



## Draft Local Plan

# Draft Infrastructure Delivery Plan

June 2016



place people pounds

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## Section 1: Introduction

- 1.1 This draft Infrastructure Delivery Plan (IDP) provides an assessment of the infrastructure required to support planned new development in Wycombe district. The new draft Local Plan allocates land for a range of land uses including housing, retail and business. Appropriate infrastructure is required to ensure that future development is accompanied by the services and facilities needed.
- 1.2 The draft Plan sets out that the Council will plan for around 10,000 additional dwellings and some new business floor space.
- 1.3 Appendix A to the IDP sets out a schedule of the main infrastructure requirements as a result of development in the Plan. The list is a current 'snap shot' and will evolve over time with further information added on timing, delivery mechanisms and costs. The Council has separately published a draft Princes Risborough Town Plan which allocates land in an expansion area to the west of the town for approximately 2,000 - 2,500 dwellings. A draft IDP was also published to support the proposals in the Draft Plan. Therefore this draft IDP does not repeat the infrastructure requirements necessary to support the Draft PRTP. The draft PRTP and the draft IDP supporting it can be viewed on the Council's website at <https://www.wycombe.gov.uk/pages/Planning-and-building-control/New-local-plan/Princes-Risborough-town-plan.aspx>.
- 1.4 Whilst the IDP should inform any development briefs and planning allocations that come forward in the Plan area, it remains the responsibility of promoters and developers of individual sites to carry out their own transport assessments and other studies such as drainage, landscape and biodiversity assessments in relation to planning applications.
- 1.5 The funding for the new infrastructure will come from a variety of sources. Some infrastructure will be secured during the granting of planning permission through legal agreements to make a development acceptable. Other infrastructure will also be delivered directly by utility or service providers. Some infrastructure will be provided directly through the Council or its partners through the Wycombe Community Infrastructure Levy, whilst funding will be sought through other government led funding sources.

### Structure of report

The structure of this Draft Infrastructure Delivery Plan report is as follows:

**Section 1: Introduction** – Outlines the purpose and background of the report.

**Section 2: Policy Framework** – Review of relevant national, regional and local policy related to infrastructure planning.

**Section 3: Consultation and Engagement** – Summary of consultation with service providers in setting out the infrastructure requirements.

**Section 4: Appraisal of projects to be included in the IDP** – Outlines the types of infrastructure included in the IDP.

**Section 5: Transport and Town Centres** – This section provides a summary of the main transport and town centre requirements and proposals.

**Section 6: Utilities** – Review of requirements for electricity, broadband, gas, water, sewage network and sewage treatment and the mechanisms for delivery.

**Section 7: Education** – Sets out current and projected capacities of school places and the proposals for meeting the education needs of the developments area including new schools.

**Section 8: Health** – Review of impacts of development proposals on local GP surgeries and outline of proposals for new capacity.

**Section 9: Community Centres** – Review of requirements for community centres and potential provision.

**Section 10: Indoor Sport** – Review of current and projected provision of indoor sport facilities and potential future expansion plans.

**Section 11: Emergency Services** – Review of requirements for police and fire services including how fire safety measures can be incorporated into design of developments.

**Section 12: Green Infrastructure, Open Space and Outdoor Sport** – Review of requirements for formal and informal open space based on Council standards and identified needs, as well as green infrastructure improvement projects.

**Section 13: Delivery and funding** – Summary of the infrastructure delivery mechanisms and potential funding sources.

**Appendix A: Infrastructure Delivery Schedule** – Summary of the main requirements.

## Purpose of the Infrastructure Delivery Plan

- 1.6 The Council is required to demonstrate that the policies and proposals contained within the new Local Plan for Wycombe District will be delivered in a sustainable way. To this end, there is a need to identify infrastructure requirements necessary to support the anticipated development and growth across the district.

## What does the IDP not do?

- 1.7 The timescales set out for the delivery of infrastructure are not definitive, and keeping the IDP regularly updated will therefore be essential. The IDP does not prioritise what funding should be allocated for infrastructure, and inclusion of a scheme does not guarantee that it will be delivered.

## Key elements of the IDP

- 1.8 The Infrastructure Delivery Schedule at Appendix A sets out a number of the most important projects relating to infrastructure requirements with information where possible on costs and funding. This is a 'live' document and more information on funding, phasing and delivery will be added as more information is gathered, as funding is confirmed and schemes move towards implementation.
- 1.9 *Infrastructure requirements* – the infrastructure requirements have been established through an examination of demographic and household growth trends and their impact on specific infrastructure. This has provided an understanding of the extent to which current infrastructure capacity needs to be increased and the most appropriate way of delivering the increased capacity.
- 1.10 *Phasing* – Consideration has been given as to when different types of infrastructure are required across the plan period. This has been informed by delivery schedules of major growth projects and the likely available of funding. It is recognised that the amount of detail that it is possible to supply is likely to be less certain and comprehensive for later stages of the plan period. However, for at least the first five years of the plan it should be clear what infrastructure is required, who is going to fund and provide it and how it is to relate to the rate of development. Service providers have been encouraged to supply as much of this information as possible to ensure the deliverability of this IDP.
- 1.11 *Cost profiling* – The projects listed in the Infrastructure Delivery Schedule will be subject to updating and reassessing of costings as projects will often move

through a process from outline cost, to detailed costs and then actual tendered values for project implementation.

- 1.12 *Project funding* – Infrastructure projects can potentially consist of a number of funding streams and can be delivered directly by developers or utility companies or by the relevant public sector agencies. Further information on the mechanisms that infrastructure will be delivered and the potential funding sources are set out in Section 13.

## Section 2: Policy Framework

2.1 National, regional and local plans and policies provide guidance for evaluating infrastructure requirements.

### National policy and guidance

2.2 The National Planning Policy Framework (NPPF) was published in March 2012 replacing various Planning Policy Statements. The NPPF outlines the need for plans to include strategic policies to deliver the provision of infrastructure<sup>1</sup> and “to plan positively for the development infrastructure required in the area to meet the objectives of this framework” [NPPF]<sup>2</sup>.

2.3 In particular, local planning authorities should work with other authorities and providers to ‘assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy, telecommunications, utilities, waste, health, social care, education and flood risk within their areas.’<sup>3</sup>

2.4 The Planning Practice Guidance, March 2014, states that local plans “should make clear, for at least the first five years, what infrastructure is required, who is going to fund and provide it, and how it relates to the anticipated rate and phasing of development”.

2.5 The Planning Act (Section 216) defines infrastructure as *including*:

- Road & other transport facilities
- Flood defences
- Schools and other educational facilities
- Medical facilities
- Sporting and recreational facilities
- Open spaces, and
- Affordable housing

2.6 This list is not exhaustive and therefore can include the other elements of infrastructure such as utility services. The Council has specific policies that set out the amount and types of affordable housing which are updated in the draft new Local Plan and therefore this is not addressed further in this report.

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<sup>1</sup> Para. 156, National Planning Policy Framework (DCLG, March 2012)

<sup>2</sup> Para. 157, National Planning Policy Framework (DCLG, March 2012)

<sup>3</sup> Para. 162 National Planning Policy Framework (DCLG, March 2012)

## Regional/County Plans

2.7 There are a range of strategic plans and projects at a regional and county level that may help deliver improved infrastructure across the District. These include:

- The Strategic Economic Plan – prepared by the Bucks Thames Valley Local Enterprise Partnership which puts forward proposals to deliver increased prosperity and jobs for Buckinghamshire
- HS2 – which cuts through the very northern tip of the District, but with construction routes potentially through High Wycombe and Princes Risborough;
- East West rail project – which will improve rail links from Princes Risborough to Aylesbury and provide a new direct connection on to Milton Keynes;
- Crossrail – improving connections to central London from Maidenhead which has a branch connections to Bourne End and Marlow.
- Buckinghamshire Local Transport Plan 4 – which identifies a number of strategic transport issues affecting the District, including the poor north/south road links across the county;
- Highways England work feeding into the next Route Investment Strategy (RIS2), including looking at improving access to High Wycombe and improvements at junctions on the A404 south of High Wycombe.

