



Christchurch and East Dorset Core Strategy

Infrastructure Delivery Plan



Prepared by Christchurch Borough Council and
East Dorset District Council

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1 Introduction

Background

1.1 Sustainable communities require facilities and services. The Infrastructure Delivery Plan sits alongside the Core Strategy and gives information on the range of infrastructure which is to be delivered to support the policies and growth set out in the Core Strategy. It identifies the means of funding and those responsible for the delivery of the infrastructure. It also identifies funding gaps and will be used to provide information for the development of the Councils' Community Infrastructure Levy. A charging schedule will be prepared for each Council.

1.2 ~~Policy Planning Statement (PPS) 12: Creating Strong and Prosperous Communities through Local Spatial Planning requires that the Core Strategy should be "supported by evidence of what physical, social and green infrastructure is needed to enable the type of development proposed for the area, taking account of its type and distribution."~~

1.3 ~~Under the draft~~ Paragraph 156 of the The National Planning Policy Framework states that local planning authorities should set out the strategic priorities for the area. These priorities include the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat); the provision of health, security, community and cultural infrastructure and other local facilities; and climate change mitigation and adaptation, conservation and enhancement of the natural and historic environment, including landscape.

1.4 Local planning authorities should work with other authorities and providers to assess the quality and capacity of transport, water, energy, telecommunications, utilities, health and social care, waste and flood defence infrastructure and their ability to meet forecast demands.

~~Consultation feedback-Christchurch and East Dorset Core Strategy Options for Consideration~~

1.5 ~~The Christchurch and East Dorset Core Strategy Options for Consideration which went to consultation in October 2010 set out a number of sites for employment and residential development in East Dorset and a range of options for the north Christchurch Urban Extension. It was not possible, therefore, to determine the precise infrastructure needs for the two areas at that time. Instead, Chapter 17, Monitoring and Implementation examined the policies and implementation proposals against the objectives of the Core Strategy. It set out who would be responsible for implementing the policies and where relevant, who would be responsible for funding. As part of the consultation, the effects of development on infrastructure and the future needs resulting from development was discussed with infrastructure and service providers.~~

1.6 ~~12 comments were received during the consultation period. There were 4 objections to the chapter, 6 supports and 2 general comments. Dorset County Council Transport Planning stated that the delivery order of transport schemes would become clearer through LTP3 and the Highways Agency also said that funding information would be revised during 2011 which would enable schemes to be included or dropped from the list of schemes.~~

1.7 ~~The RSPB commented that as there were uncertainties over the nature of the options, mitigation was therefore unclear and one individual (Jackson Planning Ltd) stated that a more detailed infrastructure document would be required.~~

Progression of the Core Strategy

1.8 As the Core Strategy has now reached Pre-Submission stage, it is possible to determine the infrastructure which will be required to support the proposed development. Further information on the development of Core Strategy policies can be found in the Pre-Submission background papers which have been prepared for each policy chapter of the Core Strategy. These are available at www.dorsetforyou.com.

Definition of Infrastructure

1.9 The Planning Act 2008 gives a definition of infrastructure as including but not limited to the following:

- Roads and other transport facilities
- Flood defences
- Schools and other educational facilities
- Medical facilities
- Sporting and recreational facilities
- Open spaces
- Affordable housing.

1.10 Whilst affordable housing is defined as infrastructure, it cannot currently be funded under the Community Infrastructure Regulations 2010. The Department of Communities and Local Government in “Community Infrastructure Levy, an overview” says that the definition allows the levy to fund “a broad range of facilities which includes play areas, parks and green spaces, cultural and sports facilities, district heating schemes and police stations and other community safety facilities.”

1.11 The following table outlines the types of infrastructure which it is considered should be planned for through the Core Strategy, with an indication of those groups who will be responsible for the provision.

Infrastructure Type	Description	Delivery Agencies
Green Infrastructure including Heathland Mitigation	<ul style="list-style-type: none"> • Protection of Internationally Protected Designations by provision of Suitable Alternative • Natural Greenspace • Green Networks • Open Space 	<ul style="list-style-type: none"> • Developers • Christchurch Borough Council • East Dorset District Council • Town and Parish Councils

	<ul style="list-style-type: none"> • Recreation Provision • Allotments 	
Transport	<ul style="list-style-type: none"> • Highway network 	<ul style="list-style-type: none"> • Highways Agency • Dorset County Council • Developers
	<ul style="list-style-type: none"> • Bus routes and provision 	<ul style="list-style-type: none"> • Dorset County Council • Bus Operators • Developers
	<ul style="list-style-type: none"> • Railway including transport interchanges 	<ul style="list-style-type: none"> • Network Rail • South West Trains • Dorset County Council
	<ul style="list-style-type: none"> • Cycle and pedestrian routes, including rights of way improvements 	<ul style="list-style-type: none"> • Dorset County Council
	<ul style="list-style-type: none"> • Harbour 	<ul style="list-style-type: none"> • Ferry Operators
	<ul style="list-style-type: none"> • Community Travel Planning • Community Travel Exchanges 	<ul style="list-style-type: none"> • Parish Councils • Community Trusts
Flood Management	<ul style="list-style-type: none"> • Mitigation measures to reduce flood risk 	<ul style="list-style-type: none"> • Environment Agency
Water quality	<ul style="list-style-type: none"> • Manage water quality 	<ul style="list-style-type: none"> • Christchurch Borough Council
Run off management	<ul style="list-style-type: none"> • Manage run off 	<ul style="list-style-type: none"> • East Dorset District Council

Utilities Provision including renewable energy/low carbon	<ul style="list-style-type: none"> • Electricity and Gas Networks 	<ul style="list-style-type: none"> • National Grid • Southern Gas Networks
	<ul style="list-style-type: none"> • Water supply • Sewage treatment 	<ul style="list-style-type: none"> • Sembcorp (formerly Bournemouth and West Hants Water) • Wessex Water
	<ul style="list-style-type: none"> • Renewable energy schemes 	<ul style="list-style-type: none"> • Private companies
Neighbourhood and Community Facilities	<ul style="list-style-type: none"> • Education • Libraries • Children's facilities • Youth facilities • Community Buildings 	<ul style="list-style-type: none"> • Dorset County Council • Christchurch Borough Council • East Dorset District Council • Voluntary Groups
	<ul style="list-style-type: none"> • Fire 	<ul style="list-style-type: none"> • Dorset Fire and Rescue
	<ul style="list-style-type: none"> • Police 	<ul style="list-style-type: none"> • Dorset Police
	<ul style="list-style-type: none"> • Cemeteries 	<ul style="list-style-type: none"> • Town and Parish Councils • Christchurch Borough Council as a Burial Authority
	<ul style="list-style-type: none"> • Care of Older People 	<ul style="list-style-type: none"> • Dorset County Council
Health Facilities	<ul style="list-style-type: none"> • Hospitals • Health centres and GP practices • Ambulance service • Dental surgeries 	<ul style="list-style-type: none"> • NHS Dorset • GPs • Dentists
Waste	<ul style="list-style-type: none"> • Waste transfer stations 	<ul style="list-style-type: none"> • Dorset Waste Partnership

Telecommunications	<ul style="list-style-type: none"> • Broadband • Wireless • mobile phone masts 	<ul style="list-style-type: none"> • Private companies • Dorset County Council
Public Realm	<ul style="list-style-type: none"> • Improvements to town centre space 	<ul style="list-style-type: none"> • Christchurch Borough Council • East Dorset District Council • Dorset County Council

Table 1.1

2 Review of Infrastructure Needs

Green Infrastructure Including Heathland Mitigation

2.1 Green infrastructure is defined in “Investing in Green Places, the South East Dorset Green Infrastructure Strategy” as “a strategic network of multi-functional green space, both new and existing, both rural and urban, which supports natural and ecological processes and is integral to the health and quality of life in sustainable communities. It delivers a broad range of functions and provides vital socio-economic and cultural benefits which underpin individual and community health and wellbeing.”

2.2 The strategy aims to deliver, manage and maintain current and future green infrastructure assets and will co-ordinate the need for open spaces with the requirement to provide open space which is an alternative to heathland.

2.3 South East Dorset including parts of Christchurch and East Dorset contain heathlands which are internationally protected Special Protection Areas (SPAs). In accordance with advice from Natural England, no residential development is permitted within 400m of protected heathland and any residential development within 400m and 5km of these areas will be required to provide mitigation. Mitigation will take the form of the provision of Suitable Alternative Natural Greenspace (SANG), i.e. the provision of open space which provides an alternative to heathlands for recreation use.

2.4 The allocation of sites for residential development will include the provision of Suitable Alternative Natural Greenspaces. [The Council's Regulation 123 list will confirm how SANGs will be secured and further detail is set out in Core Strategy Policy ME2.](#) ~~Smaller developments will be required to contribute towards the provision of green infrastructure and SANG.~~

2.5 Policy HE4 sets out that a strategic green infrastructure network will be developed which will provide sites to divert recreational pressures away from the heaths. Improved connectivity will be provided with green footpaths and cycle paths running through development and connectivity being provided and improved links to open spaces.

2.6 There is also a need for open space and enhancements to open space of a number of types. The Open Space, Sport and Recreation Study for Christchurch and East Dorset District (2007) records those areas where additional open space of a variety of types is required. In some cases the Local Needs Areas may have sufficient supply of open spaces and recreational provision, but there may be an issue over location and accessibility. Open Space requirements are also being progressed through the Open Space Strategy Action Plan which is currently being prepared. Policy HE4 also sets out the open space standards provided by the 2007 Open Space, Sport and Recreation Study.

2.7 There are proposals to provide new sports pitches in ~~Verwood and Wimborne.~~ ~~In Verwood an astroturf pitch is proposed at Potterne Park and in Wimborne, it~~ It is proposed to relocate the football and rugby clubs to land south of Leigh Road. This proposal will also provide additional public pitches.

