



Interim High Peak Infrastructure Delivery Plan

Contents

- 1 Introduction and context 3
- 2 Infrastructure Delivery Schedule 9

1.1 This Interim 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 - Preferred Options, with particular regard to the infrastructure necessary to deliver the development that is required in the period up to 2028. 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)

1.4 Further analysis and detail regarding the infrastructure requirements of the Local Plan will be provided in the Infrastructure Delivery Plan that will accompany the pre-submission version of the new High Peak Local Plan. This is scheduled for public consultation in September 2013.

Background and issues

National Policy

1.5 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.

1.6 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)

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

1 Introduction and context

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

1.8 The High Peak Local Plan Preferred Options (February 2013) identifies the proposed level and distributions of development across High Peak up to the year 2028. The document also identifies sites for development and policies. Its content has been informed by work undertaken to date regarding infrastructure issues.

1.9 Policy S2 (Settlement Hierarchy) of the Local Plan seeks to focus the majority of future development in the identified market towns of Buxton, Glossop, 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.

1.10 Policy S3 (Strategic Housing Development) specifies that provision will be made for at least 5940 new homes over the plan period (2006 - 2028). As of April 2012, a further 3250 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 - 1040 new homes (32%)
- Central Area - 1070 new homes (33%)
- Buxton - 1140 new homes (35%)

1.11 Policy S3 also specifies how this housing development will be phased. A lower rate of 220 homes per year is proposed early in the plan period (2012-2018), rising to 280 per year between the years 2018 to 2023 and 340 a year between 2023 and 2028.

1.12 Policy S4 (Maintaining and Enhancing an Economic Base) proposes that at least 29.2ha of land will be made available for business / industrial developments from 2013 to 2028. Once new employment land allocations are taken into account alongside available plots within established employment sites, 34.42ha of land is identified as being available in the Local Plan. The majority of this land is located in Glossopdale and Buxton.

1.13 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.

1.14 Initial details regarding the infrastructure needs associated with specific development sites proposed to be allocated in the Local Plan are also highlighted in the Infrastructure Delivery Schedule. Further information regarding the infrastructure requirements for site allocations and anticipated costs will be identified in the forthcoming Local Plan Site Viability and Deliverability Appraisal which is due for completion in the summer of 2013.

1.15 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.

1.16 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.

1.17 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.

1.18 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.

Supporting Documents

1.19 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⁾**

1.20 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.

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

1 Introduction and context

- **Derbyshire Infrastructure Plan⁽ⁱⁱ⁾**

1.21 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.

1.22 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 and improvements several to primary schools. Other priorities that are currently not committed include; improvements to secondary school capacity and highways in Buxton to support growth, Gamesley Station, 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⁾**

1.23 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.

- **Local Plan Viability and Deliverability Appraisal**

1.24 The Council will commission an appraisal of the Local Plan Preferred Options document that will consider the extent to which its proposals are economically viable and deliverable. This will include an assessment of site specific infrastructure needs, costs and possible implications for phasing. The study is due for completion in the summer of 2013. The next iteration of the Infrastructure Delivery Plan that will accompany the submission version of the Local Plan will reflect the recommendations of the appraisal.

Methodology

1.25 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.

1.26 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.

ii http://www.derbyshire.gov.uk/images/2012/2009/2010/20Derbyshire/20Infrastructure/20Plan/20web/20version_tcm44-211206.pdf
iii http://www.derbyshire.gov.uk/images/2012/2009/2010/20Developer/20Contributions/20Protocol_tcm44-211205.pdf

1.27 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.

1.28 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 the infrastructure schedule draws on feedback from infrastructures providers submitted in relation to the Local Plan Options consultation (September 2012)

Infrastructure Delivery Schedule

1.29 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 the Local Plan
- Location
- Anticipated outcome / impact of the infrastructure
- Responsible delivery bodies
- Costs
- Funding sources, including the level of available funding
- Project status
- Risk assessment
 - Likelihood of scheme not coming forward - identifies whether there is a high, medium or low likelihood of the scheme not coming forward. These are then scored high=3, medium=2, low=1
 - Impact & Risk Score – identifies whether there is potentially a high, medium or low impact associated with the outcome. These are then scored high=3, medium=2, low=1 and multiplied by the score in the previous column to give a risk score out of 9.
- Timescales for delivery

1.30 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 choses to implement a Community Infrastructure Levy, the schedule 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

1.31 As outlined above, Policy S3 of Local Plan Preferred Options proposes to phase housing development with the majority of growth coming forward towards the end of the plan period. This phasing is proposed in order to reflect current housing market conditions and to provide time to

1 Introduction and context

ensure that necessary infrastructure improvements are sufficiently progressed. Furthermore, the phasing of individual development sites as identified in Policy H3 (Housing Allocations) reflects known infrastructure constraints and associated needs. Where there are known or anticipated significant infrastructure requirements, sites have been placed into the late phase of the plan period (2023 to 2028). Phasing may be reviewed following the completion of the Local Plan Viability and Deliverability Appraisal.

