



High Peak Infrastructure Delivery Plan (August 2014)

Contents

- 1 Introduction and context 3
- 2 Infrastructure Delivery Schedule 10

1.1 This Infrastructure Delivery Plan (IDP) specifies how the infrastructure needed to support the Local Plan will be provided. Specifically, it outlines what infrastructure is needed, when it is needed, who is responsible for providing it, how much it will cost and how it will be funded.

1.2 Due to the nature of the provision of infrastructure provision and related funding programmes, the IDP is an evolving document and will be updated annually. The National Planning Policy framework requires that Local Plans are deliverable and that identified infrastructure needs can be met. Sound infrastructure planning is also required to direct funding collected through a Community Infrastructure Levy where a charge is in place.

1.3 This IDP outlines the delivery and implementation of the High Peak Local Plan - Submission, with particular regard to the infrastructure necessary to deliver the development that is required in the period up to 2031. Improvements to infrastructure will be fundamental to achieving the vision and spatial objectives of the Local Plan. The assessment of infrastructure needs set out in this document is broadly based on the following categories:

- Social and Community Infrastructure (education, health care, community safety, cultural and leisure, community facilities and affordable housing)
- Physical and Environmental Infrastructure (water, sewage and waste water, gas, electricity and telecommunications)
- Transport and Access Infrastructure (highways, public transport, walking and cycling)

Background and issues

National Policy

1.4 The National Planning Policy Framework (NPPF) outlines the key requirements for Local Plans. There is a clear emphasis on ensuring that the policies and sites included in Local Plans are deliverable when factors such as development viability, infrastructure requirements, costs and the availability funding are taken into account.

1.5 Indeed for a Local Plan to be considered "sound" by an independent inspector, it should be:

- "Positively prepared - the plan should be prepared based on a strategy which seeks to **meet objectively assessed** development and **infrastructure requirements**...
- Justified - the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence
- Effective - the **plan should be deliverable over its period** and based on effective joint working on cross-boundary strategic priorities; and
- Consistent with national policy - the plan should enable the delivery of sustainable development in accordance with the policies in the Framework (para. 182)

1.6 With regards to infrastructure, the NPPF specifically requires local planning authorities to

- "assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care,

1 Introduction and context

education, flood risk and coastal change management, and its ability to meet forecast demands; and

- take account of the need for strategic infrastructure including nationally significant infrastructure within their areas" (para. 162).

Local Policy

1.7 The High Peak Local Plan - Submission (April 2014) identifies the proposed level and distributions of development across High Peak up to the year 2031. The document also identifies sites for development and policies. Its content has been informed by work undertaken to date regarding infrastructure issues.

1.8 Policy S2 (Settlement Hierarchy) of the Local Plan seeks to focus the majority of future development in the identified market towns of Buxton, Glossop, Chapel-en-le-Frith, New Mills and Whaley Bridge. As highlighted in the Sub-Area Infrastructure Appraisals (September 2012), these settlements offer the broadest range of existing infrastructure and services to that can support new development. They are also generally well connected to the outlying villages and rural areas. A more moderate scale of development is proposed in these areas to reflect the availability of local infrastructure and other constraints.

1.9 Policy S3 (Strategic Housing Development) specifies that provision will be made for at least 7200 new homes over the plan period (2011 - 2031). As of March 2014, a further 4839 homes are required to achieve this requirement. This residual requirement is proposed to be distributed relatively evenly between the Borough's three sub-areas as outlined below.

- Glossopdale - 1,307 - 1,694 new homes (27-35%)
- Central Area - 1,452 - 1,597 new homes (30-33%)
- Buxton - 1,548 - 2,081 new homes (32-43%)

1.10 Policy S4 (Maintaining and Enhancing an Economic Base) proposes that at least 35.556ha of land will be made available for business / industrial developments from 2014 to 2031. The Local Plan proposes to distribute this land between the three sub-areas as follows:

- Glossopdale - 9.535ha
- Central Area - 12.953ha
- Buxton - 13.067ha

1.11 The infrastructure needs associated with this level and distribution of development identified in consultation with providers are discussed in the following chapter and included in the Infrastructure Delivery Schedule.

1.12 Policies CF3 (Local Infrastructure Provision), CF5 (Provision and Retention of Local Communities and Services) and CF7 (Planning Obligations and Community Infrastructure Levy) are of particular relevance to the Infrastructure Delivery Plan as they specify the policy approach with regards to the provision of infrastructure and services.

1.13 Policy CF3 states that the phased release of land for development will be informed by the existing and planned infrastructure capacity to ensure that sufficient provision is made to support growth. This will be achieved by working in partnership with infrastructure providers, local communities and developers to identify and implement necessary improvements. Identified needs are included within the Infrastructure Delivery Plan.

1.14 Policy CF5 seeks to maintain and improve local community services and facilities such as villages halls, post offices, places of worship, libraries, school and public houses by restricting development that would result in the loss of a facility without evidence that it is no longer a viable operation and where no alternative provision is available or can be provided. The policy also commits to safeguarding land for for community facilities where a need is identified. The Infrastructure Delivery Plan will provide a point of reference during the determination of applications where Policy CF5 is applicable.

1.15 Policy CF7 outlines the approach that will be taken with regards securing investment in infrastructure from new developments. In line with regulations, developer contributions towards mitigation to address the impact of specific development proposal will be sought through S106 agreements. Subject to further consideration of viability by the Council, the Community Infrastructure Levy will also be used to collect funds to invest in infrastructure needed to support the cumulative impact of developments. Infrastructure to be supported by the levy will be identified on the Infrastructure List (regulation 123 list) which is informed by the Infrastructure Delivery Plan.

1.16 Policy H2 (Phasing Housing Development) sets out the principles for phasing housing developments over the plan period. This includes ensuring that the provision of new housing accords with the timescales for the delivery of the necessary supporting infrastructure. The Infrastructure Delivery Plan and subsequent updates will inform the implementation of this policy along with the Strategic Housing Land Availability Assessment and data regarding housing in the Council's monitoring report.

Supporting Documents

1.17 The following documents have supported the preparation of the Infrastructure Delivery Plan. Any future iterations will inform revisions to the Infrastructure Delivery Plan.

- **Sub-Area Infrastructure Appraisals⁽ⁱ⁾**

1.18 Sub-Area Infrastructure Appraisals for Glossopdale, the Central Area and Buxton were published alongside the Local Plan Options consultation in September 2012. Each appraisal provided an assessment of baseline infrastructure provision in each area and identified likely infrastructure constraints and needs associated with the board level and distribution of development proposed. The assessments were informed by consultation with infrastructure providers during the period 2009 to 2012 undertaken in partnership with Derbyshire Dales District Council and the Peak District National Park Authority.