2.8 The open space standards include allotments. There is some demand for more allotments across both authorities' areas, as a result of rising food prices and small gardens. Allotments are either provided by the Borough Council, the parish and town councils or by private landowners. Responses to the Core Strategy consultation supported the idea of providing new allotments to address current shortfalls and future need. In Corfe Mullen, additional

allotments have been requested, as well as improvements to the existing allotments to include additional facilities such as toilet facilities. [The Council will prepare an allotments strategy to further assess future needs and management issues.](#) Land at Woolslope Farm which is to provide open space for a SANG (see above) could also provide space for allotments. [In Wimborne, it is proposed to relocate the Cuthbury Gardens allotments and in doing so to increase the supply, as part of development to the south of Leigh Road. Additionally, new allotments are to be provided as part of the North Wimborne housing allocation.](#)

2.9 Christchurch Borough Council has prepared an Allotments Strategy which has assessed requirements for allotments provision to 2028 taking into account the current shortfall in provision and future need. The strategy quantifies the level and site specification for future allotment provision required in the Borough.

2.10 The Core Strategy proposes to relocate the Roeshot Hill Allotments as part of the strategy for the North Christchurch Urban Extension. ~~A replacement allotments site has been identified north of the railway and to the east of Salisbury Road which may be provided in the form of a larger hub site for the Borough.~~ [A number of alternative sites for replacement provision are being considered. The site or sites that best meet the requirements of our tenants and the Council's adopted allotment policies are being shortlisted for detailed analysis and further development. The Council is looking to provide sites to replace any plots which are lost through development of the Urban Extension. It also wants to develop additional \(new\) plots to bolster the number of plots to meet current undersupply.](#)

Built Recreation Provision

2.11 In East Dorset, ~~plans are currently underway~~ [work has recently been completed](#) to replace the existing sports facilities in Verwood. The proposed facilities will be larger than the existing provision and ~~will be located~~ [are being replaced](#) at Emmanuel Middle School and at the Hub. The Two Riversmeet Sports Centre in Christchurch has recently been extended. ~~is currently being extended.~~

Transport

2.12 Christchurch and East Dorset face a number of transport challenges including congestion on a number of roads and isolation issues for those without cars where public transport is poor and cycle routes are incomplete.

2.13 Some residents rely on cars for access as travel choices are limited, in particular in the rural and suburban areas as well as for accessing the employment areas which are scattered throughout the South East Dorset Conurbation. The Conurbation is multi centred and can lead to difficulties in accessing services and facilities for some people without relying on the car. Bus services are infrequent in the rural area and cycling and walking between the smaller settlements is not normally considered a choice due to concerns over traffic volumes, speed and distance.

2.14 Poor connectivity has a negative impact on the economy of the area. In spite of the regional importance of the SE Dorset Conurbation there are few links in and out of the region. The A31(T) together with the Weymouth-Waterloo railway line forms the east-west link. The links to the north and south of the A31(T) into the SE Dorset Conurbation are poor. The A31(T) suffers from congestion, in particular between Ringwood and Merley and this extends well beyond the morning and evening peak periods. An improvement scheme to the A31(T) roundabout at Canford Bottom ~~is underway~~ [has recently been](#)

[completed and future works are being planned for the Merley Roundabout](#) which suffers from severe delay and congestion as a result of high demand. ~~The Highways Agency has started on £5.7m of works to create a “hamburger” junction with other local work which will be completed in May 2012.~~ In the longer term (2020 - 2026) a major scheme is proposed for the dualling of the A31(T) between Merley - Ameysford which will be delivered by the Highways Agency with the support of developer contributions.

2.15 The two strategic policies on transport have been developed to deal with these issues by encouraging low carbon travel and reducing the need to travel and improving connectivity.

2.16 Part of the package to encourage low carbon travel will be to improve public transport services as well as to make improvements to walking and cycling. The Key Strategy ensures that development occurs in the most sustainable locations and where transport improvements will benefit existing densely populated areas. Prime Transport Corridors will be introduced where junction improvements, enhanced public transport services and improvements to walking and cycling will be implemented. Improvements will also be made to interchange facilities at the rail stations of Christchurch and Hinton Admiral. In the rural area, community travel planning will be implemented, including Community Travel Exchanges and improvements to the rights of way network to provide links between settlements.

2.17 The Core Strategy also identifies strategic junction improvements along the A35 to support future development and the proposed Christchurch Urban Extension which includes improvements at Fountains Roundabout, Stony Lane Roundabout, Staple Cross (Salisbury Road) and Somerford Roundabout.

2.18 In order to support growth of Bournemouth Airport, the Airport Business Park and growth in the wider South East Dorset sub region a package of improvements are proposed for the B3073 and A338.

2.19 [Improvements to the A35, B3073 and A338 are scheduled to be delivered in the medium term \(2018 - 2022\) through developer contributions and major scheme bids for Government funding.](#)

2.20 The Bournemouth, Poole and Dorset Local Transport Plan 3 (LTP3) sets out the wider scale strategy covering these areas. Its strategy establishes a range of interventions which together aim to contribute to achieving five strategic goals:

- Supporting economic growth
- Tackling climate change by reducing carbon emissions
- Better safety, security and health
- Equality of opportunity
- Improve quality of life

2.21 Public transport improvements will be required to serve the proposed new neighbourhoods and employment areas in Christchurch and East Dorset.

Flood Management, mitigation and defence

2.22 Strategic Flood Risk Assessments have been carried out for both areas. Extensive areas of risk have been identified within Christchurch and as a result improvements to flood defences have been identified in the emerging Christchurch Bay and Coastal Erosion Strategy and these are included in the Schedule of Projects. Further information on how flood risk will be managed for strategic sites will be set out in the Site Allocations Development Plan Document and Flood Risk Supplementary Planning Document.

Utilities

2.23 The Councils have attempted to contact utility providers, as set out below.

- National Grid
- Scottish and Southern Electric
- Southern Gas
- Sembcorp (formerly Bournemouth and West Hants Water)
- Wessex Water

2.24 Where a response has been received, it is set out as follows.

Electricity and Gas

2.25 National Grid operates the national electricity transmission network across Great Britain and owns and maintains the network in England and Wales, providing electricity supplies from generating stations to local distribution companies. Separate regional companies own and operate the electricity distribution networks that comprise overhead lines and cables at 132,000 volts and below. It is the role of these local distribution companies to distribute electricity to homes and businesses.

2.26 Within East Dorset there are power lines and a substation, owned by National Grid. Southern Gas Networks owns and operates the local gas distribution network in the East Dorset area. National Grid has no electricity or gas transmission assets within Christchurch Borough Council's administrative area with Southern Gas Networks owning and operating the local gas distribution network in the Christchurch Borough Council area.

2.27 Whilst National Grid needs to be informed of any plans for development, it does not normally need to provide additional capacity at this level. Any increase in capacity is as a result of the general growth of a region.

2.28 The electricity supply is thought to be sufficient at present. There may be a need to extend the network and put in an additional substation.

2.29 In East Dorset, Scottish and Southern Electric consider that in general, growth can be accommodated by the existing network.

2.30 There is no problem with capacity in Christchurch.

Water supply

2.31 Wessex Water and Sembcorp (formerly Bournemouth and West Hampshire Water) are the water providers in the area. Wessex Water does not see there is a problem with water supply across the two authorities' areas. There is a long term plan to provide a local grid of water supply which will be used to move water to where it is needed most.

2.32 Wessex Water provides water to the Corfe Mullen area. There is sufficient capacity to provide water to new development in this area.

Sewage

2.33 Wessex Water is the statutory sewage undertaker in Christchurch and East Dorset. The company previously carried out an assessment for sewage treatment works based on the housing figures in the draft South West Regional Spatial Strategy. In Christchurch, it is likely that there will be a requirement for an increase in capacity of the Lyndhurst Road and the Somerford Road sewage pumping station as set out in the schedule of projects. Further detail of the proposed development sites and phasing have been sent to Wessex Water in order to clarify improvements in capacity required.

2.34 In East Dorset, Brook Road Sewage Treatment Plant in Wimborne is in Wessex Water's business plan to be upgraded in the near future. (2013-2015)

2.35 Corfe Mullen Sewage Treatment Works has limited capacity and a solution to this will need to be found with the developer of Core Strategy policy CM1.

2.36 Palmersford Sewage Treatment Works serves Verwood and has capacity to deal with the additional treatment required as a result of development but additional capacity may need to be provided post 2020. Further work will need to be done with the developers. ~~Policy VTSW5 will require an assessment of the Ebblake sewage pumping station by Wessex Water with the assistance of the developer.~~

Renewable Energy

2.37 Policies in the Core Strategy encourage the use of renewable energy schemes as part of new development including the new neighbourhoods and employment allocations. The feasibility of a combined heat and power plant is being considered for the North Christchurch Urban Extension and this is discussed in the master planning reports prepared by Broadway Malyan for this site. There are currently no other strategic proposals for inclusion in the Infrastructure Delivery Plan.

Neighbourhood and Community Facilities

Services provided by Dorset County Council

2.38 Dorset County Council is currently carrying out a study on the location and future delivery of facilities including education, social services, youth services and facilities for older people. The aim is to provide a more rational approach to the use of buildings and their location, examining the potential for clustering. Dorset County Council has not yet completed this study and further requirements may be identified for inclusion in the Infrastructure Delivery Plan prior to submission of the Core Strategy.

2.39 Most new facilities will be concentrated where the majority of development will take place. Some needs will be met by improving transport links to existing facilities nearby as well as by increasing the use of existing facilities such as schools and new provision may not always be required. Additional use of existing facilities should be explored before additional facilities are planned in the interests of sustainability. It is likely that any future improvements will be based around existing facilities, leading to clustering. Alternative means of provision are also used by providers, for example mobile youth provision which removes some need for provision in each settlement, as will the provision of care in the home for older people.

Education

2.40 Dorset County Council is the education authority for the Borough and District and has a statutory duty to plan for and provide sufficient school places for children and young people.

