,000	Bridport Arts Centre	2017	CIL
GREEN INFRASTRUCTURE & RECREATION							
Heathland mitigation	£10,000 p.a. wardening service and SANG provision	-	-	£10,000 p.a. (subject to review)	Dorset County Council; West Dorset District Council; Urban Heaths Project	Ongoing	CIL/S106

PROJECT	APPROXIMATE COST (£)	FUNDING SECURED (£) inc. S106 payments	FUNDING GAP (£)	POTENTIAL CONTRIBUTION THROUGH CIL*	DELIVERY AGENCIES	ESTIMATED TIMESCALE FOR DELIVERY	DEVELOPER PAYMENT CIL/S106
Poole Harbour SPA mitigation.	TBC	-	-	TBC	Natural England	Ongoing	CIL/S106
South Dorset Ridgeway Project	£3,000,000	£2,900,000	£100,000	TBC	Dorset County Council/ Partnership	2014-2017	CIL
St Osmund's Community Sports Centre – Fitness Gym	£500,000	£250,000	£250,000	£50,000	St Osmund's Community Sports Centre	Unknown	CIL
Gryphon Leisure Centre – improved astroturf surface	£300,000	£150,000	£150,000	£30,000	West Dorset District Council	Unknown	CIL
Bridport Skate Park	£180,000	-	-	TBC	Bridport Town Council	Unknown	CIL
EMERGENCY SERVICES							
Crossways Fire Station (if significant growth proposed)	£4,500,000 - £5,000,000	-	-	TBC	-	-	S106
Dorchester Fire Station – full utilisation	£50,000	-	-	TBC	-	-	CIL
APPROXIMATE TOTAL	£107,000,000	£7,000,000	in excess of £100,000,000	in excess of £2,000,000			

SCHEDULE 2C - WEST DORSET STRATEGIC ALLOCATIONS – DEVELOPMENT RELATED INFRASTRUCTURE REQUIREMENTS

The following schedule provides an indicative list of the infrastructure required for the larger, more complex strategic sites and which is necessary to enable the grant of planning permission. The infrastructure for these sites will be secured through a planning obligation requiring the developer to enter into a section 106 agreement and as such are excluded from a CIL charge.

SITE	INFRASTRUCTURE TYPE	DELIVERY AGENCIES	EST. TIMESCALE FOR DELIVERY
Littlemoor			
Littlemoor Urban Extension (part)	<ul style="list-style-type: none"> • Weymouth Town Centre Flood Defence (off-site via CIL). • Landscape mitigation. • Allotment provision (on/off-site). • Lorton Valley Nature Park (off-site). • Education – provision of land for replacement 3FE school (Bincombe Valley Primary CE VA First School) /contributions to improvements (off-site). • Improvements to library provision (extension of existing Littlemoor Library) (off-site). • Improvement to museum provision (off-site). • Provision of play areas. • Highway integration improvements (inc. pedestrians and cyclists). • Water – Upgrading to trunk main network and potential need for new service reservoir or on-site booster facility, local upgrading and new connecting sewer. • Improvements to bus service 	<ul style="list-style-type: none"> • Dorset County Council • Weymouth & Portland Borough Council • West Dorset District Council • Developer • Wessex Water • Bus operators 	2016-2031
Chickerell			

SITE	INFRASTRUCTURE TYPE	DELIVERY AGENCIES	EST. TIMESCALE FOR DELIVERY
Chickerell Urban Extension	<ul style="list-style-type: none"> • Highway improvements (including junction and access). • Education – provision of land for replacement 3FE school (on-site). • Weymouth Town Centre Flood Defence (off-site via CIL). • Provision of allotments (on-site). • Provision of play area (on-site). • Improvements to Chickerell Library (off-site). • Improvement to museum provision (off-site). • Improvements to local community facilities (off-site). • Water – Upgrading to trunk main network and new connecting sewer. • Improvements to bus service 	<ul style="list-style-type: none"> • Dorset County Council • Chickerell Town Council • Developer • Wessex Water • Bus operators 	2016-2031
Crossways			
Land at Crossways	<ul style="list-style-type: none"> • Highway improvements (including A35 Trunk Road and access). • Rail Improvements, e.g. Lewell Bridge • Provision of Suitable Alternative Natural Green Space (SANGS) • Mitigation for nutrient discharge to Poole Harbour • Improvements to education provision (off-site). • Improvements to library provision (off-site). • Improvement to museum provision (off-site). • Provision of community facilities. • Water – Potential reinforcement works for water supply. Potential requirement for new link to Warmwell sewage pumping station. • Electricity – Likely to require substation installation and off-site works. 	<ul style="list-style-type: none"> • Dorset County Council • Highways Agency • Developer • Crossways Parish Council • Scottish & Southern Energy; Southern Gas Networks; National Grid; • Wessex Water • Bus operators 	2016-2031

SITE	INFRASTRUCTURE TYPE	DELIVERY AGENCIES	EST. TIMESCALE FOR DELIVERY
	<ul style="list-style-type: none"> • Gas – No on-site network, requirement for offsite reinforcement. • Improvements to bus service 		
Bridport			
Vearse Farm	<ul style="list-style-type: none"> • Highway improvements (including Trunk Road and access) • Education – provision of land for replacement 2FE school (on-site). • Improvement to waste management provision (off-site). • Landscape mitigation. • Improvements to Bridport Library (off-site). • Improvement to Bridport Museum/Arts Centre (off-site). • Provision of community facilities, e.g. Bridport Skate Park. • Water – Potential off-site reinforcement works required for water supply. • Electricity – Overground 11kV lines likely to require multiple substation installation, deviation works and possible reinforcement. • Improvements to bus service 	<ul style="list-style-type: none"> • Dorset County Council • West Dorset District Council • Bridport Town Council • Symondsbury Parish Council • Natural England/Dorset Wildlife Trust • Highways Agency • Wessex Water • Scottish & Southern Energy; Southern Gas Networks; National Grid • Bus operators 	2016-2031
Beaminster			
Land North of Broadwindsor Road	<ul style="list-style-type: none"> • Highway improvements including a new footway link along the B3163. 	<ul style="list-style-type: none"> • Dorset County Council • Beaminster Town Council • Developer 	2011-2021