Risk Assessment

1.32 The Infrastructure Delivery Schedule in this interim plan assesses the risk associated with each infrastructure project identified as being necessary to support the Local Plan. A score is given for each project on the basis of how likely the project is likely to not be delivered and the impact that this would have on the delivery of the Local Plan.

1.33 In addition to a risk assessment score, the next version of the Infrastructure Delivery Plan will also provide details of how risk will be managed through the identification of appropriate measures such as alternative approaches.

Updating the Infrastructure Delivery Plan

1.34 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:

- Local Plan Viability and Deliverability Appraisal
- Liaison with Local Strategic Partnership to identify emerging infrastructure needs
- 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

Table 1 Infrastructure Delivery Schedule - additional funding required

Social and Community Infrastructure															
Infrastructure	Scheme	Critical / desirable	Location	Outcome / impact	Delivery bodies	Cost	S106 committed or anticipated	Other available funding	Funding gap	Funding source	Likelihood of scheme not coming forward	Impact of scheme not coming forward	Risk score	Status	Timescale (5 year tranche)
Across High Peak															
Affordable housing	Numerous affordable housing projects	Desirable	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	Medium (2)	High (3)	6	Affordable housing to be developed across High Peak in accordance with Local Plan policies	2013-20
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 CIL, PCT or GP commissioning group	Medium (2)	High (3)	6	Requirements to be determined	2013-20
Leisure and culture	New allotment space	Desirable	Buxton and Glossopdale	Increase allotment provision and reduce waiting lists for plots in accordance with High Peak Allotment Strategy	HPBC, community groups	TBD	TBD	£93,000 (HPBC capital programme)	TBD	HPBC, S106 or CIL	Low (1)	Medium (2)	2	High Peak Allotment Strategy subject to consultation. Sites to be identified.	2012-20
Leisure and culture	New outdoor sports pitches	Desirable	High Peak	Address deficiency	HPBC, Town Council	TBD	TBD	TBD	TBD	S106 or CIL, HPBC, town/parish council	Medium (2)	Medium (2)	4	No scheme identified. Deficiency identified in Open Space Study	Unknown
Central Area															
Education	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 Preferred Option sites: Ollersett lane / Pingot Road (C5) and Laneside Road (C6)	DCC	TBD	£2279.80 per dwelling (on developments of 10 dwellings or more)	TBD	TBD	S106	Medium (2)	High (3)	6	Detailed plans required. Extension to be developed to support housing sites in accordance with proposed phasing period (2018-2028)	2018-20

2 Infrastructure Delivery Schedule

Social and Community Infrastructure																
Education	Increased capacity of Thomsett Primary School	Critical	New Mills	Sufficient school capacity to support growth within the normal area for the school, including Derby Road Preferred Option sites (C3)	DCC	TBD	£2279.80 per dwelling (on developments of 10 dwellings or more)	TBD	TBD	TBD	S106	Medium (2)	High (3)	6	Detailed plans required. Extension to be developed to support housing sites in accordance with proposed phasing period (2023-2028)	2023-2028
Leisure and culture	New civic space	Desirable	New Mills	Address deficiency	HPBC, Town Council	TBD	TBD	TBD	TBD	TBD	S106 or CIL, HPBC, town/barish council	Medium (2)	Low (1)	2	No scheme identified. Deficiency identified in Open Space Study	Unknown
Leisure and culture	New civic space	Desirable	Whaley Bridge	Address deficiency	HPBC, Town Council	TBD	TBD	TBD	TBD	TBD	S106 or CIL, HPBC, town/barish council	Medium (2)	Low (1)	2	No scheme identified. Deficiency identified in Open Space Study	Unknown
Leisure and culture	Semi-natural open space (0.4ha)	Desirable	Chapel-en-le-Frith	Address deficiency	HPBC, Town Council	TBD	TBD	TBD	TBD	TBD	S106 or CIL, HPBC, town/barish council	Medium (2)	Low (1)	2	No scheme identified. Deficiency identified in Open Space Study	Unknown
Leisure and culture	New allotment space	Desirable	Whaley Bridge	Address deficiency	HPBC, Town Council	TBD	TBD	TBD	TBD	TBD	S106 or CIL, HPBC, town/barish council	Medium (2)	Low (1)	2	No scheme identified. Deficiency identified in Open Space Study	Unknown
Leisure and culture	Health and fitness centre - 30 stations	Desirable	Whaley Bridge	Address deficiency	HPBC, Town Council	TBD	TBD	TBD	TBD	TBD	S106 or CIL, HPBC, town/barish council	High (3)	Low (1)	3	No scheme identified. Deficiency identified in Open Space Study	Unknown
Community facilities	Replacement public library	Critical	Whaley Bridge	New library with improved access	DCC	£2.5m	0	0	0	£2.5m	DCC, CIL	Medium (2)	Medium (2)	4	No scheme identified. Project identified as a strategic priority in Derbyshire Infrastructure Plan	Unknown
Adult care	Extra care facility	Desirable	Chapel-en-le-Frith	New extra care facility in an accessible location to cater for aging population	DCC	TBD	TBD	TBD	TBD	TBD	DCC	Medium (2)	Medium (2)	4	Discussions underway regarding site	Unknown

