

Borough of Poole

Poole's Infrastructure Delivery Plan



March 2011

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Introduction

Introduction

1.0 Planning Policy Statement (PPS) 12 requires Local Authorities to place infrastructure and delivery at the heart of the Local Development Framework (LDF) confirming that good infrastructure planning will consider the infrastructure required to support development, the costs, sources of funding, timescales for delivery and gaps in funding. Further, PPS12 states that *"The Core Strategy should be supported by evidence of what physical, social and green infrastructure is needed to enable the amount of development proposed for the area, taking account of its type and distribution"*⁽¹⁾. Consequently the first step in infrastructure planning is to determine how much growth is likely to occur.

The Context for Infrastructure Delivery in Poole - The Spatial Strategy

1.1 The Poole Core Strategy (adopted February 2009) sets out an ambitious growth strategy for the town which will provide 10,000 new homes and 13,700 new jobs by 2026. The scale of change envisaged will bring with it a need to upgrade existing and provide new infrastructure to accommodate growth as it is brought forward.

1.2 The Core Strategy sets out a spatial strategy for the town which will see a significant proportion of the overall growth delivered in an around its town centre by 2026. The spatial strategy's approach for Poole is summarised as follows:

Housing Delivery, in hierarchies of density, will be located:

- The Town Centre - 4,000 dwellings;
- Major Local Centres and key hubs of transport and community activity on Prime Transport Corridors - 3,500 dwellings;
- Rest of Borough on streets or parts of streets where flats predominate - 2,500 dwellings.

Employment Delivery:

- **The Regeneration Area:** a minimum of a net addition of 4,000 jobs mainly through provision of 36,000 square metres of employment floorspace and a mix of leisure related commercial activities;
 - **Town Centre North and other Town Centre Sites:** A minimum of 2,400 jobs through the provision of 35,000 square metres of new retail and leisure floorspace;
 - **Existing employment areas, including the Port of Poole:** a minimum of 2,100 jobs through development of available sites;
 - **Land at Fleets Corner:** a minimum net addition of 1,300 jobs through rationalisation of the site to deliver employment opportunities;
 - **Sopers Lane:** a minimum of a net addition of 1,000 jobs through rationalisation of the site to deliver employment opportunities;
 - **Health, Care and Education;** a minimum net addition of 2,500 jobs in hospitals, further education, skills development, care homes and health facilities.
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1.2 A Delivering Poole's Infrastructure Development Plan Document (DPD) is being brought forward to support the Core Strategy and put in place a planning policy framework which will define development's role in assisting in infrastructure delivery including providing a platform for the introduction of a Community Infrastructure Levy (CIL) Charging Schedule.

The Poole Infrastructure Delivery Plan

1.3 The Poole Infrastructure Delivery Plan (IDP) is a technical document which provides an overview of the range of infrastructure projects which are to be delivered to support the Core Strategy growth. The IDP will act as a 'live' appendix to the Core Strategy and Delivering Poole's Infrastructure DPDs which can be updated and reviewed when required to keep track of infrastructure delivery during the plan period.

1.4 Therefore, the purpose of the Poole Infrastructure Delivery Plan is to:

- Support the Poole Local Development Framework;
- Identify the infrastructure and services required to support the growth targets set out in the Core Strategy;
- Identify the costs, means of funding required through public funding and developer contributions sources, any funding secured, funding gaps and the delivery agencies;
- Provide an evidence base for the direction of CIL finance towards delivering the critical infrastructure required to support growth;

Infrastructure

1.5 The Town and Country Planning Act 2008 defines 'infrastructure' as including (but not limited to) the following:

- a) Roads and other transport facilities;
- b) Flood defences;
- c) Schools and other educational facilities;
- d) Medical facilities;
- e) Sporting and recreational facilities;
- f) Open spaces; and
- g) Affordable housing (although the CIL Regulations 2010 do not allow CIL to be used to secure 'affordable' housing).

Delivery Agencies

1.6 The above infrastructure will be delivered by a range of agencies and funding sources. This IDP will be subject to consultation with the various delivery agencies and will be refined going forward following further engagement.