## Local Policy

2.8 A key priority of the 2015 – 2019 Wycombe District Council Corporate Plan<sup>4</sup> is regeneration and infrastructure with the key outcome to “ensure a sustainable balance between homes, jobs and supporting infrastructure so we can accommodate required growth without compromising the quality of our valued natural environment and rural areas”.

2.9 The Draft New Local Plan for Wycombe District sets the proposed levels of growth in Wycombe District to 2033. The six strategic objectives of the Draft Local Plan are to:

1. Cherish the Chilterns
2. Improve strategic connectivity
3. Facilitate local infrastructure
4. Foster economic growth
5. Deliver housing
6. Champion town centres

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<sup>4</sup> [WDC 2015 – 2019 Corporate Plan, January 2016](#)

- 2.10 Policy CP7 of the draft Local Plan *Delivering the infrastructure to support growth* states that new development will be expected to provide necessary new infrastructure to support growth. It sets out the key infrastructure requirements for the District over the Plan period.
- 2.11 Policy DM19 of the adopted Delivery and Site Allocations Plan (2013)<sup>5</sup> states that where development will create a need to provide additional or improved infrastructure it should be provided directly by the developer including through planning obligations and/or through the Community Infrastructure Levy.

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<sup>5</sup> [WDC Delivery and Site Allocations Plan, July 2013](#)

## Section 3: Consultation and Engagement

### Previous engagement

- 3.1 The Council first produced an Infrastructure Delivery Plan in 2010 to support the development of the Delivery and Site Allocations Plan and this was updated in 2012 to set out the high level infrastructure requirements for the delivery of the Core Strategy and to justify the need to introduce a CIL.
- 3.2 The Council consulted on an options document for the new Wycombe Local Plan in January 2014. Prior to this and building on the significant consultation undertaken for the previous version of the Infrastructure Delivery Plan, service providers were contacted in October 2013 with a consultation pack setting out possible district wide growth options including the reserve sites.
- 3.3 A report of the initial feedback from infrastructure providers was published in January 2014 alongside the new Wycombe Local Plan Growth Options consultation. This report is available to view on the Council's website at <https://www.wycombe.gov.uk/uploads/public/documents/Infrastructure-Initial-Feedback-Report-Jan-2014.pdf>.

### Reserve sites Infrastructure Delivery Plan

- 3.4 Whilst the reserve sites (Abbey Barn North, Abbey Barn South, Gomm Valley & Ashwells, Terriers Farm, Slate Meadow) will be formally allocated in the new Local Plan, Wycombe District Council's Cabinet agreed to the release of the sites in November 2014 to contribute towards meeting continuing housing needs. After widespread consultation with service providers and local stakeholders through an infrastructure roundtable the Council consulted on a Draft Reserve Sites IDP in January 2016, which was supported by a separate transport study.
- 3.5 A final version of the IDP was published in June 2016 which set out the infrastructure requirements of each of the sites, including the cumulative impacts where appropriate and the mechanisms by which the infrastructure should be delivered.

### Further engagement with service providers

- 3.6 In March 2016 further consultation was undertaken with the service providers on the overall levels of growth and allocations proposed for the New Local Plan for Wycombe District. Services were asked to consider:
  - If their service can meet potential increased demand with no upgrades to existing infrastructure capacity; or

- Whether the levels of growth will have an impact on their service and upgrades are required.
- 3.7 Services were asked to provide as much detail as possible on the nature, scale and costs of the identified upgrades including adding projects to an Infrastructure Delivery Schedule.
- 3.8 This Draft Infrastructure Delivery Plan builds on the previous IDPs, the published draft reserve sites and Princes Risborough Town Plan IDPs, and the further engagement with service providers on the new Local Plan to set out the overall infrastructure requirements for the new Local Plan for Wycombe District.

### **Missing information / assumptions**

- 3.9 In some cases service providers have been unable to provide information relating to future infrastructure needs for various reasons including the need to wait for in-house service planning to be completed, lack of resource to complete the task or lack of information regarding needs and costs. Where there has been a lack of feedback from providers, the Council has tried all means possible to contact and engage with the service provider. Where there are gaps in the information available, where appropriate, assumptions have been produced to provide some baseline information. The IDP will be updated as further information becomes available.

## Section 4: Appraisal of projects to be included in IDP

4.1 Infrastructure has a very broad definition, and it is important to be clear about what infrastructure is needed to deliver the Development Plan, in order to be able to prioritise and manage funding and resources. The criteria for items in the IDP are:

- The infrastructure element contributes to the delivery of one or more of the Local Plan objectives and in doing so supports the development of the area; and
- The infrastructure element is required to address the infrastructure requirements of future development and demographic change; not purely to address an existing deficiency.

4.2 Infrastructure which has been identified using currently available information to be directly related and essential to the delivery of key sites is also included within the IDP.

### Geographical scale of provision

4.3 In order to reflect the differing approaches to service provision, infrastructure elements have been identified at different spatial levels.

#### Sub-regional infrastructure

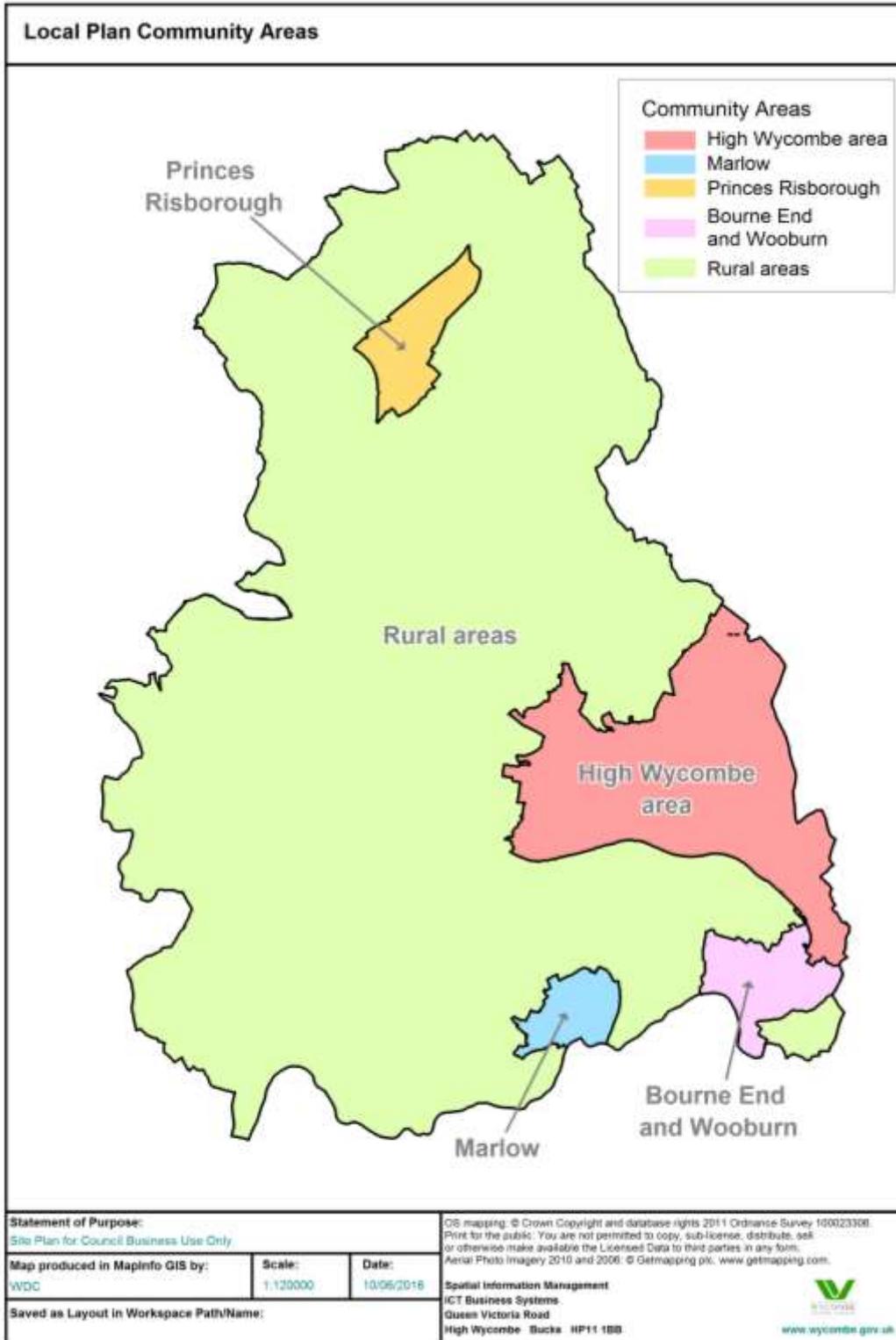
4.4 Sub-regional infrastructure schemes have been identified within the IDP for information. These schemes will be delivered by third parties at a higher level and will impact on a wider geographical scale than just Wycombe district. However, they will still have an impact on the residents of Wycombe district and are a key element of the wider policy approach to delivering sustainable development.