2.41 The increased population which will arise as a result of development will require some expansion of education within both authorities' areas. Dorset County Council as the education provider has been closely involved in the planning process and has supplied information on the requirements which will be generated by the development rates in the Core Strategy.

2.42 In Christchurch, it is not anticipated that there will be a requirement for a new school. The Dorset County Council strategy will be to extend and expand existing schools rather than build new schools. It is anticipated that there will be a requirement to extend Highcliffe St Marks, Somerford Primary and Mudeford infant/junior schools.

2.43 In Wimborne, a replacement first school is proposed on the site north of Wimborne, Cranborne Road New Neighbourhood. This school would not only cater for the children living on the proposed development to the east and west of Cranborne Road but for the existing pupils at Wimborne First School. The existing Wimborne First School would be closed. A site for a first school is also shown at the south of Leigh Road New Neighbourhood.

2.44 Dorset County Council recognise that Lockyers School building needs replacement. However, there are currently no funds to do this. DCC is still considering what type of school would replace the middle school, this is dependant on the outcome of any changes at Corfe Hills School which has become an Academy School. It is unknown as to whether the school will retain its three tier function or if it will widen its age group intake to become part of the two tier system. DCC are keen to replace the Middle School on the recreation site across the road from the existing site. Any design for a school would need to be flexible to allow for the school to be a middle school or a primary school depending on any decisions at Corfe Hills. Henbury First School could be extended to become a primary school.

2.45 There is some capacity in Ferndown and West Parley schools to cater new development. However, a one form entry first school is required. This could be provided by expanding the existing Parley First School which is the County's preferred solution, although a new stand-alone site could be possible.

2.46 A new upper school is proposed for Verwood, on Dorset County Council owned land adjacent to Emmanuel Middle School.

Youth Facilities

2.47 The need for a youth friendly contraception clinic has been raised by the Senior Youth Worker for East Dorset.

2.48 There are a number of existing youth clubs in Christchurch and East Dorset. There are no proposals to add to their number. The users of The Reef youth club in Colehill and the team running it are fund raising to redevelop the facility. There are no current plans to redevelop the youth club at Lockyers School, Corfe Mullen. Should Lockyers School be replaced on an alternative site, then consideration will be given to the facility at this stage. There are no plans to expand the youth club based at Emmanuel School, again, when proposals are discussed for a senior school, the opportunity will be taken to give consideration to the provision of youth facilities.

Libraries

2.49 Dorset County Council provides the library service in the Borough and District. It has set out how it intends to provide library services across the County with a number of core libraries, the use of mobile libraries in the rural area, longer opening hours of the existing buildings, increased book stock and an expansion of e-resources. Expansion of the population would be catered for in these ways along with any future need to refurbish the buildings. Opportunity would also be taken to provide community or locality hubs with other services.

2.50 Whilst there have been cuts to the library service, the County ~~is actively pursuing an~~ has extended the library in Christchurch town centre. There is the potential to provide additional community uses within the scheme.

Fire and Rescue

2.51 Dorset Fire and Rescue provides the fire and rescue service for the whole of Dorset.

2.52 There are four fire stations within East Dorset, three, at Wimborne, Verwood and Cranborne are crewed by retained fire fighters and one, at Ferndown has full time fire fighters in the day and retained fire fighters at night. There is one station in Christchurch, this is crewed by full time and retained fire fighters. There are no requirements to expand these stations or provide additional ones.

2.53 The service requires a suitable supply of water and this may involve the provision of balancing lakes and underground tanks which may need to be provided as part of larger development. This requirement is more likely to apply to greenfield developments.

Police

2.54 The Police Estates section covers the County of Dorset. The current police station in Wimborne is large and there is no longer the need for such premises. There is, instead, a requirement for a town centre presence but this could be in a shop unit or within a community hub in the Allendale area -WMC2. The station in Verwood is also too large and another property could be found to replace it.

2.55 In Christchurch, Dorset Police are working closely with Christchurch Council and other landowners in relation to the possible redevelopment options for the 'Magistrates Court Site' in the town centre where a police station is currently located. As part of this process Dorset Police will confirm their future requirements to form part of any potential site redevelopment.

Community Buildings

Christchurch

2.56 In Christchurch during the plan period there may be a requirement for enhancement in provision through a town centre facility.

East Dorset

2.57 The Plymouth Brethren own land at West Parley and wish to erect a Gospel Hall on the site.

2.58 Reorganisation of the public sites in Wimborne town centre will provide the opportunity to replace the Allendale Centre with a new community centre.

2.59 Other community buildings and facilities will be identified in consultation with community and local groups.

Cemeteries

2.60 Christchurch Borough Council is a burial authority and will continue to manage existing sites. The Council will continually review the requirement for new cemetery space in the Borough and where required, new sites will be allocated in the Council's Site Specific Allocations Development Plan Document.

2.61 In East Dorset, parish and town councils are responsible for the provision of cemeteries. The need for additional land for cemeteries will be identified with the providers.

2.62 Wimborne Cemetery Joint management Committee have highlighted the need for additional cemetery land adjacent to the existing cemetery. However, the cemetery has between 50 and 100 years of land left and burial practices this far in the future are unknown.

Health

Hospitals

Christchurch

2.63 The hospital at Christchurch is part of the Royal Bournemouth Hospital. There are proposals for the redevelopment of the site which will rationalise hospital buildings whilst maintaining existing service provision.

East Dorset

2.64 It is not thought there will be any change at St Leonard's Hospital in East Dorset.

2.65 Victoria Hospital in Wimborne has an outpatient facility which is nearing capacity. There is a requirement from the Primary Care Trust to reserve land adjoining the hospital to provide for this facility. This is supported by the Friends of Victoria Hospital who raise funds to support and provide services at the hospital and who see the hospital as providing much needed services in the future.

Health Centres and General Practitioner Surgeries

2.66 All General Practitioner surgeries in the two areas are full or close to being full. Further information on the requirements from the Dorset Primary Care Trust are awaited.

Christchurch

2.67 In planning for the North Christchurch Urban Extension and through discussions with the Primary Care Trust it has been concluded that the population increase from the new development in itself does not justify the provision of a new health centre. It does however, provide the opportunity for the relocation of Purewell Surgery which is currently considered not fit for purpose. Master Planning undertaken for the urban extension has taken into account the possible provision of a health facility within the development.

2.68 It is unlikely that a town centre practice will be provided; practices are better located close to home, making it easier for people to attend. Any town centre presence is likely to be in the form of a 'health information point'.

East Dorset

2.69 In Wimborne, The Quarterjack surgery ~~has planning permission to expand the treatment area, the consultancy space, dispensary and pharmacy~~ [has recently been extended to provide additional services](#). Both Walford and the Old Dispensary practices are busy but future needs will depend on the capacity which is created by the expansion of the Quarterjack.

2.70 Both the Lake Road and Station Road practices in Verwood are busy, but there is scope for expansion at Station Road.

2.71 West Moors has a General Practice, operating from a rented building which was not designed for medical services, and is very close to being full. A GP is likely to retire soon and there are concerns that his patients could not be accommodated at the alternative practice. There are no proposals for new neighbourhoods at West Moors although it is possible that development could take place at Blackfield Farm where a care home could be built. Further infill development may also be possible. Dorset PCT is considering the situation and comments are awaited.

Pharmacies

2.72 In February 2011, NHS Dorset published a Pharmaceutical Needs Assessment with a review planned in 2014. This review will allow revision of the situation and comparison with updated growth figures for the County. The Assessment examined the distribution of pharmacies and accessibility to them. It also took into account the growth of the districts over the next 5 years to predict if any additional facilities were required. For Christchurch the report concluded that pharmacies are well distributed and that those serving the wards with higher levels of deprivation offer enhanced services. Community pharmacies which offer prescription collection and home delivery services provide for the elderly population of the Borough. The report concluded that there are no current gaps identified and the number of pharmacies and their locations are adequate for the area. There is a good distribution of pharmacies in East Dorset. Repeat prescription and home delivery services are widely available. Again, there are no current gaps identified.

Telecommunications

2.73 Improved communications is increasingly important but can be difficult in the rural area. However, mobile phone operators assess needs on an annual basis and Government funds have been made available for improving broadband access in the County.

2.74 Information from the Mobile Operators Association is sent to the local authorities on an annual basis. ~~The information received in September 2010 for 2010/2011 shows three proposals for East Dorset but none for Christchurch.~~ Proposals are currently for additional use of existing masts. No details of the demands which will be created by 4G technology are as yet available.

2.75 Access to good broadband is important to secure economic growth. High speed broadband can provide changes in working practices such as being able to work from home. In the rural area in particular, broadband may not be available or may be slow. BT has committed to roll out fibre based broadband and is currently upgrading cables to allow for the delivery of improved broadband services within the urban areas. Connectivity using fibre cables will be upgraded to BT cabinets in the main, with existing copper cabling remaining from the cabinets to properties. Some businesses will have upgrades to their premises.

2.76 In the Comprehensive Spending Review in October 2010, the Government announced that funding was to be made available for the rapid roll out of super fast broadband across the UK. Dorset County Council has been awarded £9.44m to upgrade Internet access in Dorset. The private sector is expected to take super fast broadband into the majority of homes; this funding will be used for the remaining area. Dorset authorities have agreed to work together to secure the amount of match funding which will be required.

Public Realm

Christchurch

[2.77 The Borough Council adopted a Landscape Master plan for Druitt Gardens in April 2009 and work on the gardens is now complete. This includes a cycle route across the gardens and general improvements to the trees and other planting.](#)

East Dorset

[2.78](#) In East Dorset work has ~~commenced on an enhancement of~~ [recently been completed to enhance](#) The Square in Wimborne. ~~This will be completed by the end of May, 2012.~~

[2.79](#) As part of the proposals for West Parley, improvements will be made to the public realm, in particular on New Road.

[2.80](#) In Ferndown, it is considered that Penny's Walk would benefit from improvements.