Introduction

1.7 Expanding upon the list on the Planning Act 2008, Table 1 sets out a description of the facilities and services for each infrastructure type required in the Borough to support growth as well as identifying the agencies with responsibilities for delivery:

Infrastructure Type	Description	Delivery Agencies
Transport	Road/highway networks; Cycle routes; Pedestrian facilities; Railway; Bus routes/provision	Department for Transport Borough of Poole Highways Agency Network Rail Developers (s106/CIL)
Education	Primary Education provision; Secondary Education provision; Adult and Further Education provision; Research Institutions.	Department for Education Borough of Poole Private Sector (free school)
Green Infrastructure & Recreation	Open Spaces; Green Networks; Protection of Internationally Protected Designations; Built and open space recreation facilities.	Borough of Poole Developers
Flood Prevention	Strategic defences to enable growth in areas at risk of flooding	Environment Agency Borough of Poole Developers
Town and Local Centre Improvements	Enhancements to public realm; New public facilities.	Borough of Poole Town Centre Management Developers Private Sector

Infrastructure Type	Description	Delivery Agencies
Neighbourhood & Community Facilities	Includes libraries, community halls and any infrastructure identified by neighbourhoods as necessary	Borough of Poole Developers Voluntary Sector/Neighbourhood Groups
Health Facilities	Hospitals; Doctors/Dentist Surgeries; Care Provision.	Poole Hospital NHS Borough of Poole Care South
Utilities Facilities	Energy/waste/water/drainage plants; Networks and treatment facilities	Wessex Water Southern Electric Transco Other Private Utilities Providers
Renewable Energy	District heating and renewable energy networks	Borough of Poole Developers

Table 1: Infrastructure Types

1.8 The next sections provide an overview of the various infrastructure types identified above and the issues relevant to Poole. Following this, an infrastructure schedule is set out in Appendix A which lists the specific projects required to accommodate growth. The infrastructure schedule also identifies costs, funding issues, delivery agencies and estimated timescales for delivery.

Transport

Issues and future need

2.0 The provision of sufficient transport infrastructure to accommodate the level of growth expected up to 2026 is a key priority for the Borough. In particular, the delivery of the Regeneration Area and Town Centre North is unachievable without significant investment in improving the transport infrastructure in these areas. A good quality transport system is essential to support the local economy and the quality of life for the communities of South East Dorset.

2.1 Aligned to the need to deliver the specific transport infrastructure projects required for the regeneration area is the need to mitigate the cumulative impact on the network from generalised development in the Borough. The impact on transport networks from new development extends across Dorset and therefore it is considered appropriate to develop a system which has this principle at its core.

2.2 Predicted growth levels for South East Dorset are amongst the highest for any major urban area in the South West. This is against a context of limited opportunities for the outward expansion of the conurbation and a supporting transport infrastructure that is already strained.

2.3 The South East Dorset conurbation suffers problems of peak period congestion throughout the whole highway network, and particularly on its main east-west routes. As an example the main A35 between the three town centres of Poole, Bournemouth and Christchurch carries heavy volumes of traffic with over 30,000 vehicles per day at the Poole / Bournemouth boundary and 43,000 per day on the section through Christchurch. Other sections of roads carry over 50,000 vehicles per day. With the absence of high capacity links, congestion in the area is not confined to the traditional peak hours and has spread to other times of the day.

Current Provision

2.4 Poole currently benefits from the following network of strategic transport infrastructure:

- East West A35 Corridor;
- Other Prime Transport Corridors (PTCs);
- 3 Railway Stations (with direct connections to London Waterloo);
- Poole Bus Station with numerous routes direct to Bournemouth and the Dorset conurbation;
- Borough wide Cycle network.

Costs

2.5 The SE Dorset Implementation Strategy, reported to the Regional Assembly in September 2005, provided an estimate that the cost of meeting the transport infrastructure needed to support this level of development was £400M at 2005 prices. This delivery strategy has been updated to 2008 prices, and schemes completed or no longer needed have been removed.