Social and Community Infrastructure

Buxton Area

Education	Expansion of secondary school capacity by extending on site and relocating outdoor sports pitches on to adjacent land	Critical	Off Green Lane	Sufficient school capacity to support growth in the Buxton area	DCC	£3.75m	0	0	£2279.80m	£2279.80 per dwelling (on developments of 10 dwellings or more)	TBD	TBD	Potentially CIL, DCC	Medium (2)	High (3)	6	No scheme identified. Discussions ongoing with DCC. Project identified as a strategic priority in Derbyshire Infrastructure Plan.	Unknown
Education	Extension of Fairfield Nursery and Infants School	Critical	Fairfield	Sufficient school capacity to support growth within the normal area for the school, including Preferred Option sites; West of Tongue Lane (B8), Hogshaw (B3 & B4)	DCC	£3.75m	TBD	TBD	£2279.80 per dwelling (on developments of 10 dwellings or more)	TBD	TBD	S106	S106	Medium (2)	High (3)	6	Detailed plans required. Extension to be developed to support housing sites in accordance with proposed phasing period (2023-2028)	2023-21
Education	Increased capacity of Buxton Infants School	Critical	Buxton	Sufficient school capacity to support growth within the normal area for the school, including Preferred Option sites; Hardwick Square South (B6), Market Street depot (B7) and Dukés Drive (B10)	DCC	£3.75m	TBD	TBD	£2279.80 per dwelling (on developments of 10 dwellings or more)	TBD	TBD	S106	S106	Medium (2)	High (3)	6	Detailed plans required. Extension to be developed to support housing sites.	TBD
Education	Extension of Harpur Hill Primary School	Critical	Harpur Hill	Sufficient school capacity to support growth within the normal area for the school, including Preferred Option sites; at Foxlow farm (B20, B21 & B22) and college campus (B27)	DCC	£3.75m	TBD	TBD	£2279.80 per dwelling (on developments of 10 dwellings or more)	TBD	TBD	S106	S106	Medium (2)	High (3)	6	Detailed plans required. Extension to be developed to support housing sites.	TBD
Health care	Relocation of community mental health services	Desirable	Buxton	Improved accommodation	Derbyshire Healthcare NHS Foundation Trust	£3.75m	TBD	TBD	TBD	TBD	Unknown	Derbyshire Healthcare NHS Foundation Trust	Derbyshire Healthcare NHS Foundation Trust	Medium (2)	Medium (2)	4	Feasibility study in early stages. Some funding likely to come from existing budgets but	2012/13 2013/14