Affordable Housing

[2.81](#) As set out in paragraph 1.8, affordable housing is included in the infrastructure definition in the Planning Act 2008. The Councils consider that the provision of affordable housing is very important and have therefore included a policy in the Core Strategy which sets out the level of affordable housing which is required on residential sites.

3 Infrastructure Delivery Plan - Schedule of Projects for Christchurch

Infrastructure Delivery Plan – Strategic Allocations and Core Strategy Policies

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	Transport					
	Major Schemes					
	The 3 Towns Corridor – package of traffic management measures, cycling and walking facilities, smarter choices, travel planning and bus corridor improvements on Quality Bus Corridor, Bournemouth, Christchurch and Poole.	£18.89M	£12.122M from DFT, £6.773M from local transport authorities / <u>Funding Gap: £0</u>	BoP / BBC / DCC	2012 - 2015	(See Matter 1, Issue 2 Statement on transport) <u>To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.</u>
Policy CN1 Christchurch Urban Extension Policy CN2 Land South of Burton Village Policy KS3 KS4 Residential development in Christchurch Borough 2013 – 2028 Housing Provision in Christchurch and East Dorset	A35 Fountains Roundabout, Stony Lane Roundabout, Staple Cross junction and potentially Somerford Roundabout improvements.	£5.5M	Developer Contributions	DCC	2018 - 2022	(See Matter 1, Issue 2 Statement on transport) <u>To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.</u>
Policy KS5 Provision of Employment Land (Christchurch related development)	Quality Bus Corridors Phase 3 extensions to Ferndown, Wimborne and east of Christchurch.	£6.3M	Developer Contributions	DCC / CBC / EDDC	2020 - 2026	(See Matter 1, Issue 2 Statement on transport) <u>To deliver transport</u>

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
						schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Other Strategic Joint Initiatives 2012 – 2028 (Up to £5m)					
	Joint urban traffic control centre	£3.24M	£0.5M / Funding Gap: £2,740,000	BoP/BBC/DCC	2012 - 2015	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Smartcards – contactless payments and multi operator / multi – modal ticketing			BoP / BBC / DCC / Public Transport Operators	2012 – 2014	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
						alternative will have to be sought.
	Intelligent Transport Systems on the Quality Bus Corridors	£1.02M		BoP / BBC	2012 - 2014	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Strategic Cycle Network	£1.3M		BoP / BBC / DCC	2012 - 2014	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
Local Schemes in Christchurch (2012 – 2028)						
	Prime Transport Corridors in Christchurch including express bus services to Bournemouth Airport and Business Park	TBC	Developer Contributions	DCC / CBC	2014 - 2020	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding.

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
						Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Improved access to railway stations	TBC	Developer Contributions	DCC	2012 - 2014	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Rural footways and improvements to rights of way	TBC	Developer Contributions	DCC	2012 - 2014	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Christchurch new and improved cycleways and Safe Routes to Schools	£490,000	Secured: £300,000, / Funding Gap: £190,000	DCC	2012 - 2014	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding.

3 Infrastructure Delivery Plan - Schedule of Projects for Christchurch

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
						Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Travel Planning / Smarter Choices Agenda	£1.8M		DCC / South West Smart Applications Ltd grant	2012 - 2014	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Cycling and walking improvements	TBC	Developer Contributions	DCC	2012 - 2014	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Casualty reduction measures	TBC	Developer Contributions	DCC	2012 - 2014	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
						be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Park and Ride Hinton Admiral	£230,000	Developer Contributions	HCC / DCC / Network Rail	2014 - 2020	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Interchange improvements at Christchurch and Hinton Admiral Stations: cycle parking, co-ordination of bus and rail timetables, improved walking and cycling links and waiting facilities	TBC	Developer Contributions	HCC / DCC / Network Rail / SW Trains	2014 - 2020	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Improvements to waterborne transport for Christchurch	TBC		DCC / CBC	2017 - 2018	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in

3 Infrastructure Delivery Plan - Schedule of Projects for Christchurch

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
						order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Increased rail frequency – Brockenhurst to Wareham	TBC		South West Trains	2014 - 2020	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Major Schemes					
Policy BA2 Bournemouth Airport and Business Park Strategic Allocation Policy KS5 Provision of Employment Land (Christchurch related development)	A338 resurfacing (maintenance scheme from A31 junction –A3060 Cooper Dean) and widening to 3 lanes (Blackwater to A3060 Cooper Dean).	£30M	Local Major Transport Scheme Funding -	BoP / BBC / DCC	2015 - 2019	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
Policy FWP6 East of New Road New Neighbourhood, West Parley Policy FWP7 West of New Road New Neighbourhood, West Parley	B3073 Blackwater junction improvements	£10M	Developer Contributions	DCC	2018 - 2022	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
						be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	B3073 widening between Blackwater to Chapel Gate junctions	£30M	Developer Contributions	DCC	2023 - 2028	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Quality Bus Corridors Phase 3 extensions to Ferndown, Wimborne and east of Christchurch.	£6.3M	Developer Contributions	DCC / CBC / EDDC	2020 - 2026	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
Local Schemes In Christchurch (2012 – 2028)						
	B3073 Chapel Gate Junction Improvements	£2M	Developer Contributions	DCC	2018 - 2022	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding.

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
						Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	B3073 Hurn Roundabout improvement	£1.7M	Developer Contributions	DCC	2013 - 2015	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Bournemouth Airport Interchange Hub	£1M		DCC / Bournemouth Airport / Transport Operators	2018 - 2019	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Prime Transport Corridors in Christchurch including express bus services to Bournemouth Airport and Business Park	TBC	Developer Contributions	DCC / CBC	2014 - 2020	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
						be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	A338 Off carriageway cycle lane	TBC	Developer Contributions	DCC	2018 - 2024	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Hurn – Throop multi use bridge over river	£170,000	Developer Contributions	DCC	2013 – 2015	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
Policy KS3 KS4 Residential development in Christchurch Borough 2013 – 2028 Housing Provision in Christchurch and East Dorset (Christchurch only. Schemes not directly linked to Policies CN1 & CN2).	Flood Management, Mitigation and Defence (Prioritised 1 (High) – 5 – (Low))					
	Mudford Sandbank to Chewton Bunny CP Schemes	£4.34M		EA / CBC / Developer Contributions	2022 - 2028	To deliver future flood and coastal erosion risk management schemes will require partnership funding. This scheme forms part of coastal defences which are a high priority for delivery (Priority 1).

3 Infrastructure Delivery Plan - Schedule of Projects for Christchurch

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
Policy KS5 Provision of Employment Land (affects selected town centre sites)	Mudford and Stanpit FAS	£0.92M		EA / CBC / Developer Contributions	2022 - 2028	To deliver future flood and coastal erosion risk management schemes will require partnership funding. This scheme is a Priority 3 for delivery.
	Christchurch Town Centre FAS	£9.89M		PEA / CBC / Developer Contributions / partnership funding	2022 - 2028	To deliver future flood and coastal erosion risk management schemes will require partnership funding. This scheme is a priority level 5 for delivery.
	Mudford Quay / Quayhead FAS	£0.5M		EA / CBC / Developer Contributions	2022 - 2028	To deliver future flood and coastal erosion risk management schemes will require partnership funding. This scheme forms part of coastal defences which are a high priority for delivery (Priority 2).
	Christchurch Bay Beach Replenishment Scheme	£1.1M		EA / CBC / Developer Contributions	2012 - 2022	To deliver future flood and coastal erosion risk management schemes will require partnership funding. This scheme is a priority level 4 for delivery.
Policy KS3 KS4 Residential development in Christchurch Borough 2013 – 2028 Housing Provision in Christchurch and East Dorset (Christchurch only)	Utilities Provision					
Policy CN1 Christchurch Urban Extension	Christchurch upgrading to Lyndhurst Rd and Somerford Rd Sewage Pumping Station	TBC	TBC	Wessex Water		Utilities companies have not raised any issues with servicing new developments identified in the Core Strategy.
Policy CN2 Land South of Burton Village	Christchurch Stony Lane	TBC	TBC	Wessex Water	2015-2020	Utilities companies have not raised any issues with servicing new developments identified in the Core Strategy.

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	Education					
Policy KS3 KS4 Residential development in Christchurch Borough 2013 – 2028 Housing Provision in Christchurch and East Dorset (Christchurch only) Policy CN1 Christchurch Urban Extension Policy CN2 Land South of Burton Village	CBC Refurbishment and expansion of Somerford Primary School	£2.1M		DCC / Developer Contributions		Current spare capacity could be used prior to significant new housing coming forward. Planned expansion will come forward alongside new development.
	CBC Highcliffe St Marks. Extension to School from 60 intake to 90.	£1.3M		DCC / Developer Contributions		Planned expansion will come forward alongside new development.
	CBC – Mudeford Infants and Junior Schools – Combine onto one site and expand.	£5.5M		DCC / Developer Contributions	Late in plan period.	Current spare capacity could be used prior to significant new housing coming forward. Planned expansion will come forward alongside new development.
	CBC Secondary school upgrade for three schools combined amount	£11.6M		DCC / Developer Contributions		Planned expansion will come forward alongside new development.
	Community Buildings					
Policy KS3 KS4 Residential development in Christchurch Borough 2013 – 2028 Housing Provision in Christchurch and East Dorset (Christchurch only)	Additional Buildings to be determined with local communities	TBC	TBC	Developer Contributions / PC		Specific requirements to be determined with local communities.
Policy CN2 Land South of Burton Village	Burton Village Hall	TBC	TBC	Developer Contributions / PC		There is an opportunity for new development coming forward as part of Policy CN2 to contribute towards a village hall.
	Heathland Mitigation					
Policy CN1 Christchurch Urban Extension Policy CN2 Land South of Burton Village	SANG adjacent to allocated housing sites (Policies CN1 & CN2).		CIL	Meyrick Estates, CBC	2014/15 onwards in step with phasing of development.	A SANG strategy has been established with Natural England and Meyrick Estates to ensure a SANG of appropriate quality can