2.6 The costs for the specific schemes which the Borough of Poole is responsible and will seek to deliver using funding secured from public sources and developers are set out as follows:

Cost of transport projects	
Poole Bridge Core Scheme (Twin Sails)	£37 million
Poole Bridge Core Scheme (additional group projects)	£3.33 million
Poole – Bournemouth Prime Corridor Bus routes	£5 million
Port Link Road	£3.5 million
West Quay Gyratory	£1.97 million
Hunger Hill Gyratory	£6.5 million
Marston Road/Bay Hogg Link Road	£3.84 million
Total	£61.14 million

Sources of Funding

The Borough's approach to securing transport contributions from development assumes that the expected shortfall in meeting the cost of major schemes will be evenly allocated so that contributions equate to meeting 50% of the forecast total cost of each project. For the minor schemes funded through the LTP process, it is assumed that developers will supplement the currently assumed programme by 50%. There are two exceptions to this 50% principle; (i) A31 trunk road (ii) part of the Poole Bridges Regeneration transport network has already been completed and funding arrangements for much of the remainder are agreed. Hence the contributions scheme is only expected to meet approximately 26% of the costs of this network.

For all the other identified schemes developers are expected to fund 50% of the estimated total cost. The Government expects that airport and port schemes will be funded by the private sector and that strategic rail schemes are expected to be funded by Network Rail. Only local rail schemes related to development are expected to be funded through the LTP or this transport contributions scheme.

Education

Issues and future needs

3.0 The Borough of Poole is the responsible authority for a number of schools providing primary and secondary education. Poole is currently experiencing significant changes in the numbers and distribution of its school age population. This is likely to continue over the next decade and will impact on the number of school places required in Poole. Poole is not unique, as these changes are also reflected in national trends, and by adjoining authorities.

There are four factors driving these changes:

- 1) Increasing numbers of births.
- 2) Increasing levels of in-migration.
- 3) New developments being built.
- 4) Increases in the proportion of children opting for state funded education in Poole.

3.1 The Council is currently implementing a programme of works (including a change of transfer programme) to provide new classrooms and facilities to meet the requirements for additional capacity in first and primary schools up to 2014.

3.2 However, forecasting identifies that there will still be a need to provide additional capacity in first & primary schools post-2014 to accommodate continuing birth rates and the impacts from new development; The Council are currently looking at options to meet capacity for first/primary schools from 2015 onwards.

3.3 In addition, the increase in capacity across first and primary schools experienced over the next few years will start to feed into secondary schools system from 2014. Based on the Council's projections this will mean there is expected to be an increasing capacity problem in secondary schools from 2014 onwards culminating in a need to provide the equivalent of new secondary school by 2018.

3.4 The Council is currently working across its service units to identify a long term strategy for the provision of the required additional capacity for school places over the next 10 years.

3.5 Furthermore, the Coalition Government has announced proposals for Free Schools to be established. Free Schools are all-ability state-funded schools set up in response to parental demand. Under the new plans it will become much easier for charities, universities, businesses, educational groups, teachers and groups of parents to get involved and start new schools. Ministers are working right across Government to remove red tape which can prevent new schools from setting up, ranging from planning laws to the Department's own school premises rules. The Council will need to work closely with any Free Schools set up to consider how this will impact on the capacity issues currently forecast to be experienced in the Borough's existing state-funded schools.

Costs

3.6 The cost for providing a new primary and secondary school is estimated to be £8 million and £25 million pounds respectively. However, providing additional capacity doesn't necessarily require the provision of new schools (which due to land constraints in the Borough

and current uncertainty with capital funding arrangements cannot be a guaranteed deliverable option) as there may be more cost effective options available such as extending existing schools, converting non-educational buildings and so forth. The detailed costing and forward planning of providing the required additional capacity will be brought forward by the Council and reported in future revisions of the Borough's Infrastructure Delivery Plan.

Funding Sources

3.7 Following the 2010 Comprehensive Spending Review, capital funding allocations set out in the Building Schools for the Future (BSF) programme were subject to cuts across the board. The cuts involved allocations previously granted for some of Poole's schools resulting in the proposed capital works for these institutions being cancelled.

3.8 Following the cuts to the BSF programme, the Government announced the whole capital funding regime for schools is to be reviewed resulting in the release of the 'The Importance of Teaching White Paper' in November 2010. Therefore, in a reduced and uncertain funding environment, the Council will need to continue to explore all available funding programmes as well as identify the most cost effective delivery options to meet the additional capacity required over the next 10 years.