2 Infrastructure Delivery Schedule

Social and Community Infrastructure															
Tourism	Buxton Crescent and Thermal Spa Project	Desirable	Buxton	New 5* hotel and spa treatment facilities	HPBC, DCC, private developer	£35m	0	£30m	£5m	HLF, HPBC, DCC, English Heritage, developer	Medium (2)	Medium (2)	4	Enabling works in progress	2012-14
Glossopdale															
Education	Increased capacity at St Lukes Primary School	Critical	Glossop	Sufficient school capacity to support growth within the normal area for the school, including Preferred Option sites; North Road (G6), Dinting Road / Dinting Lane (G19), Dinting Lane (G20), Dinting Road (G21)	DCC	TBD	TBD	TBD	TBD	S106	Medium (2)	High (3)	6	Detailed plans required. Extension to be developed to support housing sites in accordance with proposed phasing period (2018-2028)	2018-2028
Education	Increased capacity at Dinting Primary School	Critical	Glossop	Sufficient school capacity to support growth within the normal area for the school, including Preferred Option sites; North Road (G6), Dinting Road / Dinting Lane (G19), Dinting Lane (G20), Dinting Road (G21)	DCC	TBD	TBD	TBD	TBD	S106	Medium (2)	High (3)	6	Detailed plans required. Extension to be developed to support housing sites in accordance with proposed phasing period (2018-2028)	2018-2028
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 Preferred Option sites; at Woodhead Road (G8, 9, 10), Hawkshhead Mill (G13), Hope Street (G14), York Street (G15) and	DCC	TBD	TBD	TBD	TBD	S106	Medium (2)	High (3)	6	Detailed plans required. Extension to be developed to support housing sites	TBD

Social and Community Infrastructure																			
Community facilities	Replacement public library	Desirable	Hadfield	Woods Mill (G16)	New library with improved access	DCC	£2.5m	0	0	£2.5m	TBD	0	0	DCC, CIL	Medium (2)	Medium (2)	4	No scheme identified. Deficiency identified in Derbyshire Infrastructure Plan	Unknown
Leisure and culture	Semi-natural open space (0.4ha)	Desirable	Glossop	Address deficiency	HPBC, Town Council	HPBC, Glossop Council	TBD	TBD	TBD	TBD	TBD	TBD	TBD	S106 or CIL, HPBC, town/parish council	Medium (2)	Medium (2)	2	No scheme identified. Deficiency identified in Open Space Study	Unknown
Leisure and culture	Sports halls - 1 additional badminton court required to meet standards	Desirable	Glossop	Address deficiency	HPBC	HPBC	TBD	TBD	TBD	TBD	TBD	TBD	TBD	HPBC, developers	Medium (2)	Medium (2)	2	No scheme identified. Deficiency identified in Open Space Study	Unknown
Leisure and culture	Health and fitness - 30 additional fitness stations required	Desirable	Glossop	Address deficiency	HPBC, private leisure companies	HPBC, private leisure companies	TBD	TBD	TBD	TBD	TBD	TBD	TBD	HPBC, private leisure companies	Medium (2)	Medium (2)	2	No scheme identified. Deficiency identified in Open Space Study	Unknown
Physical and Environmental Infrastructure																			
Infrastructure	Scheme	Critical / desirable	Location	Outcome / impact	Delivery bodies	Cost	S106 committed or anticipated	Other available funding	Funding gap	Funding source	Likelihood of scheme not coming forward	Impact	Risk score	Status	Timescale (5 year tranche)				
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	Low (1)	High (3)	3	Requirements to be determined on a site by site basis	2013-20				
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	Low (1)	High (3)	3	Requirements to be determined on a site by site basis	2013-20				
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	Low (1)	High (3)	3	Requirements to be determined on a site by site basis following SFRA Level 2	2013-20				

2 Infrastructure Delivery Schedule

Social and Community Infrastructure																
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	TBD	EA capital programme	TBD	Developers, Environment Agency	Low (1)	Low (1)	1	Unknown	2009-20
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	Low (1)	Low (1)	1	Unknown	Unknown	Unknown
Gas supply	New connections and reinforcement of local distribution network	Critical	TBD	Connect new development to gas mains	Developers, National Grid Gas Distribution	TBD	None	TBD	TBD	Developers, National Grid Gas Distribution	Low (1)	High (3)	3	Requirements to be determined on a site by site basis	Unknown	Unknown
Electricity supply	Potential requirements for upgrade to distribution network if initiatives to encourage consumers to "shed load" are unsuccessful	Critical	Buxton to Chapel-en-le-Frith	Maintenance of electricity supply	Electricity North West	£12-15m	None	TBD	TBD	Electricity North West	Low (1)	High (3)	3	Need for project is currently uncertain. Awaiting feedback from Electricity North West regarding alternative strategy to encourage consumers to shed load.	Unknown	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	Low (1)	High (3)	3	Requirements to be determined on a site by site basis	2013-20	2013-20
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, £1.066m DCC)	£6.334m (currently underwritten by DCC)	BDUK, DCC, potentially ERDF, CIL, New Homes Bonus, Rural Community Broadband Fund, Rural Growth Network	Medium (2)	Medium (2)	4	DCC currently seeking sources of match funding to secure BDUK funding. Project identified as a strategic priority in Derbyshire Infrastructure Plan.	2012/13	2012/13
Biodiversity	Delivery of Peak District Biodiversity Action Plan	Desirable	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	Low (1)	Low (1)		TBD	2011-20	2011-20