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
						<p>be delivered. A draft Statement of Common Ground has been established between Christchurch Borough Council, Meyrick Estates, Natural England, New Forest District Council, the New Forest National Park Authority and Hampshire County Council. A planning application will be required for part of the SANG which will be located on land within the administrative control of the New Forest National Park Authority. NFNPA has been engaged in the production of the SANGs strategy and is supportive of the principle of SANG provision in this location.</p>
	<p>General Heathland Mitigation SPD. These documents will contain the list of schemes required.</p>			<p>SE Dorset authorities through developer contributions / Dorset Wildlife Trust / Natural England / RSPB / Amphibian and reptile groups</p>	<p>Throughout plan period</p>	<p>Funding has been secured through the Heathlands Planning Framework to deliver schemes identified through the SPD.</p>
<p>Policy KS3KS4 Residential development in Christchurch Borough 2013 – 2028 Housing Provision in Christchurch and East Dorset (Christchurch only)</p>	<p>Mudford Wood Access Improvements</p>	<p>£60,000</p>		<p>CBC / Heathland Mitigation Fund through developer contributions.</p>	<p>2012/2014</p>	<p>Funding is available through the Heathlands Planning Framework to deliver this scheme.</p>
	<p>Green Infrastructure</p>					

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
Policy CN1 Christchurch Urban Extension	Replacement Allotments for Roeshot Hill.			Meyrick Estates / CBC	2014/15	Five potential sites for replacement allotments are under consideration. Replacement allotments will be provided which best meet the needs of existing tenants and the requirements of the Council's adopted allotment policies. The Council has been working with landowner to secure deliverable site options.
Policy KS3 KS4 Residential development in Christchurch Borough 2013 – 2028 Housing Provision in Christchurch and East Dorset	Lower Stour Valley accessible access	TBC		Natural England / Environment Agency / CBC / EDDC / Developer Contributions		This project is identified in the South East Dorset Green Infrastructure Strategy which has been jointly prepared by the South East Dorset authorities which demonstrates commitment for delivery. The Dorset Heathland Joint DPD (Preferred Options, 2012) also identifies areas of search for a Stour Valley SANG which would be linked to this scheme. There is a strategic commitment for delivery of this SANG through the DPD SPD and Site Specific Allocations DPD .
	Cycleways Project – delivery of cycle routes mainly through LTP3 and development. (see also transport section).	TBC		DCC / BBC / BoP / CBC / EDDC / Developer Contributions.		The Cycleways project is identified for delivery through the LTP and has commitment from DCC, BBC, BoP and Christchurch and East Dorset Councils. Kate input here.
	Enjoying water – Improvements to water based recreation.	TBC		Environment Agency / Natural England / Sport England / DCC / BoP /		This scheme is identified in the South East Dorset Green Infrastructure Strategy and the Environment Agency Enjoying Water Strategy for delivery which

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
				BBC / CBC / EDDC / Developer Contributions		demonstrates strategic commitment for delivery. The detailed scope of the project will be determined through the implementation of these strategies.
	Greenway Coast and Chines Project	TBC		BBC / BoP / CBC / other bodies / Developer Contributions.		This project is identified in the South East Dorset Green Infrastructure Strategy which has been jointly prepared by the South East Dorset authorities and demonstrates commitment for delivery.
	Christchurch Quay improvements to open space	£10,000		CBC / Developer contributions	2012	This project refers to the delivery of amenity lighting and will be delivered by CBC.
	CBC Play Ranger Project	£25,000		CBC	2012	The Play Ranger project for this year is complete.
	Local Open Spaces – to create local spaces across all LA areas	TBC		CBC / Developer Contributions		This refers to a general requirement to address local needs area requirements identified in the Councils' PPG17 assessment. Schemes will be delivered hand in hand with new development.
	Urban Street Trees – tree planting scheme in streets	£200,000		CBC		This refers to a project identified in the South East Dorset Green Infrastructure Strategy. Lottery funding will be sought for the delivery of this scheme. This scheme will be delivered on DCC owned land within Christchurch Borough and they will be primarily responsible for delivery.

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

3 Infrastructure Delivery Plan - Schedule of Projects for Christchurch

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

4 Infrastructure Delivery Plan - Schedule of Projects for East Dorset

Infrastructure Delivery Plan – Strategic Allocations and Core Strategy Policies

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
<p>KS4 Housing provision in East Dorset Housing Provision in Christchurch and East Dorset</p> <p>WMC2 The Allendale Area of Potential Change, Wimborne</p> <p>WMC3 Cuthbury Allotments and St Margaret's Close New Neighbourhood, Wimborne</p> <p>WMC4 Stone Lane New Neighbourhood, Wimborne</p> <p>WMC5 Cranborne Road New Neighbourhood, Wimborne</p> <p>WMC6 South of Leigh Road New Neighbourhood Wimborne</p>	Heathland Mitigation					
	General Heathland Mitigation including strategic and cross border projects. List of schemes to be provided are contained in the Heathland SPD and DPB Site Specific Allocations DPD .	TBC for each scheme	Developer contributions	SE Dorset authorities / Dorset Wildlife Trust / Natural England / RSPB / Amphibian and reptile groups	During the plan period	<p>(See Matter 1, Issue 2 Statement)</p> <p>Contingency: The Councils in south east Dorset are already collecting for heathland mitigation from planning applications, thus showing the commitment to these proposals.</p>
	Site specific SANG required for each allocation.	TBC for each scheme	Developer contributions	SE Dorset authorities / Dorset Wildlife Trust / Natural England / RSPB / Amphibian and reptile groups	To be provided prior to development taking place	<p>(See Matter 1, Issue 2 Statement)</p> <p>Sites must be provided for SANG as part of the allocation. The Core Strategy work includes the on site SANG to ensure there is no risk. Natural England has agreed SANG strategies for the housing sites, with the exception of WMC4, where delivery is expected later in the plan period.</p>
	Green infrastructure					
	Lower Stour Valley-accessible access	TBC	Developer contributions	Natural England / Environment	During Plan period	

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

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

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
						discuss their needs and the opportunities which will arise through development and the CIL funds made available to the local councils
	Natural and semi-natural greenspace including: Avon Heath Country Park Moors Valley extension Land south of Leigh Road-relocation of football and rugby clubs and provision of additional pitches	TBC	Developer contributions	Moors Valley and Avon Heath as above. Land south of Leigh Road - EDDC / developers / town and parish councils / sport clubs and associations	During Plan period. Leigh Road- part of allocation with residential development	Contingency: Working with partners will ensure delivery. The sports pitches are part of a new neighbourhood and will be delivered through the Core Strategy proposals. The existing sports pitches could remain and carry on in use until such a time as the development south of Leigh Road takes place.
	Play areas	TBC	Developer contributions	EDDC / parish and town councils	During Plan period	Contingency: Opportunities will arise throughout the Plan period. The district council will work with the parish and town councils to discuss their needs and the opportunities which will arise through development and the CIL funds made available to the local councils
	Allotments including Local Food, Community Gardens and Allotments Project	TBC	Developer contributions	EDDC / parish and town councils	During plan period	Contingency: Some of the replacement and new allotments are being provided through development of the allocated sites. This will ensure their delivery.

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
						Other sites will be provided by working with parish and town councils, using the funds available from CIL to local councils.
	Built recreation provision as required	TBC	Developer contributions	EDDC / parish and town councils	During Plan period	Contingency: There are no proposals to increase the amount of built recreation provision in the Wimborne area but opportunities could be taken as they arise through the Plan period. No contingencies are required.
	Transport					
Major Schemes						
	A31 Trunk Road improvements – interim online / junction improvements between Ameysford and Merley e.g. Merley roundabout improvements	TBC	Highways Agency / Developer contributions	HA	2018-2022	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
						Contingency: The Councils in south east Dorset are already collecting for transport from planning applications, thus showing the commitment to this proposal.

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	Quality Bus Corridors Phase 3 extensions to Ferndown, Wimborne	£6.3m	DCC / ECCC / developer contributions	DCC	2026	<p>(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.</p> <p>The Councils in south east Dorset are already collecting for transport from planning applications, thus showing the commitment to this proposal.</p>
	A31 Trunk Road dualling Ameyford to Merley	£140m	Highways Agency / developers	Highways Agency		<p>(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be</p>

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
						<p>delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.</p> <p>The Councils in south east Dorset are already collecting for transport from planning applications, thus showing the commitment to this proposal.</p>
Other Joint Strategic Initiatives 2012-2028 (Up to £5m)						
	Joint Urban Traffic Control Centre	£3.24m	BoP / BBC / DCC	BoP / BBC / DCC	2012-2015	<p>(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.</p>

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
						The Councils in south east Dorset are already collecting for transport from planning applications, thus showing the commitment to this proposal. £0.5m secured.
	Smartcards- contactless payments and multi-operator/multi-modal ticketing	TBC	BoP / BBC / DCC / Public Transport Operators	BoP / BBC / DCC / Public Transport Operators	2012-2014	<p>(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.</p> <p>The Councils in south east Dorset are already collecting for transport from planning applications, thus showing the commitment to this proposal.</p>
	Intelligent Transport Systems on Quality Bus Corridors	£1.02m	BoP / BBC	BoP / BBC	2012-2014	<p>(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and</p>

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
						<p>developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.</p> <p>The Councils in south east Dorset are already collecting for transport from planning applications, thus showing the commitment to this proposal.</p>
	Strategic Cycle Network	£1.3m	BoP / BBC / DCC	BoP / BBC / DCC	2012-2014	<p>(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.</p>

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
						The Councils in south east Dorset are already collecting for transport from planning applications, thus showing the commitment to this proposal.
Local Schemes in East Dorset (2012-2028)						
	Safer Routes to School along St Margaret's Hill and Stone Lane	£578,500	DCC	DCC	2012-2014	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Rural Accessibility including Community Travel Exchange Hubs	TBC	DCC / EDDC / Local communities and parish councils	DCC	2012-2014	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
						redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Rural cycleways/trailways	TBC	DCC / local communities	DCC	2012-2014	<p>(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.</p>
	Ferndown Industrial Estate- improved sustainable transport links- Leeson Drive to Cobham Rd and Wimborne East	£100,000	DCC / developers	DCC	2012-2014	<p>(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or</p>

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
						another alternative will have to be sought.
	Rural footways and improvements to rights of way	TBC	DCC / local communities / developer contributions	DCC / local communities	2012-2014	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Travel Planning/Smarter Choices	£1.8m	DCC / developed contributions	DCC	2012-2014	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	Cycling and walking improvements	TBC	DCC / local communities / developer contributions	DCC / local communities	2012-2020	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Casualty Reduction Measures	TBC	Developer Contributions	DCC	2014/2020	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Improvements of key junctions	£8.8m	DCC / Developer contributions	DCC	2014-2021	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
						developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Prime transport Corridors in East Dorset, including express bus services to Verwood, West Moors, Wimborne and Ferndown Industrial Estate	TBC	DCC / Developer contributions	DCC	2014-2020	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Utilities Provision					
Upgrading of Brook Road Sewage treatment plant	TBC	Wessex Water	Wessex Water	2010-2015	Contingency: Wessex Water has this proposal in their programme for upgrades.	