3.9 The funding and delivery situation is complicated by the Government's proposals for Free Schools, of which the core principle is that Free Schools are funded on the basis of equivalence with the funding of maintained schools and academies in the same local authority area. The Department of Education state that the annual revenue funding for Free Schools will be based on the average funding received by maintained schools and academies in the same local authority, using a simple and transparent formula.

3.10 In addition to capital funding allocations, new development can also have a role to play (in the form of developer contributions) to provide funding to help mitigate its impact on infrastructure such as schools. The Council aims to implement a Community Infrastructure Levy (CIL) in the Borough by 2012 which, once adopted, will set out precisely how much development will be expected to pay towards the delivery of the range of infrastructure (including schools) required to support growth.

Green Infrastructure & Recreation

Green Infrastructure & Recreation

Issues and future needs

4.0 Green Infrastructure (GI) consists of strategic networks of accessible, multi functional sites (including parks, woodland, informal open spaces, nature reserves and historic sites) as well as linkages (such as river corridors and floodplains, wildlife corridors and greenways). These contribute to people's well-being, and together comprise a coherent managed resource responsive to evolving conditions. Careful management will be required to ensure that development contributes to rather than detracts from the quality of life in urban areas.

4.1 Green Infrastructure in Poole comprises a range of natural assets such as Poole Harbour, blue flag beaches, Dorset heathlands and other internationally protected areas and a range of parks and greenspaces. Together these assets provide Poole's residents with a high quality of life and form an important recreational resource for the Borough's residents.

Current Provision

4.2 The Borough of Poole Open Spaces Strategy identifies that Poole has approximately 1,067 hectares of public open space which is made up primarily of Local Nature Reserves, woodland, or ponds and lakes. This equates to about 17% of the total land area of the Borough but does not include golf courses, agricultural land, the Green Belt or school playing fields.

4.3 The distribution of open space is uneven with relatively low levels of provision in some of the older areas of the Borough, such as Oakdale, Parkstone, Penn Hill, Newtown and Bourne Valley. An analysis of access to open space has also been conducted, and indicates that accessibility to the Green Belt, major open spaces and district parks is broadly adequate. However, local parks (2 hectares+) and small local parks and open spaces (up to 2 hectares), which should be within 0.4 kilometres of residential properties, are deficient in the same older areas of the Borough. The distribution of urban greenspace, which includes school playing fields, allotments, cemeteries, highway landscaping and private open space, similarly reinforces patterns of open space provision with the greenest environments concentrated in the newer residential areas or areas of low density housing.

4.4 The Open Spaces Strategy also identifies that there are a number of wards where overall quality of public open spaces is failing and/or needing significant improvements. These are in some of Poole's most deprived wards such as Alderney, Branksome West, Canford Heath East, Creekmoor, Hamworthy & Hamworthy West and Oakdale.

4.5 The quality, type and distribution of open space in the Borough forces the conclusion that, many of its open spaces do not offer sufficient variety to be regarded as true local parks. Whilst most have intrinsic amenity value, many of these areas have little in the way of facilities and are characterised by single feature, woodland or level playing fields. Many are tired and in need of management.

Built Recreation facilities in Poole

4.6 The Borough of Poole and Bournemouth Borough Council published a joint Built Facilities assessment strategy (adopted 2008), which assessed existing provision and issues. Principal community sport and recreation facilities in Poole are:

- Ashdown Leisure Centre.
- Dolphin Swimming Pool.
- Rossmore Leisure Centre.
- Poole Sports Centre.
- Broadstone Leisure Centre.

4.7 The Built Facilities strategy identifies a range of built facilities which the Borough is currently deficient in. The future growth expected in Poole will put further burden on this deficiency and there is a real need for future provision to be made to keep pace with future growth.

Heathlands

4.8 Poole's heathlands are internationally protected Special Protection Areas (SPAs). It is the view of Natural England that the cumulative effect of further residential development up to 5 kilometres from protected heathland in Dorset would have a significant effect on Dorset's lowland heaths that are covered by several international designations. Mitigation will be required otherwise there is the prospect that Local Authorities will not be able to grant permission for residential development within 5 kilometres of these designated sites.