- **Derbyshire Infrastructure Plan⁽ⁱⁱ⁾**

i <http://www.highpeak.gov.uk/hp/council-services/local-plan-options-consultation-2012/infrastructure-appraisals>

ii http://www.derbyshire.gov.uk/images/Derbyshire%20Infrastructure%20Plan%202013%20Refresh_tcm44-240678.pdf

1 Introduction and context

1.19 Prepared by Derbyshire County Council, the Derbyshire Infrastructure Plan provides details of infrastructure current and projected infrastructure needs across the county. The document is focused on the infrastructure and services provided by the County Council such as education, highways, transport, social care, culture, libraries, waste management and public health.

1.20 Details of the timescales, costs and possible funding sources are identified in the plan which has in part, been informed by the emerging development plans in Derbyshire, including the High Peak Local Plan. The Strategic Priorities for the County Council in terms of infrastructure projects are also identified. In High Peak, current and committed priorities include; redevelopment of household waste transfer station in Glossop, delivery of Pennine Bridleway National Trail around Glossop area, Glossop Library and an extension to Hague Bar Primary School. Other priorities that are currently not committed include; Gamesley Station, Fairfield Link Road, White Peak Loop cycle trail, potential expansion at Buxton Community School, a replacement primary school at Thornsett, a replacement library in Whaley Bridge and greenway improvements. The Infrastructure Delivery Plan seeks to reflect the the content of the Derbyshire Infrastructure Plan

- **Derbyshire Developer Contributions Protocol⁽ⁱⁱⁱ⁾**

1.21 The Derbyshire Developer Contributions Protocol was prepared by Derbyshire County Council to specify their expectations for infrastructure and services to be secured via developer contributions. The Infrastructure Delivery Plan incorporates relevant information from the protocol such as information relating to the likely cost of infrastructure.

- **High Peak Viability Test Incorporating Site Viability and Deliverability Appraisal^(iv)**

1.22 This study provides an assessment of the economic viability and deliverability of specific sites in the Local Plan and general typologies. The study has drawn on information from previous iterations of the IDP and Infrastructure Appraisals. It also provides an estimate of the cost of infrastructure such as the Fairfield Link Road in Buxton.

- **Electricity and Gas Infrastructure Assessment^(v)**

1.23 The Electricity and Gas Infrastructure Assessment was prepared by Arup to inform the Local Plan Viability Test in 2013. The analysis has been designed to estimate the infrastructure demands the proposed developments, potential gasp in infrastructure capacity/ provision, any challenges this will present to the delivery of development and where possible indicate the cost implications for connecting to / delivering the infrastructure needed to facilitate development.

- **High Peak Local Plan Transport Study^(vi)**

1.24 The Local Plan Transport Study was commissioned by Derbyshire County Council on behalf of High Peak Borough Council to identify the likely cumulative traffic impact of new development proposed in the Local Plan and Chapel-en-le-Frith Neighbourhood Plan. The study also identifies suitable mitigation measures with indicative costs. These include improvements to traffic management and MOVA controls in Glossop town centre, extra lane marking in New Mills

iii http://www.derbyshire.gov.uk/images/2012%2009%2010%20Developer%20Contributions%20Protocol_tcm44-211205.pdf

iv <http://www.highpeak.gov.uk/sites/default/files/documents/pages/High%20Peak%20Local%20Plan%20Viability%20Test%20Final%20Report.pdf>

v <http://www.highpeak.gov.uk/hp/council-services/the-high-peak-local-plan/evidence-base>

vi <http://www.highpeak.gov.uk/hp/council-services/evidence-base/high-peak-local-plan-transport-study>

town centre and the introduction of a one way system and complementary measures at the "fiveways" junction in Buxton. The role of wider improvement identified in other reports are also acknowledged including the Fairfield Link Road, Gamesley Station and the A6 Corridor Study package of measures.

- **A6 Corridor Study**

1.25 The A6 Corridor Study was commissioned by Stockport Metropolitan Borough Council on behalf of a wider group of authorities with responsibilities along the corridor, namely; Derbyshire County Council, Cheshire East Council, Transport for Greater Manchester and High Peak Borough Council. The report identifies likely traffic growth and public transport travel demand along the A6 corridor between Buxton and Stockport/Manchester in the context of planned new housing and commercial developments and the A6 to Manchester Airport Relief Road. Mitigation measures identified include improved online and offline cycling provision, increased frequency of passenger train services between Manchester and Buxton/New Mills and increased parking provision at Buxton, New Mills Newtown, Chinley and Chapel-en-le-Frith stations.

1.26 High Peak Borough Council has agreed separate Memoranda of Understanding with Stockport Metropolitan Borough Council and Cheshire East Council with commitments to carry forward a mitigation strategy for the corridor. The Growth and Prosperity Concordat agreed between High Peak Borough Council and Derbyshire County Council also includes a joint commitment to continue working together to improve transport links between High Peak and Greater Manchester.

- **Peak Sub-Region Open Space, Sport and Recreation Study and Strategy**

1.27 The Peak Sub-Region Open Space, Sport and Recreation Study applied accessibility standards to determine deficiencies in open space, sport and recreation provision in High Peak and Derbyshire Dales. The study identified no significant deficiencies for open space in settlements in the plan area. As such, improvements to the quality of existing open space is considered to be the priority. In terms of sports and recreation, a shortfall of junior football and rugby pitches was identified along with a lack of supporting changing facilities for outdoor sports. A long term requirement for additional badminton courts and health and fitness stations was identified as the priority for indoor sports provision.

1.28 The Peak Sub-Region Open Space, Sport and Recreation Strategy was adopted by the Council in 2012. The strategy builds on the findings of the preceding study by setting out the investment priorities for the area. The strategy includes actions up to the year 2014. An update is currently being prepared.

Methodology

1.29 The information presented in this paper has been obtained from a number of sources including desk-top research, direct discussions with infrastructure providers, consultation feedback and the Derbyshire Infrastructure Plan.

1.30 The Council has worked jointly with Derbyshire Dales District Council and the Peak District National Park Authority to help identify infrastructure issues and requirements within the respective local planning authority areas. The scope for cross boundary infrastructure issues has also been considered as part of this process.

1 Introduction and context

1.31 A series of workshops was held with the three local planning authorities and key infrastructure providers during 2009 to determine their views on existing capacity, improvements scheduled in their existing capital and service programmes and the likely implications of the level and distribution of development proposed in the then emerging Derbyshire Dales and High Peak Joint Core Strategy and Peak District National Park Core Strategy.

1.32 A further workshop was held by the three authorities and infrastructure providers in May 2012 to obtain updated feedback on infrastructure needs and funding sources in the light of a review of the development strategy and growth requirements in High Peak and Derbyshire Dales. An ongoing dialogue has been maintained with key bodies to examine some issues in more detail. Finally, the infrastructure schedule draws on feedback from consultations on both the Local Plan and Interim Infrastructure Delivery Plan undertaken in 2013 and 2014.