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	Waste depot for Christchurch and East Dorset	TBC	DCC	DCC		Contingency: The existing depots can be retained until such a time as funds are available for the new depot.
Education						
	Relocate and extend the new Wimborne First School to 3FE to cater for development on west side of Wimborne	£5,368,509	DCC / Developer contributions	DCC		Contingency: The proposal forms part of a plan for a new neighbourhood, discussions have been held with the developer of the site and a planning application is expected shortly. Current spare capacity could be used prior to significant new housing coming on line. The strategy to accommodate children in the later stages of the plan period could then change, if required.
	Relocate and extend a new first school in east Wimborne to 2 FE	£3,043,913	Developer contributions			Contingency: The proposal forms part of a plan for a new neighbourhood and the developers are aware of the need for a school on the site. Current spare capacity could be used prior to significant new housing coming on line. The strategy to accommodate children in the later stages of the plan period could then change, if required. The proposed school supports the overall

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

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	Health facilities					
	Expansion of Victoria Hospital	TBC	NHS / Friends of Victoria Hospital	NHS / Friends of Victoria Hospital		Contingency: The expansion is not yet in a programme with a definite date though the proposal is being drawn up. In the short term, patients will be seen in the existing clinics and other hospitals.

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KS4 Housing provision in East Dorset Housing Provision in Christchurch and East Dorset Policy CM1 Lockyers School and Land North of Corfe Mullen New Neighbourhood	General Heathland Mitigation including strategic and cross border projects. List of schemes to be provided are contained in the SPD and DPD Site Specific Allocations DPD . Includes Springdale Road, adjacent to Upton Heath, Corfe Mullen	TBC for each scheme	Developer contributions	SE Dorset authorities / Dorset Wildlife Trust / Natural England / RSPB / Amphibian and reptile groups	During the plan period	(See Matter 1, Issue 2 Statement) Contingency: The Councils in south east Dorset are already collecting for heathland mitigation from planning applications, thus showing the commitment to these proposals.
	Site specific SANG required for each allocation	TBC for each scheme	Developer contributions	SE Dorset authorities / Dorset Wildlife Trust / Natural England / RSPB / Amphibian and reptile groups	To be provided prior to development taking place	Contingency: The developer has agreed a SANG strategy and planning permission has been granted.
	Green Infrastructure					

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	Lower Stour Valley-accessible access	TBC	Developer contributions	Natural England, Environment Agency/Local authorities	During plan period	
	Castleman trailway-improvements in Purbeck, Poole and East Dorset	£250,000	£110,000 secured. Developer contributions	DCC Local authorities in south-east Dorset	During Plan period	Contingency: Working with DCC helps to minimise the risk. Funds will also be sought from other sources to bring forward sustainable transport options.
	Cycleways projects-delivery through LTP3 and development	TBC	Developer contributions	DCC / Local authorities in south-east Dorset	During plan period	Working with DCC and other authorities, working across borders, helps to minimise the risk. Funds will also be sought from other sources to bring forward sustainable transport options.
	Moors Valley extension	TBC	Developer contributions	EDDC / DCC / FC	During Plan period	Contingency: Working with other authorities and organisations will help bring forward the project. The existing Country Park is a joint venture between EDDC and the Forestry Commission
	Avon Heath Country Park	£250,000	£125,000 secured. Developer contributions	DCC / NE / FC / EDDC / private and voluntary sector	During plan period	Contingency: Working with other authorities and organisations will help bring forward the project.
	Local Open Spaces-to create local spaces across all LA areas	TBC	Developer contributions	EDDC / parish and town councils	During Plan period	Contingency: Opportunities will arise throughout the Plan period. The district council will work with the parish and town councils to discuss their needs and the opportunities which will arise through development and

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						the CIL funds made available to the local councils
	Urban Street trees	£200,000		EDDC	During the Plan period	Contingency: The proposal is unlikely to be funded through CIL and will rely on other sources.
	Recreation grounds and public parks	TBC	Developer contributions	EDDC / parish and town councils	During Plan period	Contingency: Opportunities will arise throughout the Plan period. The district council will work with the parish and town councils to discuss their needs and the opportunities which will arise through development and the CIL funds made available to the local councils
	Amenity greenspace	TBC	Developer contributions	EDDC / parish and town councils	During plan period	Contingency: Opportunities will arise throughout the Plan period. The district council will work with the parish and town councils to discuss their needs and the opportunities which will arise through development and the CIL funds made available to the local councils
	Natural and semi-natural greenspace including: Moors Valley Extension and Avon Heath Country Park	TBC	Developer contributions	Moors Valley and Avon Heath as above. Other sites-EDDC / parish and town councils	During Plan period	Contingency: Working with partners will ensure delivery
	Play areas	TBC	Developer contributions	EDDC / parish and town councils	During Plan period	Contingency: Opportunities will arise throughout the Plan period. The district council will work with the parish and town councils to discuss their needs

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timesc. for Delivery	Risk to Delivery / Contingency Measures
						and the opportunities which will arise through development and the CIL funds made available to the local councils
	Allotments including Local Food, Community Gardens and Allotments Project	TBC	Developer Contributions	EDDC / parish and town councils	During Plan period	Contingency: The allocation of this site at Corfe Mullen requires the replacement of the existing allotments. This will ensure their delivery. Other sites will be provided by working with parish and town councils, using the funds available from CIL to local councils.
	Built recreation provision	TBC	Developer contributions	EDDC / parish and town councils	During Plan period	Contingency: There are no proposals to increase the amount of built recreation provision in Corfe Mullen but opportunities could be taken through the Plan period. No contingencies are required.
Transport						
Major Schemes						
	A31 Trunk Road improvements-interim online/junction improvements between Ameysford and Merley e.g. Merley roundabout improvements	TBC	Highways Agency / Developer contributions	HA	2018 - 2022	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver

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						<p>a reduced, more cost effective scheme, or another alternative will have to be sought.</p> <p>Contingency: The Councils in south east Dorset are already collecting for transport from planning applications, thus showing commitment to this proposal.</p>
	Quality Bus Corridors, Phase 3 extensions to Ferndown, Wimborne	£6.3m	DCC / EDDC / Developer contributions	DCC	2020 - 2026	<p>(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.</p> <p>Contingency: The Councils in south east Dorset are already collecting for transport from planning applications, thus showing commitment to this proposal.</p>
	A31 Trunk Road dualling-Ameysford to Merley	£140m	Highways Agency / Developer contributions	HA		<p>(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the</p>

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						<p>scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.</p> <p>Contingency: The Councils in south east Dorset are already collecting for transport from planning applications, thus showing commitment to this proposal</p>
Other Strategic Joint Initiatives 2012-2028 (Up to £5m)						
	Joint urban traffic control centre	£3.24m	BoP / BBC / DCC	BoP / BBC / DCC	2012 - 2015	<p>(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought. Contingency: £0.5m already available</p>
	Smartcards-contactless payments and multi operator/multi-modal ticketing	TBC	BoP / BBC / DCC / Public transport operators	BoP / BBC / DCC / Public transport operators	2012 - 2014	<p>(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes</p>

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						<p>requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.</p>
	Intelligent Transport Systems on the Quality Bus Corridors	£1.02m	BoP / BBC	BoP / BBC	2012 - 2014	<p>(See Matter 1, Issue 2 Statement on transport)To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.</p>
	Strategic Cycle Network	£1.3m	Bop / BBC / DCC	Bop / BBC / DCC	2012 - 2014	<p>(See Matter 1, Issue 2 Statement on transport)To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective</p>

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						scheme, or another alternative will have to be sought.
Local Schemes in East Dorset (2012-2028)						
	Rural accessibility including Community Travel Exchange Hubs	TBC	DCC / EDDC / Local communities / parish councils	DCC / EDDC / Local communities / parish councils	2012 - 2014	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Rural cycleways/trailways	TBC	DCC / local communities / developer contributions	DCC / local communities	2012 - 2014	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Rural footways and improvements to rights of way	TBC	DCC / local communities / developer contributions	DCC / local communities / developer contributions	2012 - 2014	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the

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						scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Travel Planning/Smarter Choices	£1.8m	DCC / Developer contributions	DCC	2012 - 2014	<p>(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.</p>
	Cycling and walking	TBC	DCC / Local communities / developer contributions	DCC / Local communities / developer contributions	2012 - 2014	<p>(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.</p>

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	Improvements of key junctions	£8.8m	DCC / Developer contributions	DCC / Developer contributions	2014 - 2021	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	East Dorset section of North Dorset Trailway Corfe Mullen-Sturminster Marshall	£200,000	DCC / local communities / developer contributions	DCC / local communities / developer contributions	2015 - 2018	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Prime Transport Corridors in East Dorset, including express bus services to Verwood, west moors, Wimborne and Ferndown Industrial Estate	TBC	DCC / Developer contributions	DCC / Developers	2014 - 2020	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timesc. for Delivery	Risk to Delivery / Contingency Measures
						scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
Waste						
	New depot to serve Christchurch and East Dorset	TBC	DCC	DCC		Contingency: The existing depots can be retained until such a time as funds are available for a new depot
Education						
	Extend Henbury View first school to 2FE	£937,153	Developer contributions	DCC		Contingency: Current spare capacity could be utilised prior to significant amounts of new housing coming on line and thus DCC strategy to accommodate children in the later stages of the plan period could change
	Rebuild of Lockyers Middle school	£8,183,492	Developer contributions and funds from sale of existing school site	DCC		Contingency: Current spare capacity could be utilised prior to significant amounts of new housing coming on line and thus DCC strategy to accommodate children in the later stages of the plan period could change. The release of the school site for development is directly contingent on the ability of the transaction and CIL to generate sufficient capital to undertake the work.
	Secondary Education in East Dorset-Provide new Secondary/Upper Level School. Verwood children currently attend schools in Ferndown and	£19,048,595	Developer contributions	DCC		Contingency: The land is owned by the County Council thus bringing down the risk.