Allotments provision

4.9 Poole has the following allotment provision:

Site	Total Area Sq Metres	Current No. Plots
Alder Farm	15,734.30	86
Blake Dene	2,790.73	18
Broadstone	10,271.19	65
Bushell Mill	17,658.58	89
Hamworthy	3,274.07	18
Tatnam Farm	17,840.19	88
Whitecliff	1,276.41	7
Widdecombe	7,089.94	38
		409 total

4.10 The need for allotments is rising and likely to rise further as a result of rising housing densities, the consequential reduction in the size of many gardens and rising food prices. The total number of people on the waiting list as at 2nd July 2009 is 715. The turnover of plots is currently slow meaning (approximately between 15 to 40 plots come available in any

Green Infrastructure & Recreation

given year) that some applicants may never allocated a plot in their lifetime. The Council are seeking to alleviate this need through creating additional allotments, although there are issues with securing suitable land within close proximity to the urban areas.

Costs

4.11 Work is ongoing to publish a new Leisure Strategy for Poole as well as the Green Infrastructure Strategy for Dorset, within which will be an up to date evidence base of future provision (including specific projects). Further, these strategies will seek to update the current open space & recreation facilities standards set out in the PLPFA to set a new Green Infrastructure & Recreation standards/tariff to reflect the Core Strategy spatial plan and be included in the adopted Delivering Poole's Infrastructure DPD. The joint Heathlands DPD will set out future projects and costs for heathland mitigation works.

Funding Sources

4.12 The Council will continue to seek external funding from sources such as the Heritage Lottery, Big Lottery and Growth Area Funding, although these are subject to successful bids. However, the majority of funding will continue to come from developer contributions in line with the established principles in the Planning Obligations: Recreation SPG.

Flood Prevention

Issues & future needs

5.0 A Level 1 Strategic Flood Risk Assessment (SFRA- July 2007) identifies where flooding has occurred in the Borough, where there is existing risk and where there could be risk in the future. Poole's Strategic Flood Risk Assessment Level 2 (February 2008) identifies the potential flood risk to the town, particularly to its most vulnerable areas near the Harbour that are also likely to be those subject to most change, like the Regeneration Area. Future flood defences will be required, some of which can be brought forward by new development, but also the SFRA helps to identify mitigation measures that can be employed in future building to enhance protection from flood events.

5.1 Modelling work predicts sea level rise due to climate change to the years of 2086(commercial) and 2126(residential), so that in planning for Poole, appropriately robust defences can be put in place. The Strategic Flood Risk Assessment Level 2 identified a need for the Borough of Poole to bring forward a flood risk management strategy (FRMS) for the town centre.

Flood Risk Management Strategy (FRMS)

5.2 Royal Haskoning were commissioned to produce the FRMS required by the SFRA. This work was completed in December 2010 and sets out the preferred approach for establishing the Town Centre flood defences. The FRMS recommends that those regeneration sites situated adjacent to Poole Harbour (falling in the Cells 2 and 4 of the FRMS study area) should incorporate flood defences in line with the strategy into the detailed development design as they come forward over the Core Strategy period. This approach will ensure that parts of the FRMS are delivered incrementally within the Regeneration Area sites and avoids having to 'retro fit' flood defences in the future at additional unnecessary costs. The FRMS also recommends that any developer contributions collected over the plan period are directed towards the delivery of the residual defences in Cells 2 and 4, which are identified as being having the most conducive Benefit/Cost Ratio.

5.3 A proportion of the required funding for these defences will have to come from central sources. However, due to the scale of the costs involved and the benefits of protecting Poole Town Centre from flooding to the whole of the Borough's community, it is expected that a future standard developer charge towards generalised infrastructure needs (through CIL) will be applied to most new development in the Borough.

Current Provision

5.4 There are currently no flood defences in line with the FRMS in place.

Costs

5.5 The FRMS identifies a likely cost for the full flood defence scheme (excluding those to be delivered on-site as part of the Regeneration Area schemes) to be in the region of £75-100 million. In Cells 2 and 4 (the focus for the period up to 2026), the residual cost is broken down to be £56m.

