

Policy I1: Developer contributions to deliver Purbeck's infrastructure

The Council will work with its partners, funding bodies and infrastructure providers to secure the infrastructure required to enable sustainable growth to meet the needs of Purbeck.

Developer contributions will be sought from new proposals through a range of mechanisms in order to achieve timely and effective investment in infrastructure and secured through the application of Community Infrastructure Levy, S106 agreements and S278 agreements for works to the highway.

As part of the process of securing site specific developer contributions, the Council will have regard to the overall costs of development, including CIL, and work with applicants to ensure necessary investment in infrastructure can be secured whilst enabling otherwise sustainable and viable development to proceed. Contributions will be sought as follows:

- a. affordable housing contributions will be secured through S106 agreements in accordance with national policy and Policy H11: Affordable housing;
- b. habitats mitigation will be secured through a combination of CIL and S106 agreements with CIL rates being set to reflect this approach:
 - i. for sites of 50 dwellings or more, heathland mitigation and nutrient mitigation (where necessary for compliance with Policy E9 and/or relevant legislation or regulations) will be secured through S106 agreements whereas mitigation of recreation impacts on Poole Harbour will be secured through CIL
 - ii. for small sites and windfall developments of less than 50 dwellings, all habitats mitigation will be secured on a site by site basis through either S106 or through CIL;
- c. local transport, health and formal and informal recreation, sport and / or open space improvements to address site specific impacts will be secured through S106 agreements on allocated sites. Site specific transport and health infrastructure requirements are set out in the site policies and evidenced in the Infrastructure Development Plan. A contribution of £80 per house will be collected towards extending GP facilities, where the local surgery is at capacity. These rates may be revised by the relevant health body. Contributions to off-site open space / recreation improvements will be secured through S106 agreements;
- d. strategic transport projects will be funded through CIL or by securing external funding; and

- e. for sites of 10 or more dwellings contributions for education provision will be secured through a S106 agreement towards the provision of additional school facilities to meet the need of pupils generated by the development at a rate of £6,161 for each dwelling of 2 or more bedrooms, not including dwellings restricted to older people. These rates may be revised by the local education authority.

If the applicant considers there are site specific considerations that mean they are unable to provide any of the above, the Council expects applicants to submit a financial viability appraisal with their planning application. The applicant will be expected to fund the independent verification of the submitted viability assessment by a person appointed by the Council.

Work with transport providers to improve public transport, including better linkages, as a viable alternative to use of the car

Improving accessibility and transport

- 262.** Purbeck is a rural area with a relatively small and widely dispersed population. The largest towns of Swanage, Upton and Wareham all have populations of fewer than 10,000 residents. The A35, A351 and the A352 roads connect Purbeck to Dorchester and the conurbation of Christchurch, Bournemouth and Poole to the east. Purbeck also benefits from four railway stations each served by regular services to Poole, Bournemouth, Southampton and on to London Waterloo providing Purbeck with good strategic connectivity for its size and location.
- 263.** Where possible, the Purbeck Local Plan encourages public transport, walking and cycling to enable accessibility for all residents to the jobs, services and facilities they need by means other than the car. The Council supports opportunities for expanding and encouraging cycling links.
- 264.** The Council and Dorset County Council identified in the early 2000s that the effects of increasing numbers of car journeys and the reduction in the availability of key services and facilities had resulted in increasing levels of traffic on the roads and reducing accessibility for residents across Purbeck. To respond to this decline, the Purbeck Transportation Study was published in 2004 and sets out the overarching principles and actions for the delivery of improvements to the transport network in Purbeck. The study's recommendations fed into the Purbeck Transportation Strategy (PTS) that was last updated in 2012, and is reflected within the Local Transport Plan 3 (LTP3) 2011-2026.

- 265.** The PTS sets out a series of practical actions to provide reliable and efficient travel for all transport users. To achieve this aim, the strategy identified a number of overarching objectives to:
- improve the level of service, availability, and attractiveness of public transport, cycling and walking;
 - reduce the impact of the private car; and
 - provide additional road access capacity into Purbeck where appropriate.
- 266.** The principal elements of the PTS are currently focused upon promoting sustainable transport to reduce the impact of the private car by promoting measures aimed at increasing cycling and walking, and encouraging train and bus use through improvements to services and infrastructure. Measures are also included to implement new approaches to road management along the A35 and C6 corridor that would divert traffic east/west journeys between Poole/Bournemouth and Wool/Lulworth and the west of Purbeck from the A351, which is at capacity at peak times.
- 267.** Since the Council adopted the Community Infrastructure Levy (CIL) in 2014, transport projects have formed part of the Regulation 123 list. The CIL Regulation 123 list was last updated in August 2017 and will be reviewed following any revisions made to the CIL Charging Schedule which are being considered alongside this Pre-Submission Draft Local Plan. Key strategic transport infrastructure supported through CIL includes funding of the Swanage to Wareham Rail Reconnection. To support strategic transport requirements, including cross boundary accessibility with neighbouring local authorities, the Council is working with its partners in Dorset, Poole and Bournemouth to secure external funding with opportunities identified through Transforming Cities and the Housing Infrastructure Fund.
- 268.** The impact of increasing traffic volumes associated with new homes and rise in home delivery services are important factors that the Council has taken into consideration through preparation of this Purbeck Local Plan. Working jointly with the Dorset County Council Highway Authority and Highways England a number of traffic studies have been commissioned to consider the proposals for development and identify potential impacts and necessary mitigation. These studies include the Purbeck Modelling Spatial Model Report, April 2016; the Moreton/Crossways/Woodsford Traffic Impact Assessment, 2016 and Strategic Road Network Transport Modelling, 2017.
- 269.** The more recent studies undertaken have led to the conclusion that whilst development will have an impact on the network, with mitigation the impacts have not been assessed as severe and would therefore not be a barrier to the level of growth proposed in this Purbeck Local Plan. Although this means no major additional highway or other transport infrastructure can be provided to support the level of growth envisaged to 2034, large allocated sites will be required to provide improvements to junctions, traffic management, highway

safety and sustainable transport schemes. Proposals will be expected to make adequate provision for parking that is well designed, complements the layout of development and supports the provision of electric vehicle charging points. Allocated sites will be expected to mitigate their impact directly through site specific measures whilst more strategic issues will be addressed, where possible, through CIL or through partnership working to secure external sources of funding to deliver strategic improvements.

- 270.** A range of documents provide guidance to the Council and applicants on improving accessibility and shaping development proposals. These include: the Manual for Streets 2, Dorset Rural Roads Protocol, Coastal Car Park Design Guide and Non-residential car parking guidance. The Bournemouth, Poole and Dorset Residential Car Parking Strategy, and non-residential parking guidelines, provide direction to applicants on identifying and designing adequate vehicle parking for proposed development.
- 271.** The Council is a funding partner of Superfast Broadband Dorset which will deliver 94% of Dorset premises with access to superfast broadband. Developments will need to provide the infrastructure required for Superfast Broadband. Openreach (BT), in partnership with the Home Builders Federation (HBF), have agreed a solution capable of offering Fibre Broadband Infrastructure connectivity to all new homes. Some larger sites may be free. For smaller sites they may be able to offer co-funding or alternative solutions. Openreach has developed a web-based connectivity assessment which developers can access to give them cost estimates and options for delivering fibre broadband that is available online from the BT Openreach website.