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timesc. for Delivery	Risk to Delivery / Contingency Measures
	Wimborne. Provision of a new school will free up spaces in both schools thus addressing the provision of secondary places in the Ferndown and Wimborne areas, catering for the growth created by the new neighbourhoods and Policy KS4.					Current spare capacity could be utilised prior to significant amounts of new housing coming on line and thus DCC strategy to accommodate children in the later stages of the plan period could change

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
KS4 Housing provision in East Dorset Housing Provision in Christchurch and East Dorset	General Heathland Mitigation including strategic and cross border projects. List of schemes to be provided are contained in the SPD and DPD Site Specific Allocations DPD . Including Ferndown-Ford Lane Recreation Ground-enhance and manage existing derelict open space	TBC for each scheme Ferndown-Ford Lane- £150,000	Developer contributions		During the plan period	(See Matter 1, Issue 2 Statement) Contingency: The Councils in south east Dorset are already collecting for heathland mitigation from planning applications, thus showing the commitment to these proposals.
FWP3 Holmwood House New Neighbourhood, Ferndown FWP4 Coppins New Neighbourhood, Ferndown FWP5 West Parley Village Centre Enhancement Scheme	Site specific SANG required for each allocation	TBC for each scheme	Developer contributions	SE Dorset authorities / Dorset Wildlife Trust / Natural England / RSPB / Amphibian and reptile groups	To be provided prior to development taking place	(See Matter 1, Issue 2 Statement) SANG strategies have been agreed with Natural England and the developers for all of these sites.
FWP6 East of New Road New Neighbourhood, West Parley FWP7 West of New Road New Neighbourhood, West Parley	Green Infrastructure Lower Stour Valley-accessible access	TBC	Developer contributions	Natural England, Environment Agency / Local authorities	During plan period	

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	Castleman trailway-improvements in Purbeck, Poole and East Dorset	£250,000	£110,000 secured. Developer contributions	DCC Local authorities in south-east Dorset	During Plan period	Contingency: Working with DCC helps to minimise the risk. Funds will also be sought from other sources to bring forward sustainable transport options
	Enjoying Water-improvements to water-borne transport	TBC		Environment Agency / Natural England / Sport England / DCC / BoP / BCC / CBC / EDDC	During plan period	Contingency: Working with other authorities and organisations will help bring forward the project.
	Cycleways projects-delivery through LTP3 and development	TBC	Developer contributions	DCC / Local authorities in south-east Dorset	During plan period	Working with DCC and other authorities, working across borders, helps to minimise the risk. Funds will also be sought from other sources to bring forward sustainable transport options.
	Moors Valley extension	TBC	Developer contributions	EDDC / DCC / FC	During Plan period	Contingency: Working with other authorities and organisations will help bring forward the project. The existing Country Park is a joint venture between EDDC and the Forestry Commission.
	Avon Heath Country Park	£250,000	£125,000 secured. Developer contributions	DCC / NE / FC / EDDC / private and voluntary sector	During plan period	Contingency: Working with other authorities and organisations will help bring forward the project.
	Local Open Spaces-to create local spaces across all LA areas	TBC	Developer contributions	EDDC / parish and town councils	During Plan period	Contingency: Opportunities will arise throughout the Plan period. The district council will work with the parish and town councils to discuss their needs and the opportunities which will arise through development and the CIL funds made available to the local councils

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	Urban Street trees	£200,000		EDDC	During the Plan period	Contingency: The proposal is unlikely to be funded through CIL and will rely on other sources.
	Recreation grounds and public parks	TBC	Developer contributions	EDDC / parish and town councils	During Plan period	Contingency: Opportunities will arise throughout the Plan period. The district council will work with the parish and town councils to discuss their needs and the opportunities which will arise through development and the CIL funds made available to the local councils
	Amenity greenspace	TBC	Developer contributions	EDDC / parish and town councils	During plan period	Contingency: Opportunities will arise throughout the Plan period. The district council will work with the parish and town councils to discuss their needs and the opportunities which will arise through development and the CIL funds made available to the local councils
	Natural and semi-natural greenspace including: Moors Valley Extension and Avon Heath Country Park	TBC	Developer contributions	Moors Valley and Avon Heath as above. Other sites-EDDC / parish and town councils	During Plan period	Contingency: Working with partners will ensure delivery
	Play areas	TBC	Developer contributions	EDDC / parish and town councils	During Plan period	Contingency: Opportunities will arise throughout the Plan period. The district council will work with the parish and town councils to discuss their needs and the opportunities which will arise through development and the CIL funds made available to the local councils
	Allotments including Local Food, Community Gardens and Allotments Project	TBC	Developer Contributions	EDDC / parish and town councils	During Plan period	Contingency: Sites will be provided by working with parish and town councils, using the funds available from CIL to local councils.
	Built recreation provision	TBC	Developer contributions	EDDC / parish and town councils	During Plan period	Contingency: There are no proposals to increase the amount of built recreation provision in Ferndown and West Parley

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
						opportunities could be taken through the Plan period. No contingencies are required.
	Transport					
	Major Schemes					
	B3073 Parley Cross junction improvements and associated link roads	£5.5m	DCC / developed contributions	DCC	2018-2022	<p>(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.</p> <p>Contingency: The Councils in south east Dorset are already collecting for transport from planning applications, thus showing commitment to this proposal.</p>
	A31 Trunk Road improvements-interim online/junction improvements between Ameysford and Merley e.g. Merley roundabout improvements	TBC	Highways Agency / Developer contributions	HA	2018-2022	<p>(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.</p> <p>Contingency: The Councils in south east Dorset are already collecting for transport from planning applications, thus showing commitment to this proposal.</p>

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	Quality Bus Corridors Phase 3 extensions to Ferndown and Wimborne	£6.3m	DCC / EDDC / Developer contributions	DCC	2020-2028	<p>(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.</p> <p>Contingency: The Councils in south east Dorset are already collecting for transport from planning applications, thus showing commitment to this proposal.</p>
	A31 Trunk Road dualling-Ameysford to Merley	£140m	Highways Agency / Developer contributions	HA		<p>(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.</p> <p>Contingency: The Councils in south east Dorset are already collecting for transport from planning applications, thus showing commitment to this proposal.</p>
Other Strategic Joint Initiatives 2012-2028 (Up to £5m)						
	Joint urban traffic control centre	£3.24m	BoP / BBC / DCC	BoP / BBC / DCC	2012-2015	<p>(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be</p>

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
						redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Smartcards-contactless payments and multi operator/multi-modal ticketing	TBC	BoP / BBC / DCC / Public transport operators	BoP / BBC / DCC / Public transport operators	2012-2014	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Intelligent Transport Systems on the Quality Bus Corridors	£1.02m	BoP / BBC	BoP / BBC	2012-2014	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Strategic Cycle Network	£1.2m	BoP / BBC / DCC	BoP / BBC / DCC	2012-2014	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
Local Schemes in East Dorset						
	A348 Ringwood Road Ferndown Traffic Management	£300,000	DCC	DCC	2012-2020	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
						<p>intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.</p> <p>Funding secured-£200,000</p>
	Rural accessibility including Travel Exchange Hubs	TBC	DCC / EDDC / local communities / parish councils / developer contributions	DCC / local communities / parish councils	2012/2014	<p>(See Matter 1, Issue 2 Statement on transport)To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.</p>
	Rural cycleways/trailways	TBC	DCC / Local communities and parish councils / developer contributions	DCC / local communities / parish councils	2012-2014	<p>(See Matter 1, Issue 2 Statement on transport)To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.</p>
	Ferndown industrial Estate improved sustainable transport links-Leeson Drive to Cobham Rd and Wimborne Road East	£100,000	DCC / Developer contributions	DCC	2012-2014	<p>(See Matter 1, Issue 2 Statement on transport)To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.</p>

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	Rural footways and improvements to rights of way	TBC	DCC / local communities and parish councils / developer contributions	DCC / local communities and parish councils	2012-2014	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Travel planning/Smarter Choices	£1.8m	DCC/developer contributions	DCC	2012-2014	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Cycling and walking	TBC	DCC / local communities and parish councils/developer contributions	DCC / local communities and parish councils	2014-2020	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Improvement of key junctions inc Longham mini-roundabouts, Pennys hill	£8.8m	DCC / Developers	DCC	2014-2021	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	B3073 Ham Lane footway/cycleway and crossing	£250,000	DCC / developed contributions	DCC	2013-2015	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought:
	Prime Transport Corridors in East Dorset including services to Verwood, West Moors, Wimborne and Ferndown Industrial Estate	TBC	DCC / developed contributions	DCC	2014-2020	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
Waste						
	New depot to serve Christchurch and East Dorset	TBC	DCC	DCC		Contingency: The existing depots can be retained until such a time as funds are available for a new depot.
Education						
	Remodel and Extend First School in Ferndown from 2FE to 3FE.	£890,122	Developer contributions	DCC		Contingency: Current spare capacity could be utilised prior to significant amounts of new housing coming on line and thus DCC strategy to accommodate children in the later stages of the plan period could change
	Secondary Education in East Dorset-Provide new Secondary/Upper Level School. Verwood children currently attend schools in Ferndown and Wimborne. Provision of a new school will free up spaces in both schools	£19,048,595	Developer contributions	DCC		Contingency: The land is owned by the County Council thus bringing down the risk. Current spare capacity could be utilised prior to significant amounts of new housing coming on line and thus DCC strategy to accommodate