Funding Sources

Flood Prevention

5.6 The Council will continue to work with the Environment Agency and the Government to establish the level of funding available to provide the defences in line with the FRMS. There is likely to be a significant shortfall in the funding package which developer contributions through CIL (or its successor) will be required to help address.

Town and Local Centre Public Realm Enhancements

Issues and future needs

6.0 Urban design and the quality of the public realm play a significant part in people's everyday lives. Good design can help to create attractive places and spaces for people to live, work, play, relax and visit. It is at the heart of the vision for a more sustainable Poole because it contributes to our quality of life in so many ways.

6.1 Recent public realm enhancements have been completed to a very high standard and have taken a major step forward in the use of high quality materials and robust construction techniques. These projects have been successful because of excellent partnership and good project management procedures.

6.2 The Core Strategy acknowledges in the period to 2026, significant investment will be channelled towards upgrading public realm in the Town Centre North Area, which is expected to be delivered through the Town Centre North Area Action Plan (AAP). However, the Core Strategy also recognises that the High Street and Local Centres of Canford Heath, Creekmoor, Hamworthy and Wallisdown would benefit from investment towards public realm enhancements.

6.3 The Council are currently producing a Public Realm Strategy Supplementary Planning Document which will provide further guidance on how development must and can contribute to enhancing the Borough's public realm. The Public Realm Strategy SPD will form part of the evidence base for the Delivering Poole's Infrastructure DPD.

Costs

6.4 No costs have been identified for specific public realm enhancements, although it is envisaged that strategic works will be identified in future development briefs and the emerging Public Realm Strategy SPD.

Funding Sources

6.5 There are many external funding sources which can contribute monies towards public realm improvements. The Council will continue to explore these funding opportunities, although due to the sporadic nature of bid funding it is considered reasonable to seek a standard contribution from most new development to be considered as part of a CIL Charging Schedule (or its successor) to be directed toward improving Poole's public realm

Neighbourhood and Community Facilities

Neighbourhood and Community Facilities

Issues and future needs

7.0 Poole's approach to providing community facilities through development in the past has been through negotiation on individual schemes where needs are known and identified around the time of planning applications.

7.1 The Government's proposals to empower communities and neighbourhoods as set out in the Localism Bill 2010 will mean that infrastructure planning in the Borough will need to go beyond merely looking at strategic infrastructure required to support growth. There will be an increasing need for the Council to engage with local communities to identify and deliver those local based projects deemed necessary to help mitigate the impact of development in the locality where it occurs. There of course will be cases where providing strategic infrastructure, such as the provision of open space, will also meet the needs of local communities and therefore help to deliver the two key aims of infrastructure delivery.

7.2 The Government are considering proposals to amend the Community Infrastructure Levy Regulations to ensure that a specific proportion of CIL monies are given back to neighbourhoods where development occurs to help deliver local based infrastructure needs.

Existing Provision

7.3 Poole has 12 community centres, 9 youth centres and ten libraries across the Borough as well as various open space and recreation facilities.

Future Requirements

7.4 As the Localism agenda is brought forward through emerging legislation, the Council will work with local community and neighbourhood groups to identify those local projects required to accommodate development in their areas. This work will be added into future revisions of the IDP to direct collected CIL finance to delivering identified neighbourhood projects.

Health Facilities

Issues and future needs

8.0 NHS Bournemouth and Poole leads the NHS locally and sets the strategic direction for improving the health of its 353,000 local residents. It has an annual budget of approximately £540m which it uses to ensure there are appropriate services available both in hospital and in the community to meet the needs of local people.

8.1 The PCT is involved with 12 other statutory organisations across Bournemouth, Poole and Dorset in the Total Place initiative. This programme looks at how a 'whole area' approach to public services can lead to better services at lower costs. This is one of 13 national pilots and is seeking to transform services for older people.

8.2 The PCT published its revised strategic plan for the period 2010 to 2015 in February 2010. This document sets out the PCT's strategic plan to deliver its services in this period.

Funding Sources

8.3 The responsibility for delivering health services is ultimately with the Bournemouth & Poole NHS PCT. There may be occasions where large developments are required to provide health facilities to enable the grant of planning permission. These will be expected to be delivered on a site by site basis through section 106 planning obligations.