#### District wide

4.5 For the purposes of infrastructure planning the district is subdivided into five district areas as follows and illustrated in the map overleaf:

- High Wycombe urban area, including Hazlemere, Widmer End, Loudwater and Flackwell Heath
- Princes Risborough urban area including Monks Risborough and the proposed expansion area.
- Marlow urban area
- Bourne End and Wooburn

- Rural areas (excluding the built up areas of High Wycombe, Princes Risborough, Marlow and Bourne End)



## Types of Infrastructure

- 4.6 Physical Infrastructure - Physical Infrastructure describes the hard pieces of infrastructure that are needed for many of activities that enable communities to function, such as roads, buses, pipes, wires and communications infrastructure.
- 4.7 Social Infrastructure - Social Infrastructure describes the infrastructure that enables communities to thrive and establish. It covers a range of infrastructure that enrich our lives such as schools, libraries, community centres and sports facilities and which enable us to live our lives safely, such as emergency services.
- 4.8 Green Infrastructure - Green Infrastructure describes the open spaces and natural environment that are needed to provide areas for biodiversity and recreation and quiet enjoyment.

# Physical Infrastructure

## Section 5: Transport

### Transport Network Responsibilities

- 5.1 Within Wycombe district, Buckinghamshire County Council is the designated highways authority and has responsibility for the provision of transport infrastructure, including public transport within the district.
- 5.2 Responsibility for the M40 (J3-5) and the A404(T) which pass through Wycombe district sits with the Highways England who manage the Strategic Road Network (SRN) on behalf of the Government.
- 5.3 The district is served by two railway operators. Chiltern Railways operate the line from London Marylebone to Birmingham which passes through High Wycombe, Saunderton and Princes Risborough stations, with a spur to Aylesbury. First Great Western operates in the south of the district, serving Marlow and Bourne End stations.

### Local transport policy

- 5.4 Buckinghamshire County Council adopted their fourth Local Transport Plan in April 2016 (LTP4)<sup>6</sup>. This sets out the priorities for Buckinghamshire's transport network and high level and specific transport policies. A detailed area strategy for Wycombe is due to be developed to support and implement the policies in LTP4 and to support planned growth in Wycombe.
- 5.5 Policy DM2 of the Delivery and Site Allocations Plan sets out the transport requirements of development sites, to aim to ensure that new development has a neutral effect on the highway network.
- 5.6 Policy DM32 of the draft Local Plan *Accessible locations, sustainable transport, and parking* requires development to be located in the most accessible location for transport, including by sustainable modes.

### Transport modelling

- 5.7 Development within the district to 2033 will have significant impacts on the highway network and on the capacity of the public transport network. Buckinghamshire County Council has led on extensive traffic modelling over the past number of years to form part of the evidence for Local Plans across the County and to assess the impact of strategic sites. The most recent modelling undertaken was as part of work to assess the impact of the

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<sup>6</sup> [Local Transport Plan 4, Buckinghamshire County Council, March 2016](#)

Wycombe reserve sites<sup>7</sup>. County wide transport modelling is ongoing to assess the strategic impacts of the various district councils emerging local plans as well as modelling of the draft Princes Risborough Town Plan proposals.

## What transport infrastructure is needed to support growth?

### *Sub-regional infrastructure*

- 5.8 A number of key sub-regional projects were completed in recent years which have increased public transport provision in the District:

Coachway Park & Ride – As well as a relocated Park & Ride at the Wycombe Sports Centre site, a new bus station offering services to centres such as London, Oxford, Birmingham and further afield was opened in January 2016.

Evergreen 3 – In October 2015 a new Chiltern Railways service between Oxford and London Marylebone opened which also serves High Wycombe and Princes Risborough.

- 5.9 A number of other key sub-regional transport projects are under development as follows:

East West Rail is a major project to establish a strategic railway connecting East Anglia with Central, Southern and Western England. The 'Western Section' which is committed will re-introduce passenger and freight services between Bedford and Oxford, Milton Keynes and Aylesbury. It involves upgrading and reconstructing sections of existing and 'mothballed' rail track, which is to be delivered by Network Rail. As part of the 'core' scheme a new hourly service between Milton Keynes to London via Princes Risborough and High Wycombe is proposed by 2019.

Crossrail and improvements to Marlow Branch Line – Crossrail is due to be fully operational by 2019 and will connect Reading and Maidenhead to central and east London with new high frequency services. Crossrail will mean that direct services from Bourne End to Paddington will cease but Network Rail, supported by the Buckinghamshire Thames Valley Local Enterprise Partnership (BTVLEP), will be carrying out enhancement to allow up to twice hourly services to Maidenhead from Marlow and Bourne End to connect to Crossrail and existing Great Western services. This will include station improvements to Bourne End and Marlow stations.

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<sup>7</sup> [High Wycombe Transport Framework, Jacobs, January 2016](#)

Policy CP7 of the Draft Local Plan states that the strategic case for a 'London rail bypass' that links East West Rail and Crossrail via High Wycombe and Bourne End may be investigated.

The Bisham roundabout is located on the A404 between Marlow and Maidenhead. The A404 is part of the Strategic Road Network (SRN) linking the M40 at junction 4 (Handy Cross) with the M4 at junction 8/9 (Maidenhead). The roundabout is operating at or above capacity and commuters face congestion delays on a daily basis. As part of the Government's pinch point programme, in June 2015, Highways England consulted on three options to improve the capacity of the junction. The three options were a fully or partial signalisation of the junction or stopping right turns from local roads.

None of the options put forward were overly favoured during the consultation with the overall feedback that Highways England should consider longer term solutions looking at the A404/A404(M) corridor as a whole. Highways England therefore decided that none of the three options should be taken forward and they are now working with the local highway authorities and other stakeholders on developing longer term schemes.

Access to Wycombe – The New Local Plan Options Consultation document, January 2014 proposed a new M40 Motorway junction (3A) supplying the 'missing' accesses from junction 3, to relieve pressure from Handy Cross junction 4 and to provide access to a strategic business area north of Heath End Road.