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

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
KS4 Housing provision in East Dorset Housing Provision in Christchurch and East Dorset VTSW4 North Western Verwood New Neighbourhood VTSW5 North Eastern Verwood New Neighbourhood	General Heathland Mitigation including strategic and cross border projects. List of schemes to be provided are contained in the SPD and DPD Site Specific Allocations DPD . Including Coopers Lane Meadow	TBC for each scheme, Coopers Lane Meadow - £50,000	Developer contributions	SE Dorset authorities / Dorset Wildlife Trust / Natural England / RSPB / Amphibian and reptile groups	During the plan period	(See Matter 1, Issue 2 Statement) Contingency: The Councils in south east Dorset are already collecting for heathland mitigation from planning applications, thus showing the commitment to these proposals.
	Site specific SANG required for each allocation	TBC for each scheme	Developer contributions	SE Dorset authorities / Dorset Wildlife Trust / Natural England / RSPB / Amphibian and reptile groups	To be provided prior to development taking place	A SANG strategy has been agreed between Natural England and the developer for VTSW5. Similar principles have been agreed for VTSW4, but the detailed extent and delivery of a SANG have not yet been finalised.
	Green Infrastructure	Lower Stour Valley-accessible access	TBC	Developer contributions	Natural England, Environment Agency / Local authorities	During plan period

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	Castleman trailway-improvements in Purbeck, Poole and East Dorset	£250,000	£110,000 secured, Developer contributions	DCC Local authorities in south-east Dorset	During Plan period	Contingency: Working with DCC helps to minimise the risk. Funds will also be sought from other sources to bring forward sustainable transport options
	Enjoying Water-improvements to water-borne transport	TBC		Environment Agency / Natural England / Sport England / DCC / BoP / BCC / CBC / EDDC	During plan period	Contingency: Working with other authorities and organisations will help bring forward the project.
	Cycleways projects-delivery through LTP3 and development	TBC	Developer contributions	DCC / Local authorities in south-east Dorset	During plan period	Working with DCC and other authorities, working across borders, helps to minimise the risk. Funds will also be sought from other sources to bring forward sustainable transport options.
	Moors Valley extension	TBC	Developer contributions	EDDC / DCC / FC	During Plan period	Contingency: Working with other authorities and organisations will help bring forward the project. The existing Country Park is a joint venture between EDDC and the Forestry Commission
	Avon Heath Country Park	£250,000	£125,000 secured. Developer contributions	DCC / NE / FC / EDDC / private and voluntary sector	During plan period	Contingency: Working with other authorities and organisations will help bring forward the project.
	Local Open Spaces-to create local spaces across all LA areas	TBC	Developer contributions	EDDC / parish and town councils	During Plan period	Contingency: Opportunities will arise throughout the Plan period. The district council will work with the parish and town councils to discuss their needs and the opportunities which will arise through development and the CIL funds made available to the local councils

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	Urban Street trees	£200,000		EDDC	During the Plan period	Contingency: The proposal is unlikely to be funded through CIL and will rely on other sources.
	Recreation grounds and public parks	TBC	Developer contributions	EDDC / parish and town councils	During Plan period	Contingency: Opportunities will arise throughout the Plan period. The district council will work with the parish and town councils to discuss their needs and the opportunities which will arise through development and the CIL funds made available to the local councils
	Amenity greenspace	TBC	Developer contributions	EDDC / parish and town councils	During plan period	Contingency: Opportunities will arise throughout the Plan period. The district council will work with the parish and town councils to discuss their needs and the opportunities which will arise through development and the CIL funds made available to the local councils
	Natural and semi-natural greenspace including: Moors Valley Extension and Avon Heath Country Park	TBC	Developer contributions	Moors Valley and Avon Heath as above. Other sites-EDDC / parish and town councils	During Plan period	Contingency: Working with partners will ensure delivery
	Play areas	TBC	Developer contributions	EDDC / parish and town councils	During Plan period	Contingency: Opportunities will arise throughout the Plan period. The district council will work with the parish and town councils to discuss their needs and the opportunities which will arise through development and the CIL funds made available to the local councils
	Allotments including Local Food, Community Gardens and Allotments Project	TBC	Developer Contributions	EDDC / parish and town councils	During Plan period	Contingency: Sites will be provided by working with parish and town councils, using the funds available from CIL to local councils.
	Built recreation provision	TBC	Developer contributions	EDDC / parish and town councils	During Plan period	Contingency: There are no proposals to increase the amount of built recreation provision in Verwood, which has seen recent

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
						investment in a sports hall and fitness facilities by the Council, but opportunities could be taken through the Plan period. No contingencies are required.
Transport						
Major Schemes						
	A31 Trunk Road dualling-Ameysford to Merley	£140m	Highways Agency / Developer contributions	Highways Agency		<p>(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.</p> <p>The Councils in south-east Dorset are already collecting for transport from planning applications, thus showing the commitment to this proposal.</p>
Other Strategic Joint Initiatives 2012-2028 (Up to £5m)						
	Joint Urban Traffic Control Centre	£3.24m	BoP / BBC / DCC	BoP / BBC / DCC	2012-2015	<p>(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.</p>

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
						The Councils in south-east Dorset are already collecting for transport from planning applications, thus showing the commitment to this proposal. £0.5m secured
	Smartcards-contactless payments and multi operator/multi-modal ticketing	TBC	BoP / BBC / DCC / public transport operators	BoP / BBC / DCC / public transport operators	2012-2015	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Intelligent Transport Systems on the Quality Bus Corridors	£1.02m	BoP / BBC	BoP / BBC	2012/2015	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Strategic Cycle Network	£1.3m	BoP / BBC / DCC	BoP / BBC / DCC	2012-2014	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
Local Schemes in East Dorset (2012-2028)						

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	A348 Ringwood Road, Ferndown Traffic Management	£300,000	DCC	DCC	2014-2020	<p>(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.</p> <p>£200,000 secured to date</p>
	Springfield Distributor Road	£2.09m	DCC	DCC		Funding secured
	Rural accessibility including Community Travel Exchange Hubs	TBC	DCC / EDDC / local communities / Parish Councils	DCC / EDDC / local communities / Parish Councils	2012-2014	<p>(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.</p>
	Rural cycleways/trailways	TBC	DCC / local communities / parish councils	DCC / local communities / parish councils	2012-2014	<p>(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.</p>
	Ferndown Industrial Estate improved sustainable transport links-Leeson drive to Cobham Rd and Wimborne Road East	£100,000	DCC / developed contributions	DCC	2012-2014	<p>(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of</p>

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
						funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Rural footways and improvements to rights of way	TBC	DCC / local communities / parish councils / developer contributions	DCC / local communities / parish councils	2012-2014	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Travel planning/Smarter Choices	£1.8m	DCC / developer contributions	DCC	2012-2014	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Cycling and walking improvements	TBC	DCC / local communities / parish and town councils/developer contributions	DCC / local communities / parish and town councils	2014-2020	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Improvements of key junctions including Longham mini-roundabouts, Penny's Hill Ferndown	£8.8m	DCC / developed contributions	DCC	2014-2021	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
						funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Verwood to Ringwood off road cycle link through Moors Valley Country Park	£100,000	DCC / EDDC	DCC / EDDC	2013-2015	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Prime Transport Corridors in East Dorset including express bus services to Verwood, West Moors, Wimborne and Ferndown Industrial Estate.	TBC	DCC / developed contributions	DCC	2014-2020	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	B3081 Bakers Hanging junction safety improvement	£155,000	DCC / developed contributions	DCC	2014-2020	(See Matter 1, Issue 2 Statement on transport) To deliver transport schemes requires both public and developer funding. If the scheme cannot be delivered as originally intended, it will most likely be due to a lack of funding. Therefore, either the scheme will be redesigned or scaled back in order to deliver a reduced, more cost effective scheme, or another alternative will have to be sought.
	Verwood Contribution Policy Schemes	Fully funded	Developer contributions already collected	DCC / EDDC	2012-2015	

Development / Core Strategy Policy	Infrastructure Required to Support Development 3 Essential Infrastructure / 4 Other Strategic Infrastructure	Cost	Funding Secured / Funding Gap	Delivery Agency	Timescale for Delivery	Risk to Delivery / Contingency Measures
	Waste					
	New depot to serve Christchurch and East Dorset	TBC	DCC	DCC		Contingency: The existing depots can be retained until such a time as funds are available for a new depot
	Education					
	Extend Trinity First School to 2FE	£1,066,838	Developer contributions	DCC		Contingency: spare capacity at Hillside School will be able to absorb any excess. Current spare capacity could be utilised prior to significant amounts of new housing coming on line and thus DCC strategy to accommodate children in the later stages of the plan period could change
	Secondary Education in East Dorset-Provide new Secondary/Upper Level School. Verwood children currently attend schools in Ferndown and Wimborne. Provision of a new school will free up spaces in both schools thus addressing the provision of secondary places in the Ferndown and Wimborne areas, catering for the growth created by the new neighbourhoods and Policy KS4.	£19,048,595	Developer contributions	DCC		Contingency: The land is owned by the County Council thus bringing down the risk. Current spare capacity could be utilised prior to significant amounts of new housing coming on line and thus DCC strategy to accommodate children in the later stages of the plan period could change