8.4 In terms of strategic future requirements, it is considered appropriate to continue to engage regularly with the PCTs to ensure they are identified over the plan period. The PCTs are an integral part of the Local Strategic partnership – 'Poole Partnership' and therefore the Council will continue to liaise with them going forward.

Utilities Provision

Utilities Provision

Existing Provision and issues

Electricity and Gas

9.0 National Grid operates the national electricity & gas transmission network across Great Britain. The existing networks are considered to be able to cope with the additional strategic demands created by the quantum of development agreed in the adopted Core Strategy. Accordingly, there is no evidence that requires the Borough to consider any form of electricity/gas tariff to be applied to new development.

Water & Sewage

9.1 Wessex Water is the statutory sewage undertaker and the statutory water undertaker for the Borough. Under the Water Industry Act 1991, Wessex Water has a duty to ensure that:

- Its area is effectively drained and to effectively deal with the contents of its sewers.
- To develop and maintain an efficient and economical system of water supply within its area.

9.2 Wessex Water's five year investment planning is based on allocations in development plans. Local network upgrades can take around 18 months to complete; water and sewage work upgrades can take around 3-5 years and the provision of new water resources and treatment works can take 8-10 years.

9.3 Poole drains to Wessex Water's Poole Sewage Treatment Works (STWs) located adjacent to the Holes Bay Basin.

Poole Harbour SPA

Issues

10.0 Poole Harbour is one of the outstanding natural features of Southern England and one of the largest natural harbours in the world. The Harbour is of exceptional ecological value with, National, European and International nature conservation designations. It also supports significant commercial and recreational activities and the need to manage these different uses has long been recognised. Poole Harbour is internationally important for nature conservation and is designated as both a Special Protection Area (SPA) and Ramsar Site.

10.1 There is a Poole Harbour Aquatic Management Plan (adopted 2006) in place which looks at ways of maintaining sustainable levels of economic and social activity within the Harbour and its hinterland, while protecting its natural environment. It considers the activities of all those involved in the development, management and use of the Harbour within a framework that facilitates the integration of their interests and responsibilities.

10.2 Natural England commissioned Footprint Ecology to prepare a Poole Harbour Monitoring Strategy in February 2009 which sets out a strategy for monitoring effects within Poole Harbour arising from new developments over the period 2010 – 2026. The strategy seeks to record birds and the impacts of recreational access and disturbance as well as identifying the work required to determine the extent of any change and relate this back to the bird and nature conservation interests identified in a number of Habitats Regulations Assessments.

10.3 Poole Harbour SPA is an internationally protected water body. There have been recent studies on the issue of nitrogen loading in the harbour, part of which is attributed to domestic sewage effluent being discharged from Poole Sewage Treatment Works. The Environment Agency who controls Environmental Permits recently reviewed those given to Wessex Water. It was agreed that following upgrade works to Poole STWs in 2008 (to fit a filter for nitrogen stripping), the facility has sufficient capacity to accommodate the expected growth up to 2026 and it operating well within its Environmental Permit.

10.4 Therefore, whilst the monitoring of Poole Harbour will continue, there is currently no requirement for Wessex Water to burden developers with the cost of upgrading Poole STWs any further. The Council will continue to liaise with the Environment Agency and Natural England to monitor this situation and if it should change a future revision to the standard charges framework will be investigated.

Costs

10.5 Natural England has submitted to the Council a list of projects required to maintain the environmental integrity of Poole Harbour SPA in the light of increased development pressures. The project list amounts to approximately £500,000.

Funding

10.6 The Poole Harbour Steering Group is the primary delivery vehicle for funding of projects. However, it is envisaged that the list of projects submitted by natural England will be largely met by developer contributions as they specifically relate to the impacts from development on the environmental status of the Poole Harbour SPA.

Renewable Energy/Low Carbon

Renewable Energy/Low Carbon

Issues

10.0 The Core Strategy places considerable emphasis on embracing renewable energy and sustainable building practices in new development through Policies PCS33 to PCS35. However, these policies only apply to new build development and do not extend to addressing the issue of the existing building stock, much of which is energy inefficient.