Infrastructure Delivery Schedule

1.33 The final chapter of this document provides a schedule of infrastructure types or projects that will support the implementation of the High Peak Local Plan. The schedule identifies the following information:

- Infrastructure project or type
- Whether the infrastructure is critical or desirable in terms of implementing development, objectives and policies identified in the Local Plan
- Location
- Anticipated outcome / impact of the infrastructure
- Responsible delivery bodies
- Costs
- Funding sources, including the level of available funding
- Project status
- Timescales for delivery (where known)

1.34 In accordance with proposed Local Plan Policy CF7, the Infrastructure Delivery Schedule will be used to inform planning obligation negotiations. In the event that the Council chooses to implement a Community Infrastructure Levy, the schedule (as updated) will also inform the Infrastructure List (regulation 123 list) which is required to identify the infrastructure types or projects for which funding is collected from the levy.

Phasing of development

1.35 Policy H3 (Phasing Housing Development) of the Local Plan proposes to phase housing development to provide a continuous supply of housing that reflects infrastructure capacity and the timescale for improvements where necessary. Furthermore, the phasing of individual development sites as identified in Policy H3 (Housing Allocations) reflects known infrastructure constraints and associated needs as discussed in the Local Plan Viability Study.

Updating the Infrastructure Delivery Plan

1.36 The Infrastructure Delivery Schedule will be reviewed regularly (at least annually) to ensure that it remains an up to date and useful tool for coordinating investment in infrastructure. Updates will be informed by:

- Consultation with infrastructure providers and partners regarding capital programmes and infrastructure needs (within the Council and external)
- Review of any updates to the Derbyshire Infrastructure Plan
- Consultation with local communities in non-parished areas (Buxton and Glossop) on how money raised in their local area from a Community Infrastructure Levy should be spent. In areas with a Parish or Town Council, a proportion of this funding will be passed directly to that Council to invest on behalf of the community
- Monitoring indicators of relevant policies, including CF3 and CF7
- Desk-top research

2 Infrastructure Delivery Schedule

Table 1 Infrastructure Delivery Schedule - additional funding required

Infrastructure	Scheme	Critical / desirable	Location	Outcome / impact	Delivery bodies	Cost	S106 committed or anticipated	Other available funding	Funding gap	Funding source	Status / comments	Timescale
Social and Community Infrastructure Across High Peak												
Affordable housing	Numerous affordable housing projects	Critical	High Peak	Increased affordable housing supply	HCA, HPBC, RSL	Determined on a site-by-site basis	S106 contributions in accordance with Policy H5	Possible HCA funding	TBD	S106, HCA	Affordable housing to be developed across High Peak in accordance with Local Plan policies	2014-2031
Health care	Enhanced capacity at GP surgeries (physical space and/or GP patient list size)	Critical	TBD	Improved capacity to accommodate development	Clinical Commissioning Groups	TBD	TBD	TBD	TBD	S106 or potentially CIL, PCT or GP commissioning group	Requirements to be determined	2014-2031
Leisure and culture	Potential equipped play equipment improvements	Critical	High Peak	Additional / improved play equipment to support new development	HPBC, Town / Parish Council	TBD	£191 assumed per dwelling (vii)	TBD	TBD	S106	Contributions towards off-and on-site play provision from developments within accessibility standard guidelines as/when required under Policy CF4. HPBC preference is to take the lead on on-site play provision as well as off-site Improvements identified in consultation with HPBC Operational Services team, Open Space, Sport & Recreation Strategy and successor documents	2016/2031
Leisure and culture	Potential improvement to off-site parks and gardens	Critical	High Peak	Improved parks and gardens to support new development	HPBC, Town / Parish Council	TBD	£568.50 assumed per dwelling (viii)	TBD	TBD	S106	Contributions towards off-site parks and gardens from developments within accessibility standard guidelines as/when required under Policy CF4 Improvements identified in consultation with HPBC Operational Services team, Open Space, Sport & Recreation Strategy and successor documents	2016/2031

vii As assumed in Local Plan Viability Study

viii As assumed in Local Plan Viability Study

Infrastructure	Scheme	Critical / desirable	Location	Outcome / impact	Delivery bodies	Cost	S106 committed or anticipated	Other available funding	Funding gap	Funding source	Status / comments	Timescale
Leisure and culture	Potential outdoor sports improvements	Critical	High Peak	Additional / improved outdoor sports provision to support new development	HPBC, Town / Parish Council	TBD	£487 assumed per dwelling (ix)	TBD	TBD	S106	Contributions towards off-site outdoor sports provision from developments within accessibility standard guidelines as/when required under Policy CF4 Improvements identified in consultation with HPBC Operational Services team, Open Space, Sport & Recreation Strategy and successor documents	2016/2031
Leisure and culture	Potential allotments improvements	Critical	High Peak	Additional / improved allotment provision to support new development	HPBC, Town / Parish Council	TBD	£76 assumed per dwelling (x)	TBD	TBD	S106	Contributions towards allotment provision from developments within accessibility standard guidelines as/when required under Policy CF4 Improvements identified in consultation with HPBC Operational Services team, Open Space, Sport & Recreation Strategy and successor documents	2016/2031
Leisure and culture	Potential improvements to wider open space provision including cemeteries, civic space, amenity greenspace, natural and semi-natural greenspace	Critical	High Peak	Improvements to open space, sports and recreation provision to support new development	HPBC, town / Parish Council	TBD	TBD	TBD	TBD	S106, HPBC, town/parish council, potentially CIL	Contributions towards open space, sport and recreation as/when required under Policy CF4 Improvements identified in consultation with HPBC Operational Services team, Open Space, Sport & Recreation Strategy and successor documents	2016-2031
Central Area												
Education (xi)	Improvements to St Georges Primary school, New Mills	Critical	New Mills	Sufficient school capacity to support growth within the normal area for the school, including sites; Ollersett lane / Pingot Road (C5)	DCC	TBD	£2279.80 per dwelling (on developments of 10 dwellings or more) (xii)	TBD	TBD	S106	Detailed plans and liaison with school Governors and Derby Diocese required. Extension to be developed to support housing sites in accordance with proposed phasing period (2021-2031)	2021-2031

- ix As assumed in Local Plan Viability Study
- x As assumed in Local Plan Viability Study
- xi Please note - education requirements are based on current pupil projection numbers which are updated annually. Therefore, education requirements may change over time.
- xii Contribution per dwelling for primary schools specified in Derbyshire Developer Contributions Protocol