Since this consultation, Highways England concluded that that the studies undertaken provided an incomplete narrative and did not provide sufficient evidence for a new junction on the M40 to support access to High Wycombe.

Given that High Wycombe is the focus of housing and business growth, Highways England, in partnership with Wycombe District Council, Buckinghamshire County Council and the Local Enterprise Partnership have commissioned further work to enable a comprehensive assessment to identify issues and consider wide ranging solutions for improving access to the M40 from High Wycombe. This work is still on-going and has not reached any conclusions in time for the publication of the Local Plan. It will therefore be revisited in the next plan.

## ***District wide infrastructure***

### Bus network enhancements

- 5.10 Buckinghamshire County Council are working with the local bus operators to bring forward measures to encourage better services and more coherent use of services managed by different operators. These include:
- Smart ticketing so that users can use the same tickets on different operators services and/or contactless ticketing.
  - Modern buses with lower noise and emissions
  - Use of real-time electronic timetabling at bus stops
- 5.11 Smarter choices promotions – Buckinghamshire County Council will be undertaking significant promotion and marketing including exhibitions, use of media and liaison with schools and workplaces to promote public transport facilities, car-sharing initiatives and walking and cycling. The promotion of travel alternatives is essential to manage congestion which may be exacerbated by new developments.

## ***High Wycombe***

- 5.12 The most recent High Wycombe specific transport modelling and assessment completed for the High Wycombe urban area was the High Wycombe Transport Framework, January 2016, undertaken by the Buckinghamshire County Council's framework consultants, Jacobs. Whilst this study was primarily focused on establishing a package of measures to enable growth associated with the reserve sites to be accommodated, this report also updated the baseline and forecast transport conditions in High Wycombe and set out a list of potential town wide transport schemes to manage the network in the High Wycombe urban area. More recent ongoing county wide traffic modelling is highlighting the high levels of traffic congestion on the road network and a worsening during the plan period.

### Sustainable transport measures

- 5.13 High Wycombe Bus Station – Measures are required to solve existing bus station capacity issues considering a combination of dynamic bay allocation technology and provision of addition stops as part of changes associated with the Town Centre Masterplan.
- 5.14 High Wycombe cycling network – Jacobs, Buckinghamshire County Council's term consultants have produced a detailed audit of a potential improved cycling network in High Wycombe, identifying 35 possible routes or improvements to existing routes. This work will be progressed with more detailed feasibility, design and implementation during the plan period, including identifying opportunities where the networks can be incorporated

into development sites to create continuous safe and attractive walking and cycling networks.

### High Wycombe highway schemes

5.15 There are a number of highway and junction schemes considered necessary to accommodate increased levels of developments in High Wycombe. These are summarised below with further detail in the Infrastructure Delivery Schedule at Appendix A as well as the Reserve Sites Infrastructure Delivery Plan, June 2016 and the High Wycombe Transport Framework, January 2016.

- A40 congestion relief package – The A40 London Road has been identified as one of the most congested parts of the network and is also in the area of High Wycombe where the most intensive new development is planned. Measures such as review of the operation of key junctions, limited widening and a review of the signal transport will be implemented.
- Wycombe Marsh/ Micklefield Road junction improvements
- Gomm Road junction capacity upgrades
- Reconfiguration of Rayners Avenue junction
- Widening of Bridge on Abbey Barn Lane – this scheme is required to provide an appropriate standard of route to accommodate increasing levels of traffic from strategic sites in the east of High Wycombe.
- Re-modelling of junction at Kingsmead Road/ Abbey Barn Road/ Abbey Barn Lane junction – this junction will experience increase in traffic volumes from strategic sites in the east of High Wycombe.
- Implement a roundabout at Coates Lane/Hughenden Avenue junction
- Improve New Road/Cressex Road junction and A4010 through to Turnpike Road including review of local accesses, public transport operation and form of pedestrian crossing
- Implement capacity improvements at the Pedestal roundabout

### High Wycombe Town Centre Masterplan and Southern Quadrant Transport Strategy

5.16 The Delivery and Site Allocations Plan contains proposals to support the regeneration of High Wycombe town centre through the Town Centre Masterplan. This involves significant changes to the town centre including the highway network, in particular the provision of a new route around the town centre (the Alternative Route). The opportunity to restore or 'remake' a section of the River Wye to the surface east of Westbourne Street on space that is no longer required as highway is being considered. If this proves feasible and deliverable, it could present a significant opportunity to make a feature of the river in the town centre once more in a way that could greatly enhance the sense of place and the quality of the of the town centre. If feasible this is likely

to require funding from several different sources, which will be a challenge to coordinate in a timely way. Further details on these changes are set out in the Delivery and Site Allocations Plan and are summarised in the Infrastructure Delivery Schedule at Appendix A.

5.17 A number of highway measures are proposed in the south of High Wycombe in the Cressex area and in the area around the M40 junction and the Handy Cross Hub/Daws Hill areas where significant development is taking place or is planned. These measures are set out in the Southern Quadrant Transport Strategy<sup>8</sup> and include:

- improving school drop offs,
- a sustainable transport link between Daws Hill Lane and Handy Cross Hub/Wycombe Sports Centre.
- Reconfiguration of the Cressex Road/Cressex Link Road junction to allow left turns and increase junction capacity.
- Joined up cycle network in the Cressex area

### *Princes Risborough*

5.18 The proposed Princes Risborough expansion area will require new highway capacity to cope with future traffic demand. With existing routes projected to be at capacity, a new alternative route is proposed to serve the expansion area, increase highway capacity and divert traffic from the town centre. Further details on the proposed alternative route, sustainable transport measures and opportunities for public realm enhancements are set out in the Draft PR Town Plan and the accompanying IDP.<sup>9</sup>

### *Marlow*

5.19 Westhorpe interchange – There are recognised capacity issues at the A404 northbound exit slip, the Westhorpe junction and the access into Globe Park. Further work is required with Highways England, Buckinghamshire County Council and the Buckinghamshire Thames Valley LEP to improve the accessibility for new and existing businesses.

5.20 Marlow Branch Line and train station improvements – Great Western Railway are proposing a half hourly service on the Marlow branch without the need to change trains at Bourne End. Other minor improvements to enhance the station environment and passenger convenience are proposed.

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<sup>8</sup> [High Wycombe Southern Quadrant Transport Strategy, 2012](#)

<sup>9</sup> [P RTP Infrastructure Delivery Plan](#)

## ***Bourne End***

- 5.21 High Wycombe to Bourne End shared use bridle/cycle/walkway – Buckinghamshire County Council, Wycombe District Council and Sustrans have a priority to bring forward a strategic walking and cycling route from Bourne End to High Wycombe on the former railway line linking to but separate from heavily trafficked roads such as the A4094. The longer term possibility of a ‘London rail bypass’ that links East West Rail and Crossrail will also be investigated.
- 5.22 Bourne End train station improvements – In order to enable a half hourly service from Marlow to Maidenhead without changes, track and signalling modifications at Bourne End station are required. Other minor improvements to enhance the station environment and passenger convenience are proposed.

## **Funding and committed schemes**

- 5.23 A number of organisations, as well as developers will contribute to the delivery and funding of the wide range of transport schemes outlined in this chapter. For example developers may deliver schemes directly through Section 278 and Section 106 Agreements. Wider sustainable transport measures may be delivered through CIL funding or other grants obtained by the transport authority. The District and County Councils have secured funding through the BTVLEP Local Growth Deal for the implementation of the High Wycombe Town Centre Masterplan and elements of the Southern Quadrant Transport Strategy. Further bids will be made to the future stages of the LEPs Local Growth Deal submissions to Government. BCC have also provisionally allocated £6m from a successful Growing Places fund bid to transport schemes related to the cumulative impacts of the reserve sites and other growth in High Wycombe
- 5.24 The schedule in Appendix A provides a summary of the measures, potential funding mechanisms and timescales.