Social and Community Infrastructure															
Transport and Accessibility Infrastructure															
Infrastructure	Scheme	Critical / desirable	Location	Outcome / impact	Delivery bodies	Cost	S106 committed or anticipated	Other available funding	Funding gap	Funding source	Likelihood of scheme not coming forward	Impact	Risk score	Status	Timescale (5 year tranche)
Across High Peak															
Public transport, walking and cycling	Measures identified in A6 corridor study	Critical	Buxton, Dove Holes, Chapel, Whaley Bridge, Furness Vale, New Mills	Implementation of public transport improvements along A6 corridor to help mitigate long term projected travel demand	DCC, Stockport MBC, TIGMI, public transport operators	TBD	TBD	TBD	TBD	TBD, potentially CIL	Medium (2)	High (3)	6	Study ongoing	2013-20
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	Low (1)	High (3)	3	Requirements to be determined on a site by site basis	2013-20
Public transport	Electrification of Buxton railway line	Desirable	Hazel Grove to Buxton	Enhanced rail passenger services	Network Rail	TBD	None	TBD	TBD	Unknown	High (3)	Low (1)	3	Aspiration of Community Rail Partnership	Unknown
Highways	Improvements to support development sites	Critical	TBD	Improved or new highways to serve new development	Developers	TBD	TBD	None	TBD	Developers	Low (1)	High (3)	3	Requirements to be determined on a site by site basis	2013-20
Public transport / highways	Additional parking at public transport nodes along A6	Desirable	A6 corridor, including Buxton and New Mills Newtown	Additional parking spaces at train stations to facilitate increased use of passenger rail services. Reduction in long distance car journeys.	Northern Rail, GIMPE, DCC	TBD	TBD	0	TBD	Unknown, Potentially CIL	Medium (2)	Medium (2)	4	Measure identified by LDF evidence base study	TBD
Central Area															
Highways	Goyt Bridge	Critical	Whaley Bridge	New access road into Bingswood Industrial Estate to enable further business development and reduce	Developers	£2.65m	£93000 (Tesco S106)	None	£1.72m	Tesco S106, private developers, potentially CIL	High (3)	High (3)	9	£93k secured via Tesco S106. Remainder to be identified. Private sector led project.	TBD

2 Infrastructure Delivery Schedule

Social and Community Infrastructure																
Public transport	New Mills town bus service	Desirable	New Mills	HGV traffic in town centre	Bus operators, DCC	TBD	TBD	TBD	TBD	TBD	TBD	S106	Medium (2)	4	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	£1m	£0	£1m	TBD	TBD	TBD	Unknown	Medium (2)	2	Aspiration of local community including the Community Rail Partnership.	TBD
Public transport, walking and cycling	Peak Forest Tramway	Desirable	Buxworth - Chapel	Greenway development between Chapel and Bugsworth	DCC	£64,000 per km (average cost of greenway development). Full cost TBD	TBD	TBD	TBD	TBD	TBD	DCC, developers	Medium (2)	4	Complete up to Chinley. No immediate plans for further work.	TBD
Buxton Area																
Public transport, walking and cycling	Improved bus service	Desirable	Harpur Hill, Fairfield, Buxton	Increased frequency and timetable to enhance accessibility to development sites	Bus operators, DCC	TBD	TBD	TBD	TBD	TBD	TBD	S106	Medium (2)	4	Requirements to be determined on a site by site basis	TBD
Public transport, walking and cycling	Denvent Valley Greenway	Critical	Buxton	Multi user trail linking the High Peak, Monsal and Tissington Trails with the rail hubs in Buxton and Matlock.	DCC, Peak Cycle Links	£64,000 per km (average cost of greenway development). Full cost TBD	0	TBD	TBD	TBD	TBD	TBD, potentially CIL and DfT Cycling in National Parks Programme	Medium (2)	4	Some sections of route now have planning consent. Funding and remain outstanding. Project identified as a strategic priority in Derbyshire Infrastructure Plan. Bid to be submitted to DfT for funding as part of Cycling in National Parks Programme.	TBD
Highways	Fairfield Link Road	Critical	Fairfield, Buxton	Provision of access road to	Developers	TBD	0	TBD	TBD	TBD	TBD	Developers, S106	Medium (2)	6	Phase 1 has extant	Phase TBD, TBD,