2 Infrastructure Delivery Schedule

Infrastructure	Scheme	Critical / desirable	Location	Outcome / impact	Delivery bodies	Cost	S106 committed or anticipated	Other available funding	Funding gap	Funding source	Status / comments	Timescale
Education	Potential requirement for a replacement primary school to provide additional primary capacity	Critical	Thomsett / New Mills	Sufficient school capacity to support growth within the normal area for the school, including Derby Road (C3) and Birch Vale Industrial Legacy site (C21)	DCC	C. £3.5m	£2279.80 per dwelling (on developments of 10 dwellings or more)	TBD	TBD	S106 / potentially CIL	Site for replacement school safeguarded in Local Plan. Detailed plans required. To be developed to support housing sites in accordance with proposed phasing period	2021-2026
Education	Potential requirement to extend Whaley Bridge Primary School	Critical	Whaley Bridge	Sufficient school capacity to support growth within the normal area for the school, including land of Macclesfield Rd (C9)	DCC	TBD	£2279.80 per dwelling (on developments of 10 dwellings or more)	TBD	TBD	S106	Detailed plans required. Extension to be developed to support housing site in accordance with proposed phasing period (2016-2021)	2016-2021
Education	Potential requirement to extend Taxal & Ferniee Primary School	Critical	Whaley Bridge	Sufficient school capacity to support growth within the normal area for the school, including land of Macclesfield Rd (C9)	DCC	TBD	£2279.80 per dwelling (on developments of 10 dwellings or more)	TBD	TBD	S106	Detailed plans required. Extension to be developed to support housing site in accordance with proposed phasing period (2016-2021)	2016-2021
Education	Potential requirement to extend Newtown Primary School	Critical	New Mills	Sufficient school capacity to support growth within the normal area for the school, including Woodside Street (C7) and C20	DCC	TBD	£2279.80 per dwelling (on developments of 10 dwellings or more)	TBD	TBD	S106	Detailed plans required. Scope for limited expansion only. Extension to be developed to support housing site in accordance with proposed phasing period (2016-2026)	2016-2026
Education	Potential requirement to extend Furness Vale Primary School	Critical	Furness Vale	Sufficient school capacity to support growth within the normal area for the school, including C16, C19	DCC	TBD	£2279.80 per dwelling (on developments of 10 dwellings or more)	TBD	TBD	S106	Detailed plans required. Limited scope to extend. Discussions ongoing with DCC to find solution. Extension to be developed to support housing sites in accordance with proposed phasing periods (2016-2031)	2016-2031
Education	Potential requirement to extend Chapel-en-le-Frith High School	Critical	Chapel-en-le-Frith	Sufficient school capacity to support growth within the normal area for the school (sites identified in Neighbourhood Plan)	DCC	TBD	£2576.42 per dwelling (on developments of 10 dwellings or more) (xiii)	TBD	TBD	S106 / potentially CIL	Detailed plans required. PFI school and any expansion would require an amendment to the existing PFI contract. Extension to be developed to support housing sites in accordance with proposed phasing periods (2016-2031)	2016-2031

xiii Contribution per dwelling for secondary schools specified in Derbyshire Developer Contributions Protocol

Infrastructure	Scheme	Critical / desirable	Location	Outcome / impact	Delivery bodies	Cost	S106 committed or anticipated	Other available funding	Funding gap	Funding source	Status / comments	Timescale
Education	Potential requirement to extend Chapel-en-le-Frith Primary School	Critical	Chapel-en-le-Frith	Sufficient school capacity to support growth within the normal area for the school (sites identified in Neighbourhood Plan)	DCC	TBD	£2279.80 per dwelling (on developments of 10 dwellings or more)	TBD	TBD	S106	Detailed plans required. Extension to be developed to support housing sites in accordance with proposed phasing periods (2016-2031)	2016-2031
Education	Potential requirement to extend Dove Holes Primary School	Critical	Dove Holes	Sufficient school capacity to support growth within the normal area for the school (sites identified in Neighbourhood Plan)	DCC	TBD	£2279.80 per dwelling (on developments of 10 dwellings or more)	TBD	TBD	S106	Detailed plans required. Extension to be developed to support housing sites in accordance with proposed phasing periods (2016-2031)	2016-2031
Education	Potential requirement to extend Buxworth Primary School	Critical	Buxworth	Sufficient school capacity to support growth within the normal area for the school, including Britannia Mill (C15)	DCC	TBD	£2279.80 per dwelling (on developments of 10 dwellings or more)	TBD	TBD	S106	Detailed plans required. Extension to be developed to support housing site in accordance with proposed phasing periods (2016-2021)	2016-2021
Education	Potential requirement to extend Chinley Primary School	Critical	Chinley	Sufficient school capacity to support growth within the normal area for the school, including Buxton Rd (C13) and Forge Works site with outline consent (HPK/2012/0323). Part of site also has reserved matters approval (HPK/2013/0577)	DCC	TBD	S106 agreed for HPK2012/0323 - £193,783 (estimated) - Phase 1 with reserved matters approval. Phase 2 - contribution to be calculated using formula at reserved matters stage	TBD	TBD	S106	Detailed plans required. Funding secured for existing consent and is payable prior to occupation of any dwelling. Extension to be developed to support housing site in accordance with proposed phasing periods and existing planning consent (2014-2021)	2014-2021
Community facilities	Replacement public library	Critical	Whaley Bridge	New library with improved access	DCC	£2.5m	0	0	£2.5m	DCC, potentially CIL	No scheme identified. Project identified as a strategic priority in Derbyshire Infrastructure Plan	Unknown
Buxton Area												
Education	Expansion of secondary school capacity by extending on site and relocating	Critical	Off Green Lane, Buxton	Sufficient school capacity to support growth in the Buxton area	DCC	£3.75m	0	0	£3.75m	S106, potentially CIL, DCC	Land safeguarded in Local Plan. The County Council is currently considering whether an alternative site in their ownership located across the road from the school could be	2016-2031