## Section 6: Utilities

- 6.1 Thames Water do not believe there will be any “show stoppers” in delivering the growth anticipated in the District but significant future treatment and network infrastructure is likely to be necessary in the years to come. This will be delivered and phased in line with the growth anticipated.

### Water Supply

- 6.2 Thames Water is the main water undertaker in the district. Future water service provision is planned through 5 year business plans and longer term Water Resource Management Plans. Service provision is driven by regulations, housing growth, existing deficiencies such as leakage, and economic and climate change.
- 6.3 Veolia Water Central is the other water undertaker within Wycombe district and they cover around 7% of the district. They have not identified any infrastructure requirements towards the operation of their service.

### Water resources

- 6.4 Thames Water supply area is divided into six Water Resource Zones (WRZ). Wycombe district is primarily within the Slough, Wycombe and Aylesbury WRZ. Their overall assessment shows a positive supply/demand balance up to 2040 for this WRZ but with an anticipated large deficit of supply in London. Much of the south east region is classified as ‘water stressed.’
- 6.5 Thames Water Final Water Resources Management Plan 2015 – 2040 sets out a raft of short, medium and longer term proposals to ensure sufficient water resources in the Thames Valley and London area. These include demand management and measures to address leakages as well new reservoirs and water transfer schemes from other parts of the country to London and the South East. A new draft Water Resources Management Plan, to be published in 2018 will set out updated and further proposals to ensure additional water resources are provided in a timely manner to cater for new planned growth.
- 6.6 Thames Water state that their customers typically each use 30% more water than 30 years ago and therefore water efficiency measures employed in new development are an important tool to help us to sustain water supplies for the long term. Such measures include greywater reuse, rainwater harvesting techniques and water efficiency products. Policy DM39 in the draft Local Plan adopting the national technical standards for building regulations approval in relation to water efficiency will assist in terms of controlling water use for new housing developments.

## Water supply network

- 6.7 The water supply network at a more local level in relation to specific site allocations will likely require some local network reinforcements to accommodate the proposed new housing. Developers will be required to fund studies (e.g. to test flow and pressure) in order to demonstrate that there is adequate capacity both on and off site to serve the development and that their development would not lead to problems for existing users.
- 6.8 For a number of proposed allocations including Abbey Barn South (HW5), Gomm Valley & Ashwells (HW6), Terriers Farm (HW7), Land off Amersham Road (HW8), Slate Meadow (BE1), Mill Road, Stokenchurch (RUR12), Thames Water state the water network capacity in the area is unlikely to be able to support the demand anticipated. Upgrades to the existing water infrastructure are likely to be required to ensure sufficient capacity is brought forward ahead of the development. Where there is an identified capacity issue, the developer will be required to provide a detailed water supply strategy informing what infrastructure is required, where, when and how it will be delivered. Thames Water will also likely request appropriately worded planning conditions to ensure the recommendations of the strategy are implemented ahead of occupation of the developments. Thames Water stress the importance of carrying out these studies early as local network upgrades can take around 18 months to 3 years to design and deliver.

## Delivery

- 6.9 Process – Developers will be required to provide a detailed water supply strategy. Developers will also be required to fund and commission Thames Water to carry out flow and pressure investigations and hydraulic model analysis. These studies will assess the strategic and local network impact of the new developments and what measures and upgrades may be required and the costs involved.
- 6.10 Possible requirements – Measures that may be required include new mains connections and water booster stations to maintain water pressure.
- 6.11 Delivery – The infrastructure will be delivered both on and off site through new mains supply and connections to existing mains. Agreements for delivery are made directly between the developer and Thames Water. Conditions may be applied to any planning permissions that will require any necessary measures to be in place before any occupation of developments.

## Sewerage Network

- 6.12 The key issue will be to ensure that there is sufficient hydraulic capacity of the network to cater for the growth being proposed. This should be determined through drainage strategies and detailed discussions between the sewerage undertaker and the developer; particularly where the point of connection to the existing network is appraised against the scale of development and its potential phasing.
- 6.13 Thames Water has identified a number of sites where the sewage network capacity in the area is unlikely to be able to support the demand from the new development unless upgrades are carried out. These include Abbey Barn South (HW5), Gomm Valley & Ashwells (HW6), Terriers Farm (HW7), Land off Amersham Road (HW8), Slate Meadow (BE1), Hollands Farm (BE2), Mill Road, Stokenchurch (RUR12).
- 6.14 Where Thames Water has identified capacity constraints drainage strategies will need to be provided by the developer to set out;
- What is required to mitigate the impact of the development, upgrade of pipe, offline balancing tanking, controlled discharge?
  - Where is the upgrade to be located? On site, off site, public highway third party land?
  - When is the upgrade required? Can some early flows be accepted before the upgrade is required by phasing of the development?
  - Who is going to fund the upgrade and have agreements been put in place (requisition, diversion, etc.)?
- 6.15 This will help ensure that sufficient hydraulic capacity is provided ahead of occupation of new development, and in so doing, avoiding any increased risk of sewer flooding.
- 6.16 Thames Water also support the use of Sustainable Drainage (SuDS) schemes in new development. SuDS not only help to mitigate flooding by controlling surface water through sustainable drainage systems, but over the lifetime of the development they can also help to:
- improve water quality
  - provide opportunities for water efficiency
  - provide enhanced landscape and visual features
  - support wildlife
  - provide amenity and recreational benefits

- 6.17 Thames Water will work with the District Council, the Lead Local Flood Authority and the EA to ensure that SuDS opportunities are maximised, and that they are effectively adopted and maintained over their lifetime.

## **Waste Water treatment**

### Little Marlow Sewage Treatment Works

- 6.18 The Little Marlow Sewage Treatment Works serves High Wycombe, Marlow, Bourne End and surrounding areas. The Council works closely with Thames Water to ensure they are aware of levels and timing of housing and employment growth so that Thames Water ensures that sufficient capacity at the works is maintained to maintain the performance of the treatment works and to meet their water quality consents.
- 6.19 In 2014 Thames Water undertook an extensive refurbishment programme to overcome performance issue at the works. This included:
- Cleaning and refurbishing the treatment tanks and equipment which increases capacity to treat sewage after heavy rainfall and improves quality of water returned to the River Thames
  - Strengthening of the screens at the treatment works which stops debris entering the works and blocking pipes and pumps
  - Refurbishment of pumps and installation of back-up pumps to ensure disruption to works is kept to a minimum during power outages
- 6.20 In terms of the capacity of Little Marlow Sewage Treatment Works Thames Water state that likely increased housing targets in Wycombe means that the sewage works will need to be upgraded in the coming years, and sooner than previously anticipated.

### Delivery of upgrades at Little Marlow Sewage Treatment Works

- 6.21 Process – Thames Water currently predict that an upgrade will be required in Thames Water's next Business Plan period (2020 to 2025). The exact timing of the upgrades will depend on build out and occupancy of major development sites. Thames Water will continue to monitor the performance of the sewage works and levels of growth to ensure the sewage works continue to meet the water quality consent requirements set by the Environment Agency.