10.1 However, one way which Council's can seek to address inefficient building stock is to develop planning contributions schemes for setting up a 'low carbon off-set fund'. Under this system, the volume of carbon emitted by a housing development will be calculated. An allowance will be made for the amount of energy generated on site by the maximum feasible application of renewables. The outstanding "balance" of carbon will be saved off site by improving existing homes in the area, funded by part of the developer contribution. This will particularly suit smaller sites with limited scope for renewables.

Costs

10.2 The cost of establishing a Poole Low Carbon Off-set Fund and system of developer contributions is not yet known. Viability testing of any future tariff would need to be rigorously carried out to establish the feasibility of such as system.

Infrastructure Delivery Plan (IDP) - Schedule of Projects

INFRASTRUCTURE PROJECTS SCHEDULE						
Infrastructure Project	Cost (£)	Funding Secured (£)	Funding Gap (£)	Delivery Agency	Timescale for Delivery	Critical/Key
INFRASTRUCTURE HIERARCHY (1) - EUROPEAN PROTECTED SITES						
<p>Dorset Heathlands SPA - Delph Woods</p> <p>Identified in the Heathland Interim Planning Framework as a strategic Suitable Accessible Natural Greenspace (SANG) project required to mitigate impact from development.</p> <p>The Borough's CIL charging schedule ensures mitigation towards Heathland mitigation is secured from development and delivered in line with when it is needed to provide SANG to manage growth.</p>	£250k	£0	£250k	BoP/Developers	This project is programmed to be delivered by end of 2012	Critical
<p>Dorset Heathlands SPA - Upton Country Park Project</p>	£3.5m	£175k from Heathland Mitigation Fund	£3.325m	BoP/Developers	2014	Critical

INFRASTRUCTURE PROJECTS SCHEDULE

Infrastructure Project	Cost (£)	Funding Secured (£)	Funding Gap (£)	Delivery Agency	Timescale for Delivery	Critical/Key
<p>Enhancements to area of land adjacent to Upton Country Park to provide SANG.</p> <p>This is the major strategic Green Infrastructure project for the five year period 2012 to 2017. It will provide a multi-purpose facility to provide both SANG and strategic public open space to support the amount of housing being delivered by the Core Strategy, particularly in the Regeneration Area.</p>		<p>The expectation is that developers will deliver this project through CIL/s106.</p>				
<p>Poole Harbour SPA</p> <p>List of Natural England projects to monitor impacts from residential development including:</p>	<p>£500k in total broken down as follows:</p>	<p>£0</p>	<p>£500k</p>	<p>B o P / N a t u r a l England/Developers (funded through s106/CIL)</p>	<p>In five year phases</p>	<p>Key</p>
<ul style="list-style-type: none"> Desk study of groups and organisations associated with activities in Poole Harbour 	<p>£8,125</p>					

INFRASTRUCTURE PROJECTS SCHEDULE

Infrastructure Project	Cost (£)	Funding Secured (£)	Funding Gap (£)	Delivery Agency	Timescale for Delivery	Critical/Key
• Design of access monitoring	£6,500					
• Automated counters	£15,422					
• counts of shore based activities	£22,500					
• Water craft counts	£28,000					
• Visitor Questionnaires	£19,400					
• Incident recording	£3,500					
• <i>Suberities</i> survey	£20,000					
• Collation/analysis of ringing data	£7,575					
• Prey abundance	£37,000					
• Winter birds counts	£20,400					

INFRASTRUCTURE PROJECTS SCHEDULE						
Infrastructure Project	Cost (£)	Funding Secured (£)	Funding Gap (£)	Delivery Agency	Timescale for Delivery	Critical/Key
• Predictive modelling	£30,000					
• Data storage and collation	£2,000					
• Reporting	£882					
INFRASTRUCTURE HIERARCHY (2) - STRATEGIC & NEIGHBOURHOOD INFRASTRUCTURE PROJECTS						
TRANSPORT						
					The bridge is scheduled for completion in 2012	

Project details: The scheme involves the construction of a new harbour crossing to provide a new access to the designated regeneration area sites.

Implications of non-delivery: This project is integral to delivering the Hamworthy Regeneration sites which will provide 2,500 new homes and significant employment development.

A funding package has been secured to enable the bridge to be built. However, 10m of the funding package has been secured from a Regional