2 Infrastructure Delivery Schedule

Infrastructure	Scheme	Critical / desirable	Location	Outcome / impact	Delivery bodies	Cost	S106 committed or anticipated	Other available funding	Funding gap	Funding source	Status / comments	Timescale
	outdoor sports pitches on to adjacent land										utilised. Further information will be provided to the Borough Council by DCC when an architect's feasibility study and detailed curriculum analysis is complete. Extension to be developed to support housing sites in accordance with proposed phasing periods (2016-2031). Project identified as a strategic priority in Derbyshire Infrastructure Plan.	
Education	Extension of Fairfield Nursery and Infants School	Critical	Fairfield	Sufficient school capacity to support growth within the normal area for the school, including sites; West of Tongue Lane, Tongue Lane (B8), Hogshaw (B3 & B4)	DCC	TBD	£2279.80 per dwelling (on developments of 10 dwellings or more)	TBD	TBD	S106	Detailed plans required. Extension to be developed to support housing sites in accordance with proposed phasing period (2026-2031)	2026-2031
Education	Increased capacity of Buxton Infants School	Critical	Buxton	Sufficient school capacity to support growth within the normal area for the school, including; Hardwick Square South (B6), Market Street depot (B7) and Dukes Drive (B10)	DCC	TBD	£2279.80 per dwelling (on developments of 10 dwellings or more)	TBD	TBD	S106 / potentially CIL	Limited scope to extend on site. DCC's preference is to develop a new half-form entry school. Discussions ongoing with DCC to find solution. Improvements to be developed to support housing sites in accordance with proposed phasing period (2016-2031)	2016-2031
Education	Extension of Harpur Hill Primary School	Critical	Harpur Hill	Sufficient school capacity to support growth within the normal area for the school, including sites; at Foxlow farm (B20, B21 & B22) and college campus (B27)	DCC	TBD	£2279.80 per dwelling (on developments of 10 dwellings or more)	TBD	TBD	S106	Feasibility study undertaken to determine how school could be expanded to a two-form entry (420 places) school. Extension to be developed to support housing sites in accordance with proposed phasing period (2016-2026)	2016-2026
Education	Potential requirement to extend Peak Dale Primary School	Critical	Peak Dale	Sufficient school capacity to support growth within the normal area for the school, including site B1	DCC	TBD	£2279.80 per dwelling (on developments of 10 dwellings or more)	TBD	TBD	S106	Detailed plans required. Extension to be developed to support housing sites in accordance with proposed phasing period (2016-2021)	2016-2021
Tourism	Buxton Crescent and Thermal Spa Project	Critical	Buxton	New 5* hotel and spa treatment facilities	HPBC, DCC, private developer	£35m	0	£30m	£5m	HLF, HPBC, DCC, English Heritage, developer	Enabling works in progress	2012-15
Glossopdale												

Infrastructure	Scheme	Critical / desirable	Location	Outcome / impact	Delivery bodies	Cost	S106 committed or anticipated	Other available funding	Funding gap	Funding source	Status / comments	Timescale
Education	Consolidation of Glossopdale Community School	Desirable	Glossop	Consolidate the school onto a single site to improve the quality of education provision. The capacity of the existing two sites is sufficient to support Local plan growth. However, the replacement school building would provide sufficient capacity for current pupils and additional pupils anticipated from committed developments only. The design would allow for further expansion.	DCC	TBD	TBD	TBD	TBD	TBD	One of two existing school sites would close. DCC anticipate S106 contributions towards further expansion of consolidated site. This would be dependant on compliance with CIL regulations	TBD
Education	Increased capacity at St Lukes Primary School	Critical	Glossop	Sufficient school capacity to support growth within the normal area for the school, including sites; North Road (G6), Dinting Road / Dinting Lane (G19), Dinting Lane (G20)	DCC	TBD	£2279.80 per dwelling (on developments of 10 dwellings or more)	TBD	TBD	S106	Detailed plans required. Design of the school and access makes expansion difficult but there is potential to provide additional capacity through additional standalone buildings. Improvements to be developed to support housing sites in accordance with proposed phasing period (2016-2026)	2016-2016
Education	Increased capacity at Dinting Primary School	Critical	Glossop	Sufficient school capacity to support growth within the normal area for the school, including sites; North Road (G6), Dinting Road / Dinting Lane (G19), Dinting Lane (G20), Adderley Place (G32)	DCC	TBD	£2279.80 per dwelling (on developments of 10 dwellings or more)	TBD	TBD	S106	Detailed plans required. Limited scope to extend on site so acquisition of neighbouring field may be required. Improvements to be developed to support housing sites in accordance with proposed phasing period (2016-2016)	2016-2026
Education	Increased capacity at Duke of Norfolk Primary School	Critical	Glossop	Sufficient school capacity to support growth within the normal area for the school, including sites; at Woodhead Road (G8, 9, 10, 11) and Woods Mill (G16)	DCC	TBD	£2279.80 per dwelling (on developments of 10 dwellings or more)	TBD	TBD	S106	Expansion to a two-form entry (420 places) agreed in principle, subject to developer contributions and a full architect's report. Improvements to be developed to support housing sites in accordance with proposed phasing period (2016-2016)	2016-2026
Education	Increased capacity at Hadfield Infant School	Critical	Hadfield	Sufficient school capacity to support growth within the	DCC	TBD	£2279.80 per dwelling (on developments of 10 dwellings or more)	TBD	TBD	S106	Extension to school is already proposed to support existing population. Further extension	2021-2026

2 Infrastructure Delivery Schedule

Infrastructure	Scheme	Critical / desirable	Location	Outcome / impact	Delivery bodies	Cost	S106 committed or anticipated	Other available funding	Funding gap	Funding source	Status / comments	Timescale
Education	Increased capacity at Gamesley Community Primary	Critical	Gamesley	normal area for the school, including sites; at Paradise St (G2), Roughfields (G3)	DCC	TBD	of 10 dwellings or more)	TBD	TBD	S106	required to support Local Plan growth. Additional extension to be developed to support housing sites in accordance with proposed phasing period (2021-2026)	2014-2026
Education	Increased capacity at St James Primary School	Critical	Glossop	Sufficient school capacity to support growth within the normal area for the school, including sites; Melandra Castle Rd (G25), Gamesley Sidings (G26) and Samas Roneo site with outline consent (HPK/2012/0026)	DCC	TBD	S106 for outline consent at Samas Roneo agreed to increase capacity. Final contribution to be calculated at reserved matters. £2279.80 per dwelling (on developments of 10 dwellings or more)	TBD	TBD	S106	Detailed plans required. Extension to be developed to support housing sites in accordance with proposed phasing period and planning consent (2014-2026)	2016-2026
Leisure and culture	New allotment space	Desirable	Dinting and Gamesley	Increase allotment provision and reduce waiting lists for plots in accordance with High Peak Allotment Strategy	HPBC, community groups	TBD	£2279.80 per dwelling (on developments of 10 dwellings or more)	£63,000 (HPBC capital programme)	TBD	HPBC	Feasibility study and detailed plans required. Extension to be developed to support housing sites in accordance with proposed phasing period (2016-2026)	2012-2015
Physical and Environmental Infrastructure												
Across High Peak												
Water supply	Localised upgrades to distribution network	Critical	TBD	Water supply to new development	Developers, Severn Trent Water, United Utilities	TBD	None	TBD	Costs to be met by utility company	Utility companies	Requirements to be determined on a site by site basis	2014-2031
Waste water, drainage and flood defence	Localised upgrades to foul and waste water network	Critical	TBD	Connect new developments to waste water network	Developers, Severn Trent Water, United Utilities	TBD	None	TBD	Costs to be met by utility company	Utility companies	Requirements to be determined on a site by site basis	2014-2031