- 6.22 Minor upgrades, including aeration diffuser replacement and inlet screen replacement were completed in early 2016 that will maintain the capacity of the works in the shorter term.
- 6.23 Possible requirements – Possible Upgrades to the STW will include additional treatment processes to improve the quality of treated effluent to the river and to meet Environment Agency standards, further improvements to the inlet works pumping systems and new sedimentation and aeration tanks. Thames Water has confirmed that there is sufficient room at the site to accommodate additional tanks when required.
- 6.24 Delivery – The capacity upgrades will be included in the Thames Water Asset Management Plan. Public consultation on the next draft business plan is scheduled for 2018. Funding of upgrades will be through Thames Water.

### **Surface water drainage and flood management**

- 6.25 Developments should be designed to reduce the risk of flooding and divert surface water flooding through appropriate design and the introduction of effective sustainable drainage systems.
- 6.26 In addition, individual applications will require flood risk assessments in accordance with policy DM37 of the draft Local Plan.

### **Electricity and Gas Networks**

- 6.27 National Grid have confirmed that the planned distribution of housing growth in Wycombe district will not have a significant effect upon National Grid's strategic infrastructure, in relation to both gas and electricity transmission, and that the existing network will cope with additional demands. It is likely that some off-site infrastructure reinforcements will be required on the local gas networks for individual sites.
- 6.28 Scottish and Southern Energy have confirmed that at the present time the primary electricity infrastructure can support the additional housing growth planned in Wycombe to 2026. However it may be necessary to install additional volt cable circuits from existing primary substations to serve new development areas. If additional loads materialise then some local reinforcements may be required.

### **Delivery**

- 6.29 It is the responsibility of the developers of each site to liaise directly with the relevant utility providers to ascertain exactly the level of upgrades that may be required to serve the sites and to deliver these in association with the companies in order to avoid any objections to planning applications that could

otherwise result in a refusal of planning permission. Upgrades that may be required will be new substations and new gas mains.

### **Broadband**

- 6.30 High-speed broadband is a requirement for modern living and facilitating working from home. Internet infrastructure providers have been working on an on-going basis to upgrade the national broadband network. For example, BT Openreach met their target that by 2014 two-thirds of UK premises would have super-fast broadband, through the process of laying fibre optic cables over the current copper lines.
- 6.31 Developers should ensure that there is sufficient broadband capacity to accommodate the new development and should upgrade to fibre optic broadband if not already existing.

## Social Infrastructure

### Section 7: Schools and Education

7.1 School and education include:

- Early years and childcare
- Primary and secondary schools
- Special schools
- Further and higher education
- Adult learning

7.2 Buckinghamshire County Council (BCC) is the Local Education Authority (LEA) and has a statutory duty to ensure that there are sufficient school places in its area. Section 14 of the Education Act 1996 describes this responsibility as follows:

“To ensure that schools in its area are sufficient in number, character and equipment to provide education suitable for the different ages, abilities and aptitudes and special educational needs of pupils of school age...”

7.3 BCC state that the increase in housing planned across Buckinghamshire is projected to put increased pressure on school places with projections of deficiency of places across Wycombe District in both primary and secondary places.

7.4 In June 2010 BCC adopted a policy to ensure a coherent and consistent methodology for assessing the additional education infrastructure requirements generated by new housing developments. This sets out relevant standards including the pupil generation rates per 100 new dwellings and cost per pupil of new provision.

#### Primary schools

7.5 Buckinghamshire County Council plans the provision of primary schools across five planning areas in Wycombe District (High Wycombe, Marlow, Princes Risborough, Bourne End, Wycombe West).

7.6 The tables below outline the current level of surplus/deficit of places across the planning areas:

**Table 7.1 – High Wycombe primary school area capacity**

School Planning Area	Admission Number		2015/16 Capacity	2015/16 pupils	Surplus/Deficit					
					KS1		KS2		Total	
	KS1	KS2			Actual	%	Actual	%	Actual	%
High Wycombe	1262	1258	8758	8441	50	1%	267	5%	317	4%

**Table 7.2 – Marlow primary school area capacity**

School Planning Area	Admission Number		2015/16 Capacity	2015/16 pupils	Surplus/Deficit					
					KS1		KS2		Total	
	KS1	KS2			Actual	%	Actual	%	Actual	%
Marlow	296	289	2044	2026	18	2%	30	3%	48	2%

**Table 7.3 – Wycombe West primary school area capacity**

School Planning Area	Admission Number		2015/16 Capacity	2015/16 pupils	Surplus/Deficit					
					KS1		KS2		Total	
	KS1	KS2			Actual	%	Actual	%	Actual	%
Wycombe West	169	170	1187	966	75	15%	146	21%	221	19%

**Table 7.4 – Bourne End primary school area capacity**

School Planning Area	Admission Number		2015/16 Capacity	2015/16 pupils	Surplus/Deficit					
					KS1		KS2		Total	
	KS1	KS2			Actual	%	Actual	%	Actual	%
Bourne End	255	260	1805	1760	15	2%	30	3%	45	2%

**Table 7.5 Princes Risborough primary school area capacity**

School Planning Area	Admission Number		2015/16 Capacity	2015/16 pupils	Surplus/Deficit					
					KS1		KS2		Total	
	KS1	KS2			Actual	%	Actual	%	Actual	%
Princes Risborough	237	230	1631	1556	-17	-2%	92	10%	75	5%

7.7 BCC calculate that the additional housing proposed (excluding completions) in the new Local Plan would generate the demand for an additional 10 to 11 forms of entry of primary school provision (a form of entry is an additional class per year group).

### Proposals to meet additional demand

7.8 BCC state that schools in Marlow and Wycombe West will be able to accommodate the relatively small scale housing proposed without the need for additional capacity. Their preferred option to meet additional demand in the Bourne End area is to expand Clayton’s Combined School by a half form of entry as well as bulge classes at other schools where required.

- 7.9 In Princes Risborough, in order to meet planned growth, particularly from the expansion area it is likely that an additional 4 to 5 forms of entry including new schools and the expansion of the existing Princes Risborough Primary School and/or Great Kimble CE School. Further information is set out in the Draft Princes Risborough Town Plan.
- 7.10 To meet projected demand in High Wycombe BCC is taking forward or considering the following expansion projects:
- Disraeli School, The Pastures, High Wycombe (additional one form of entry)
  - Castlefield School, Rutland Avenue, High Wycombe (additional half form of entry plus bulge classes) Millbrook Combined School, Mill End Road, High Wycombe (additional one form of entry)
  - Hughenden School, Hughenden Valley, High Wycombe (additional half form of entry)
  - Pine Trees, Daws Hill Lane, High Wycombe (new two form entry school including 52 place nursery as part of Pine Trees and Abbey Barn South (HW5) developments)
  - Gomm Valley, High Wycombe (new one form entry including 26 place nursery as part of the Gomm Valley (HW6) development)
  - Cedar Park School, Hazlemere, High Wycombe (additional one form of entry - at feasibility stage awaiting final decisions re housing growth/new schools)
  - Hazlemere CE Combined School, Amersham Road, Hazlemere (additional one form of entry - at feasibility stage awaiting final decisions re housing growth/new schools)
- 7.11 BCC will monitor the need for additional primary school places need in line with housing completions and population trends. With new schools coming forward on certain sites and the expansion of existing schools to accommodate new development, there will likely be a need for a review of school catchment areas. It is recognised that any changes in catchments can be sensitive and these will be subject to consultation by Buckinghamshire County Council.