Social and Community Infrastructure																		
												housing development with planning consent (Phase 1) and further housing and employment development at Hogshaw and Tongue Lane (Phase 2)		planning consent. Developer working with HPBC to address constraints relating to threat of potential Town and Village Green applications.	phase 2 2023-20			
Glossopdale																		
Public transport	Bus services	Desirable	Glossopdale	Increased frequency and timetable to enhance accessibility to development sites	Bus operators, DCC	TBD	TBD	TBD	TBD	TBD	TBD	S106 (£315,680 secured), potentially LTP, CIL, TTGM, Network Rail, Northern Rail	Medium (2)	High (3)	Medium (2)	4	Requirements to be determined on a site by site basis	TBD
Public transport	Gamesley Station	Desirable	Gamesley	New railway halt and Park & Ride facility	Network Rail, Northern Rail	£3.3m	£315,680	TBD	£3m	TBD	TBD					6	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 onward
Highways	Glossop Spur	Desirable	Brookfield, Glossop	Spur road to link Mottram - Tinwistle Bypass with A57, Glossop	Tameside MBC, DCC	TBD	0	0	TBD	0	TBD	Greater Manchester Transport Fund	High (3)	High (3)	Medium (2)	6	Planning permission expired. Identified as a Priority Road Project by AGMA for the Greater Manchester Transport Fund in 2009. Economic case for a transport solution for A57/A628 corridor currently being	2015/16 onward

2 Infrastructure Delivery Schedule

Social and Community Infrastructure															
Public transport, walking and cycling	Pennine Bridleway	Desirable	Glossop	New section of greenway standard Pennine Bridleway (Monks Road to Green Lane, connecting with Gamesley Sidings).	DCC	£355,000	£0	£105,000	£250,000	Natural England	Low (1)	Medium (2)	3	considered by LAs on route. Included in DCC Service Plan 2010-14. Funding gap expected to be resolved. A £250,000 has been offered by Natural England but not yet committed. Internal DCC budgets also available. Tender exercise in summer will help determine exact funding gap.	2012-20
Public transport, walking and cycling	Pennine Bridleway	Desirable	Glossop	New section of greenway standard Pennine Bridleway (Gamesley Sidings to Glossop Road under Dining Viaduct)	DCC	£245,500	£0	£0	£245,000	TBD	Low (1)	Medium (2)	3	DCC scheduled to undertake this section in 2013-14. No funding commitment at present.	2013-20

Table 2 Infrastructure Delivery Schedule - committed schemes

Social and Community Infrastructure												
Infrastructure	Scheme	Critical / desirable	Location	Outcome / impact	Delivery bodies	Cost	Funding source	Likelihood of scheme not coming forward	Impact of scheme not coming forward	Risk score	Status	Timescale (5 year tranches)
Glossopdale												
Libraries	Replacement of Glossop library	Desirable	Glossop	Improved library accommodation	DCC	Unknown	DCC capital grant	Low (1)	Medium (2)	2	Identified as a committed project in Derbyshire Infrastructure Plan. Planning application submitted.	Unknown
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	Heritage Lottery Fund, DCC	Low (1)	Medium (2)	2	Public realm works complete. Shop front grants ongoing.	2012/13

Social and Community Infrastructure												
Central Area					property owners)							
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	Low (1)	Medium (2)	2	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 (£822,000 - S106, £2m - Housing Trust	S106, Housing Trust	Low (1)	Medium (2)	2	Empty properties being identified	2012-14
Physical and Environmental Infrastructure												
Infrastructure	Scheme	Critical / desirable	Location	Outcome / impact	Delivery bodies	Cost	Funding source				Status	Timescale (5 year tranches)
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	Low (1)	High (3)	3	Identified as a committed project in Derbyshire Infrastructure Plan. Planning permission granted.	2011-16
Waste	Improved access and bridge maintenance for Household Waste Recycling Centre	Critical	Glossop	Improved access	HPBC, United Utilities, DCC	£700,000	DCC	Low (1)	High (3)	3	Identified as a committed project in Derbyshire Infrastructure Plan	2011-16
Transport and Accessibility Infrastructure												
Infrastructure	Scheme	Critical / desirable	Location	Outcome / impact	Delivery bodies	Cost	Funding source				Status	Timescale (5 year tranches)
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	£560 (across north of England)	Central Government	Low (1)	Medium (2)	2	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.	2014-19