Infrastructure	Scheme	Critical / desirable	Location	Outcome / impact	Delivery bodies	Cost	S106 committed or anticipated	Other available funding	Funding gap	Funding source	Status / comments	Timescale
Waste water, drainage and flood defence	Provision of flood risk mitigation, including SUDS	Critical	TBD	Mitigate flood risk	Developers, Severn Trent Water, United Utilities, DCC, Environment Agency	TBD	TBD	TBD	TBD	Developers, Environment Agency, DCC	Requirements to be determined on a site by site basis	2014-2031
Water quality and water courses	Implement North West River Management Plan	Desirable	Upper Mersey catchment (Central Area and Glossopdale)	Improve river water quality and mitigate flood risk	Environment Agency	TBD	TBD	EA capital programme	TBD	Developers, Environment Agency	Unknown	2009-2015
Water quality and water courses	Implement River Trent Management Plan	Desirable	Peaks and Moorlands catchment (Buxton)	Improve river water quality and mitigate flood risk	Environment Agency	TBD	TBD	EA capital programme	TBD	Developers, Environment Agency	Unknown	Unknown
Gas supply	New connections and reinforcement of local distribution network	Critical	TBD	Connect new gas mains	Developers, National Grid Gas Distribution	TBD	None	TBD	TBD	Developers, National Grid Gas Distribution	Requirements to be determined on a site by site basis	Unknown
Electricity supply	New connections and reinforcement of local distribution network	Critical	TBD	Connect new development to electricity grid	Developers, Electricity North West	TBD	None	TBD	TBD	Developers, Electricity North West	Requirements to be determined on a site by site basis	2014-2031
Telecommunications	Digital Derbyshire project - upgrades to superfast broadband / provision of broadband to "hot spot" areas	Critical	TBD	Provision of new / improved broadband services across Derbyshire	BT, DCC	£14.78m (across Derbyshire)	TBD	£8,456 million (£7.39m BDUK, £1,056m DCC)	£6,334m (currently underwritten by DCC)	BDUK, DCC, potentially ERDF, New Homes Bonus, Rural Community Broadband Fund, Rural Growth Network	DCC currently seeking sources of match funding to secure BDUK funding. Project identified as a strategic priority in Derbyshire Infrastructure Plan.	2012/13 onwards
Biodiversity	Delivery of Peak District Biodiversity Action Plan	Critical	Dark Peak and White Peak	Protect, manage, maintain, improve and create priority habitats	Farming and Wildlife Advisory Group, Derbyshire Wildlife Trust	£600,000	TBD	TBD	TBD	Possible DCC capital programme	TBD	2011-2020
Buxton												
Waste water, drainage and flood defence	Increased hydraulic and biological treatment capacity at Buxton Waste Water Treatment Works	Critical	Buxton	Capacity to treat waste water to accommodate growth in Local Plan	Severn Trent Water	TBD	0	Severn Trent Water	TBD	Severn Trent Water	Need identified by STW to support growth in mid/late phase of Local Plan	2021-2031
Transport and Accessibility Infrastructure												
Across High Peak												

2 Infrastructure Delivery Schedule

Infrastructure	Scheme	Critical / desirable	Location	Outcome / impact	Delivery bodies	Cost	S106 committed or anticipated	Other available funding	Funding gap	Funding source	Status / comments	Timescale
Public transport, walking and cycling	Improved pedestrian / cycle access to rail stations on the A6 corridor	Critical	Central Area / Buxton / Stockport Cheshire East	Improved access to rail station to encourage greater rail use. Opportunity to dovetail with complementary proposals such as Wider Peak District Cycling Strategy	DCC, TIGM, Cheshire East Council, Stockport MBC, public transport operators	TBD	TBD	TBD	TBD	TBD, S106, potentially CIL	Recommended by A6 Corridor Study as a short term measure (next 5 years). Specific schemes to be developed in next phase of work. HPBC has agreed a Memorandum of Understanding with Cheshire East Council and Stockport Metropolitan Borough Council to deliver A6 Corridor Strategy, Concordat between DCC and HPBC commits to develop and implement improvements to rail services to Greater Manchester. Improved access to rail station to encourage greater rail use. Opportunity to dovetail with complementary proposals such as emerging Wider Peak District Cycling Strategy	2014-2019
Public transport, walking and cycling	Improved online and offline cycle facilities along the A6 corridor	Critical	Central Area / Buxton / Stockport Cheshire East	Improved cycling connectivity and facilities for	DCC, TIGM, Cheshire East Council, Stockport MBC,	TBD	TBD	TBD	TBD	TBD, S106, potentially CIL	Recommended by A6 Corridor Study as a short term measure (next 5 years). Specific schemes to be developed in next phase of work. HPBC has agreed a Memorandum of Understanding with Cheshire East Council and Stockport Metropolitan Borough Council to deliver A6 Corridor Strategy, Concordat between DCC and HPBC commits to develop and implement improvements to rail services to Greater Manchester. Improved access to rail station to encourage greater rail use. Opportunity to dovetail with complementary proposals such as emerging Wider Peak District Cycling Strategy	2014-2019
Public transport, walking and cycling	Increased peak hour train capacity and platform length for all stations between Buxton and Stockport	Critical	Central Area / Buxton / Stockport Cheshire East	Additional capacity to support growth in rail travel demand	DCC, TIGM, Cheshire East Council, Stockport MBC, public transport operators	TBD	TBD	TBD	TBD	TBD, S106, potentially CIL	Recommended by A6 Corridor Study as a medium term measure (next 5 to 10 years). Specific schemes to be developed in next phase of work. HPBC has agreed a Memorandum of Understanding with Cheshire East Council and Stockport Metropolitan Borough Council to deliver A6 Corridor Strategy, Concordat between DCC and HPBC commits to develop and implement improvements to rail services to Greater Manchester.	2014-2024