## Secondary School Places

- 7.12 The planning area for secondary schools used by Buckinghamshire County Council covers the whole district as well as Holmer Green and Beaconsfield. Parental choice is exercised to a much greater degree at secondary school level and Buckinghamshire operates a selective system of secondary education with upper and grammar schools.
- 7.13 Secondary schools are projected to have a deficit of 9% places based on current trends. Buckinghamshire County Council monitors projections on an annual basis that take account of migration rates, increases in the birth rate, 11+ qualification rates and the impact of the economic climate on the numbers of families opting to take up independent school places. It will continue to monitor the situation to ensure that it can meet its statutory duty to provide sufficient school places.
- 7.14 To meet projected demand BCC is taking forward or considering the following expansion projects:
- St Michael's Catholic School, Daws Hill Lane, High Wycombe (additional one form of entry)
  - Sir William Ramsay School, Rose Avenue, Hazlemere, High Wycombe (additional one form of entry)
  - Great Marlow School, Bobmore Lane, Marlow (additional one form of entry)
  - Princes Risborough School, Merton Road, Princes Risborough (additional one or two forms of entry – at feasibility stage)
  - Highcrest School, Hatter's Lane, High Wycombe (additional one form of entry – at feasibility stage)
  - Wycombe High School, Marlow Road, High Wycombe (additional half form of entry – at feasibility stage)
  - Sir William Borlase Grammar School, West Street, Marlow (additional one form of entry – feasibility study yet to commence)
- 7.15 The scale of housing growth being proposed would seem to indicate the requirement for a new secondary school in the District – particularly when some schools do not want to expand (and under new regulations BCC cannot direct schools to do so) while others are unsuitable for expansion (e.g. due to site restrictions). Options for future expansion beyond 2017/18 are being considered with feasibility studies however these are likely to be put on hold as the Education Funding Agency (EFA) have recently completed the purchase of the site of the former special school in Penn for the provision of a new school to meet the rising demand for secondary school places.

## Costs, funding and delivery

- 7.16 An extra form of entry for a secondary school in Buckinghamshire on average costs approximately £5m. An extra form of entry for new primary school provision costs approximately £4 to £5m.
- 7.17 BCC has confirmed it will not seek specific S106 contributions from the vast majority of sites for secondary school provision. This is because parental choice is exercised to a greater degree at secondary level and planning areas are much larger than those for primary schools and cover the whole district as well as Holmer Green and Beaconsfield. BCC will seek the use of other funding sources such as BCC capital funding, Government grants and will also request Community Infrastructure Levy funding that is paid to Wycombe District Council from new developments. Funding has been identified for the three additional forms of entry for secondary school places underway or planned at St. Michaels, Sir William Ramsay and Great Marlow schools that will meet the required secondary school place needs for at least the first five years of the Plan period.
- 7.18 On certain large and strategic sites in High Wycombe, Bourne End and Princes Risborough where development will result in deficiencies of school places and additional capacity is required, there will be a requirement for both land and financial contributions secured under S106 Agreements. Based on the DfE cost multipliers the cost per pupil of providing additional accommodation is £14,915. Based on BCC pupil yields and build cost multipliers the average contribution for each new dwelling is £4,564 (ranging from £403 for a 1 bed flat to £6,965 for a 4 bed+ dwelling).
- 7.19 Other funding sources for primary school provisions may be secured from BCC capital funding and Department for Education Targeted Basic Needs Funding. The primary school expansion projects underway or planned at Disraeli, Castlefield, Millbrook and new schools planned at Pines Trees and as part of the Gomm Valley developments will meet the primary school place needs for at least the first five years of the Plan period.

## Further Education

- 7.20 The two main further education institutions in Wycombe are the Bucks New University and Amersham and Wycombe College. The Council is not aware of any expansion or relocation plans for the colleges at the current time.

## Section 8: Health

- 8.1 Whilst this section focuses on provision of specific health facilities it is worth highlighting at the outset the strong relationship between the built and natural environment, and the integration of these, with opportunities for physical and mental health. In particular provision of green infrastructure, open space and opportunities for active travel to make everyday journeys can make a significant contribution to physical and mental health, and hence overall wellbeing of residents

### Acute Healthcare

- 8.2 In terms of acute (hospital based) healthcare, Wycombe district is within the Buckinghamshire Healthcare NHS Trust. The NHS Trust includes Wycombe General Hospital and Stoke Mandeville Hospital and community hospitals at Amersham, Marlow, Thame, Buckingham and Chalfont's and Gerrards Cross.
- 8.3 There is full Accident & Emergency and trauma unit at Stoke Mandeville Hospital and a minor injury and illness unit at Wycombe Hospital. There are also specialist cardiac and stroke units at Wycombe Hospital.
- 8.4 The Trust has not identified any specific extra provision at their hospitals as a result of the growth identified in the draft Plan to date.

### Primary Health Care

- 8.5 Clinical commissioning groups (CCGs) replaced primary care trusts (PCTs) in 2013. CCGs are clinical led statutory NHS bodies responsible for the planning and commissioning of healthcare services for the local area. In Wycombe district the Chiltern CCG covers the south of the district including High Wycombe, Marlow and Bourne End areas. The Aylesbury CCG covers the north of the district including Princes Risborough.
- 8.6 Department of Health average for GP provision is 1,800 patients per Whole Time Equivalent (WTE) GP. NHS England adheres to national guidance with regard to list sizes, and recognises that anything above 1,800 patients per WTE GP puts pressure on a GP Practice and the services it is able to offer to its patients. The above is used for indicative purposes only, and GP practices may operate at significantly below these levels due to issues such as an elderly or rural population.
- 8.7 An additional population of approx. 16,000 people in the period 2013 to 2033 would suggest a need for an additional 9 GPs to meet demand. There are GP recruitment issues at a national level which can be exacerbated in

Buckinghamshire with high house prices, partnership costs and the high number of out-patient visits. These recruitment issues are likely to continue in the short term with a large number of GPs approaching retirement age, seven day and extended opening, and increased numbers of high-intensity patients at home and in care homes.

### Chiltern CCG area

- 8.8 Approximately 25% of practice buildings are rated 3/5 or below in terms of quality and there is also a shortage of clinical space of approximately 3,000sqm. The CCG prefer larger practice buildings because they can provide resilience for staff shortages and sicknesses rather than small practices with only 2 or 3 GPs.
- 8.9 The Reserve Sites IDP<sup>10</sup> sets out the short term plans for GP practices in the High Wycombe and Bourne End areas to ensure sufficient provision is made to cater for extra growth and to ensure that practice buildings are fit-for purpose. These proposals are as follows:
- Lynton House Surgery, London Road, High Wycombe is likely to close as it is judged not to meet standards for health and safety and accessibility. A consultation on the proposed closure was held in January 2016.
  - Adaptations to the Cressex Health Centre, Hanover House to provide more clinical space
  - Rooms will reserved within the Minor Injuries & Illness Unit at Wycombe Hospital for use by Cressex Health Centre GPs and nurses to see patients, with pre-booked appointments.
  - Cherrymead surgery – internal modifications to accommodate additional clinical space
  - Penn surgery - internal modifications to accommodate additional clinical space
  - Kingswood surgery - internal modifications to accommodate additional clinical space
  - Hawthornden and Pound House surgeries – potential relocation into one modern fit for purpose premises.
- 8.10 If the Lynton House Surgery is to close and despite extra provision being made at the Cressex Health Centre and at Wycombe Hospital, there is a spatial gap in the distribution of doctor surgeries in the east and south-east of High Wycombe, where a large proportion of the housing growth in High Wycombe is planned.

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<sup>10</sup> [Reserve Sites Infrastructure Delivery Plan, June 2016](#)

- 8.11 The CCG is carrying out a full review of the impact of housing growth from a primary healthcare perspective, including assessing what may be a better distribution of surgeries in High Wycombe taking account of the growth set out in the draft Local Plan.

#### Aylesbury CCG area

- 8.12 The Aylesbury Vale Clinical Commissioning Group advise that the two existing GP surgeries in Princes Risborough can accommodate any extra GPs required by the developments in the area in their current premises.
- 8.13 At the Wellington surgery there will be a need for increased parking capacity as the number of patients served rises. It is not clear that this increased need for parking spaces is compatible with the long-term plan for the Wades Park area. This could stimulate the need for relocation into new premises within the expansion area.