Infrastructure	Scheme	Critical / desirable	Location	Outcome / impact	Delivery bodies	Cost	S106 committed or anticipated	Other available funding	Funding gap	Funding source	Status / comments	Timescale
Public transport, walking and cycling	Improvements to support development sites	Critical	TBD	Improved or new public transport services, smarter choice measures and infrastructure to support development	Developers, public transport operators, DCC	TBD	TBD	TBD	TBD	Developers, DCC	Requirements to be determined on a site by site basis	2014-2031
Public transport	Electrification of Buxton railway line	Desirable	Hazel Grove to Buxton	Enhanced rail passenger services and line speed	Network Rail	TBD	None	TBD	TBD	Unknown	Aspiration of Community Rail Partnership. Recommended by A6 Corridor Study as a longer term measure (over 10 years). Project should be raised with DfT to consider case further. HPBC has agreed a Memorandum of Understanding with Cheshire East Council and Stockport Metropolitan Borough Council to deliver A6 Corridor Strategy. Concordat between DCC and HPBC commits to develop and implement improvements to rail services to Greater Manchester.	2024 onwards
Highways	Improvements to support development sites	Critical	TBD	Improved or new highways to serve new development	Developers	TBD	TBD	None	TBD	Developers	Requirements to be determined on a site by site basis	2014-2031
Central Area												
Highways	Goyt Bridge	Critical	Whaley Bridge	New access road into Bingswood Industrial Estate to enable further development and reduce HGV traffic in town centre in accordance with Policy DS10	Developers	£2.65m	£93000 (Tesco S106)	None	£1.72m	Tesco S106, private developers, potentially CIL	£93k secured via Tesco S106. Remainder to be identified. Private sector led project.	TBD
Public transport	Increased parking provision at New Mills Newtown rail station	Critical	New Mills	Approx 30 extra spaces to support increased demand for rail services	DCC, Network Rail, Developers, public transport operators	TBD	TBD	TBD	TBD	S106/potentially CIL	Recommended by A6 Corridor Study as a medium term measure (next 5 to 10 years). Local Plan Policy DS13 (Newtown, New Mills) requires the development of parking to serve the station as part of the development of the mixed-use designation adjacent to the station	2014-2024
Public transport	Increased parking provision at Chapel-en-le-Frith station	Critical	Chapel-en-le-Frith	Approx 30 extra spaces to support increased demand for rail services	DCC, Network Rail, Developers, public transport operators	TBD	TBD	TBD	TBD	S106/potentially CIL	Recommended by A6 Corridor Study as a medium term measure (next 5 to 10 years).	2014-2024

2 Infrastructure Delivery Schedule

Infrastructure	Scheme	Critical / desirable	Location	Outcome / impact	Delivery bodies	Cost	S106 committed or anticipated	Other available funding	Funding gap	Funding source	Status / comments	Timescale
											Draft Neighbourhood Plan Policy TC10 (Car Parking Reserved Sites) safeguards land to support the car park expansion	
Public transport	Increased parking provision at Chinley rail station	Critical	Chinley	Approx 25 extra spaces to support increased demand for rail services	DCC, Network Rail, Developers, public transport operators	TBD	TBD	TBD	TBD	S106/potentially CIL	Recommended by A6 Corridor Study as a medium term measure (next 5 to 10 years). The study identifies the provision of a deck to the existing station car park as a possible means of increasing capacity, subject to detailed design considerations.	2014-2024
Public transport	New rail station at Chapel-en-le-Frith on 'Great Rocks' line	Desirable	Chapel-en-le-Frith	New station in close proximity to the town centre	DCC, Network Rail, Developers, public transport operators	TBD	TBD	TBD	TBD	S106/potentially CIL / DfT	Recommended by A6 Corridor Study as a longer term measure (over 10 years), subject to further consideration The impact of a new central station will have an impact on the business case for increased parking at Chapel-en-le-Frith and vice versa. Project supported by Neighbourhood Plan Policy TR3 (Transport Infrastructure Projects)	2024 onwards
Public transport	New Mills town bus service	Desirable	New Mills	Increased frequency and timetables to enhance accessibility to development sites	Bus operators, DCC	TBD	TBD	TBD	TBD	S106	Requirements to be determined on a site by site basis	TBD
Public transport	Provision of disabled access bridge	Desirable	Chinley Station	Enable disabled access to passenger services. Both platforms are currently only accessible via a footbridge.	Network Rail, Northern Rail	£2m	TBD	£0	£2m	Unknown	Aspiration of local community, including the Community Rail Partnership.	TBD
Public transport, walking and cycling	Peak Forest Tramway	Critical	Buxworth - Dove Holes	Greenway development between Chapel and Buxworth	DCC	£64,000 per km (average cost of greenway development). Full cost TBD	TBD	TBD	TBD	DCC, developers	Complete between Buxworth and Chinley, Strategic Priority in Derbyshire Infrastructure Plan	TBD

Infrastructure	Scheme	Critical / desirable	Location	Outcome / impact	Delivery bodies	Cost	S106 committed or anticipated	Other available funding	Funding gap	Funding source	Status / comments	Timescale
Highways	Potential for extra lane marking; subject to detailed design	Critical	A6015 Church Road / B6101 Union Road, New Mills	Improved traffic flow to address cumulative impact of development	DCC	£150,000	0	TBD	£150,000	S106 / potentially CIL	Project identified by Local Plan Transport Study	TBD
Buxton Area												
Public transport, walking and cycling	Improved bus service	Desirable	Herpur Hill, Fairfield, Buxton	Increased frequency and timetable to enhance accessibility to development sites	Bus operators, DCC	TBD	TBD	TBD	TBD	S106	Requirements to be determined on a site by site basis	TBD
Public transport, walking and cycling	Increased parking provision at Buxton rail station	Critical	Buxton	Approx 30 extra spaces to support increased demand for rail services	DCC, Network Rail, Developers, public transport operators	TBD	TBD	TBD	TBD	S106 / potentially CIL	Recommended by A6 Corridor Study as a short term measure (next 5 years). Local Plan Policy DS20 (Station Rd and Spring Gardens Regeneration Area) requires the development of parking to serve the station as part of the development of the regeneration area.	2014-2019
Highways	Fairfield Link Road	Critical	Fairfield, Buxton	Provision of access road to housing development with planning consent (Phase 1) and further housing and employment development at Hogshaw (B3, B4) and Tongue Lane (B8) (Phase 2)	Developers	Phase 1 - unknown Phase 2 - £358,050 to Tongue Lane site excluding land and drainage). £154,000 to Hogshaw site	0	0	Phase 2 - £512,000	Developers, S106	Phase 1 has extant planning consent. Developer working with HPBC to address constraints Phase 2 costs estimated in Local Plan Viability Study	Phase 1 - 2014 - 2019 Phase 2 2026-2031
Highways	Review junction operation, with contributions to a potential traffic signal scheme	Critical	A53 St John's Rd / A53 Station Rd / A515 Terrace Road, Buxton	Improved traffic flow to address cumulative impact of development	DCC	£300,000	0	TBD	£300,000	S106 / potentially CIL	Project identified by Local Plan Transport Study	TBD
Highways	Dale Road made one-way and package	Critical	A515 High Street / A515 London Rd /	Improved traffic flow to address	DCC	£300,000	0	TBD	£300,000	S106 / potentially CIL	Project identified by Local Plan Transport Study	TBD

2 Infrastructure Delivery Schedule

Infrastructure	Scheme	Critical / desirable	Location	Outcome / impact	Delivery bodies	Cost	S106 committed or anticipated	Other available funding	Funding gap	Funding source	Status / comments	Timescale
	of complimentary mitigation works.		B5059 Dale Road / B5059 West Rd, Buxton	cumulative impact of development								
Highways	Junction could be converted to traffic signals, if needed plus any statutory undertaker apparatus.	Potentially critical	A53 St John's Road / A5004 Manchester Road, Buxton	Improved traffic flow to address cumulative impact of development	DCC	£200,000	0	TBD	£200,000	S106 / potentially CIL	Project identified by Local Plan Transport Study	TBD
Glossopdale												
Public transport	Bus services	Desirable	Glossopdale	Increased frequency and timetable to enhance accessibility to development sites	Bus operators, DCC	TBD	TBD	TBD	TBD	S106	Requirements to be determined on a site by site basis	TBD
Public transport	Gamesley Station	Critical	Gamesley	New railway halt and Park & Ride facility	Network Rail, Northern Rail	£3.3m	£315,680	TBD	£3m	S106 (£315,680 secured), potentially LTP, potentially CIL, TfGM, Network Rail, Northern Rail	Feasibility study completed in 2009. Further consideration to be given to scheme as part of wider plans for the railway line and TOC franchise agreements. Project identified as strategic priority in Derbyshire Infrastructure Plan.	2014-15 onwards
Highways / public transport	Longdendale Integrated Transport Strategy / Glossop Spur / Trans-Pennine Feasibility Study measures	Critical	Glossopdale	Public Transport improvements to bus and local rail; package of dual and single carriageway improvements to A57 (M67 to A628 Hollingworth); an A57 Glossop Spur; and complimentary highway measures (details to be confirmed by Trans-Pennine Feasibility Study)	Tameside MBC, DCC, Highways Agency	£100,000,000	0	0	£100,000,000	Greater Manchester Transport Fund / Central Government / potentially CIL / S106	Identified as a Priority Road Project by AGMA for the Greater Manchester Transport Fund in 2009, Trans-Pennine Feasibility Study due to provide further detail in Autumn 2014. Funding for Trans-Pennine Feasibility Study measures may be announced in 2014 Autumn Statement. Development in the Glossopdale area may be phased under the provisions of Policy H2 to align with the delivery of the Trans-Pennine Feasibility Study measures needed to support Local Plan growth. Further liaison with the Highways Agency and DCC required. Transport Assessments for major applications in the Glossopdale area to consider traffic impacts on the A628/A57 junction and identify further mitigation measures if necessary	2015/16 onwards

Infrastructure	Scheme	Critical / desirable	Location	Outcome / impact	Delivery bodies	Cost	S106 committed or anticipated	Other available funding	Funding gap	Funding source	Status / comments	Timescale
Public transport, walking and cycling	Closure of level crossing and diversion of bridleway	Critical	Dinting, Glossop	Improved safety to support housing development, including Dinting Lane (G20), Former Railway Museum (G23)	Network Rail, DCC, developers	TBD	TBD	None	TBD	S106 from developers of housing sites in Policy DS2	Scheme recommended by Network Rail. Details to be provided by developer to support future application in conjunction with DCC	2025-2031
Highways	Review traffic management on approach to junction; install Linked MOVA with surrounding junctions	Critical	A57 (High Street) / Norfolk Street / Victoria Street, Glossop A57 High Street / Queen Street / Glossop Brook Road, Glossop	Improved traffic flow to address cumulative impact of development	DCC	£200,000	0	TBD	£200,000	S106 / potentially CIL	Project identified by Local Plan Transport Study	TBD

Table 2 Infrastructure Delivery Schedule - committed schemes

Infrastructure	Scheme	Critical / desirable	Location	Outcome / impact	Delivery bodies	Cost	Funding source	Status / comments	Timescale (5 year tranches)
Social and Community Infrastructure									
Glossopdale									
Libraries	Glossop library	Desirable	Glossop	Improved library accommodation	DCC	£2,000,000	DCC capital grant, Heritage Lottery Fund (TBC)	Identified as a committed project in Derbyshire Infrastructure Plan.	2013 onwards
Public realm	Townscape Heritage Initiative	Desirable	Glossop	Repair and restoration of historic commercial and other key buildings.	HPBC, property owners	£306,427 (match funding required from property owners)	Heritage Lottery Fund, DCC	Public realm works complete. Shop front grant funds allocated and works nearing completion	2014
Central Area									
Open space	Whaley Bridge Memorial Park project	Desirable	Whaley Bridge	Landscaping and maintenance of woodland and habitats	HPBC, HLF, Whaley Bridge Town Council	£478,000	HLF	Unknown	unknown
Buxton									
Affordable housing	Buxton housing market intervention	Desirable	Buxton	Program to bring empty properties back into use for affordable housing	HPBC, Peaks and Plains Housing Trust	£2,922,000 (£922,000 - S106, £2m - Housing Trust)	S106, Housing Trust	Empty properties being identified	2012-14

2 Infrastructure Delivery Schedule

Infrastructure	Scheme	Critical / desirable	Location	Outcome / impact	Delivery bodies	Cost	Funding source	Status / comments	Timescale (5 year tranches)
Physical and Environmental Infrastructure									
Glossopdale									
Waste	Redevelopment of household waste recycling centre	Critical	Glossop	Increased capacity	HPBC, United Utilities, Private contractor	£1.3m	Waste Performance Efficiency Grant, Hazardous WEEE Grant, Waste Infrastructure Capital Grant	Identified as a committed project in Derbyshire Infrastructure Plan. Planning permission granted.	2013-16
Waste	Improved access and bridge maintenance for Household Waste Recycling Centre	Critical	Glossop	Improved access	HPBC, United Utilities, DCC	£100,000	DCC	Identified as a committed project in Derbyshire Infrastructure Plan	2013-16
Transport and Accessibility Infrastructure									
Across High Peak									
Public transport	Implement Northern Hub, including passing loops on the Hope Valley line and other potential improvements on the Buxton and Glossop lines.	Desirable	High Peak	Enhanced rail services	Network Rail	£560m (across north of England)	Central Government	Full funding for project confirmed in July 2012. NR to publish a business plan to specify details of project in Autumn 2013. Projects to be implemented from 2014 to 2019. This may enable increased rail service frequency between Manchester and New Mills Newtown rail & Buxton rail stations as recommended by the A6 Corridor Study as a short term measure	2014-19
Glossopdale									
Public transport, walking and cycling	Delivery of Pennine Bridleway National Trail around Glossop area	Critical	Glossopdale	Improved bridleway network	DCC, Natural England	£600,000	Natural England	Identified as a committed / current project in Derbyshire Infrastructure Plan.	2013-2015
Buxton									
Public transport, walking and cycling	White Peak Loop cycle trail	Critical	Buxton	Multi user trail linking the High Peak, Monsal and Tissington Trails with rail hubs in Buxton and Matlock.	DCC, Peak District National Park Authority,	£64,000 per km (average cost of greenway)	DfT Cycling in National Parks Programme	Some sections of route now have planning consent. Project identified as a strategic priority in Derbyshire Infrastructure Plan and emerging Wider Peak District Cycle Strategy. Fully funded	2014/15