#### Mental Health

- 8.14 Mental health care provision within Wycombe district is the responsibility of the Oxfordshire and Buckinghamshire Mental Health NHS Foundation Trust.
- 8.15 No information has been supplied by Oxfordshire and Buckinghamshire Mental Health NHS Foundation Trust indicating any future infrastructure requirements. On-going consultation with the Trust will be required to ensure that this remains a robust assumption.

#### Adult Social Care

- 8.16 Buckinghamshire County Council is responsible for the provision of Adult Social Care within Wycombe district. This provision is based upon revenue funding of support packages, within private sector care facilities, people's own homes or accommodation developed by Registered Providers.
- 8.17 BCC requests consideration is given to the housing mix in order to ensure the creation of lifetime homes. This additional housing capacity will help meet the county's future population needs, in particular the housing needs of older and more vulnerable people in Buckinghamshire. The draft Local Plan addresses this through Policy DM22 on Housing Mix and Policy DM39 in relation to accessibility standards as part of the housing technical standards.

## Section 9: Community facilities

- 9.1 Wycombe District Council's Community Facilities Strategy was most recently updated in 2014 and examines the current provision of community facilities across the district on a ward by ward basis, identifying any areas of need using 3 different analysis criteria: geographical, number, and size.
- 9.2 Based on an analysis against these criteria there were seven wards identified as deficient against all three areas of analysis and these are therefore priority wards for the provision of new and improved facilities. These priority wards are Abbey (Daws Hill area), Bowerdean, Disraeli, Marlow North & West, Ryemead, Terriers & Amersham Hill and the Wooburns. There are also a number of other wards which have either a numerical, size or geographical deficiency.
- 9.3 Reflecting this assessment since 2014 a number of community facility projects have been completed, commenced or have secured funding that will address some of the identified deficiencies in the Community Facilities Strategy. These projects include:

**Table 9.1 Community facility projects**

Facility	Ward	Status
Wrights Meadow Community Centre	Ryemead (High Wycombe)	Completed 2014
Bellfield Community House	Disraeli (High Wycombe)	Completed 2014
Totteridge Recreation Ground	Terriers & Amersham Hill (High Wycombe)	Funding approved – likely to commence early 2017
Daws Hill community facility	Abbey (High Wycombe)	Secured through S106 Agreement on Pines Trees development – likely to commence 2017
Shelley Road community room	Abbey (High Wycombe)	Feasibility and preliminary designs undertaken
Princes Risborough Community Centre	The Risboroughs	Funding secured – likely to commence 2017

- 9.4 The local standard of provision is 0.14sqm of community facility space per person. This standard is set using the Sport England 'Village and Community Halls' design guide for a minimum size of building required in new developments as 575m<sup>2</sup> and dividing this by the 'Shaping Neighbourhoods' Guidance of 1 centre per 4,000 population.
- 9.5 Applying these standards to a projected population growth of 16,000 persons through the Local Plan period, generates a requirement of an additional

2,240sqm of community facility space across the district. Previous schemes undertaken by Wycombe District Council demonstrate a cost per sqm of new community facility provision is approx. £1,500. Therefore the broad costs of providing the additional space would be approx. £3.3m.

- 9.6 Parish and town councils receive 15% of CIL funds collected from new developments in their area (the 'local allocation') which can be used to provide and improve community facilities in their areas where required, serving the local catchment.

### **Strategic sites**

- 9.7 The scale of individual developments is often insufficient to justify a complete new facility. Where larger sites are developed in areas of existing deficiency there may be more opportunities to justify provision. Para 9.2 of the adopted Planning Obligations SPD states that on larger scale sites, where the development itself creates the need for new community facilities, or exacerbates existing deficiencies, it may be necessary to provide community facilities on site or suitable off-site provision to ensure the development is acceptable in planning terms. This will be assessed on a case-by-case basis on strategic sites in line with the possibilities of providing economies of scale by ensuring new schools are made available for wider community use or that new changing rooms or clubhouses have additional meeting rooms that can meet community facility needs.

## Section 10: Indoor sport and leisure

- 10.1 The Wycombe District Sports Facility Strategy 2015-2020<sup>11</sup> identifies current levels of provision of sports facilities within the district and existing deficiencies areas. In terms of indoor sport provision the strategy assesses the current and future provision of swimming pools, sports hall, squash courts, health and fitness stations and indoor bowls.
- 10.2 The Council has three indoor centres in the urban centres as follows: Wycombe Sports Centre, High Wycombe; Court Garden Leisure Complex, Marlow; Risborough Springs Swimming and Fitness Centre, Princes Risborough. The latter facility does not have a sports hall, unlike the other centres. In addition many indoor sports facilities are provided by schools and by clubs, run by volunteers and accessible to residents for nominal charges or membership fees in most cases. Health and fitness is the exception, where the majority provider is the private sector.
- 10.3 Analysis in the Sport Facility Strategy demonstrates projected provision to 2033 of indoor sport facility typologies as follows:

**Table 10.1: Supply/demand of indoor sports facilities**

Typology	Supply/demand in District
Swimming pool – current surplus/(shortfall)	406sqm of water space
Swimming pool – 2033 surplus/(shortfall)	191sqm of water space
Sports halls – current surplus/(shortfall)	(16.5) courts
Sports halls – 2033 surplus/(shortfall)	(22) courts
Health & Fitness – current surplus/(shortfall)	68 fitness stations
Health & Fitness – 2033 surplus/(shortfall)	(39) fitness stations
Indoor bowls – current surplus/(shortfall)	(6.4) rinks
Indoor bowls – 2033 surplus/(shortfall)	(7.6) rinks

### District wide

- 10.4 The Sports Facility Strategy sets out plans and aspirations of sports clubs and organisations for increased provision. Additional provision of health and fitness suites will also be brought forward by the private sector will assist in meeting projected deficiencies.

<sup>11</sup> [Wycombe District Sports Facility Strategy, WDC, 2015](#)

### High Wycombe

- 10.5 The new Wycombe Leisure Centre was opened in January 2016 with new swimming and health & fitness facilities. This is the district's primary sports centre.

### Marlow

- 10.6 Court Garden Leisure Complex is an ageing centre containing a small swimming pool, small health and fitness suite and sports hall/performance space along with ancillary facilities such as a café. Wycombe District Council may bring forward proposals for redevelopment of the complex within the first five years of the plan period depending on funding.

### Princes Risborough

- 10.7 The existing Risborough Springs Leisure Centre building is not large enough to meet the demand for fitness activities. Exercise classes are currently held in the Community Centre, with the swimming pool and gym area within the Sports Centre itself.
- 10.8 Wycombe District Council has consulted on proposals to expand the sports centre to provide a health and fitness suite. This will help meet local demand for fitness activities including the extra demand generated from the expansion area, and provide sufficient space to accommodate the Sports Centre in one building.

## Section 11: Emergency Services

### Fire

- 11.1 Buckinghamshire Fire and Rescue Service (BFRS) is the responsible authority within Wycombe district. There are three fire stations within the District, located at High Wycombe, Princes Risborough and Marlow.
- 11.2 The BFRS state that the levels of development proposed across Wycombe District, have the potential to place an increased demand on their services. The Fire Authority requires that the appropriate number of fire hydrants are installed on larger sites by the developers.
- 11.3 Another issue highlighted by the fire service is securing efficient and effective vehicular access, through appropriate design of the development including adequate highways and parking thereby avoiding issues the Fire Authority have with some existing developments within the County, where inconsiderate parking can compromise emergency responses. Developers should therefore carefully plan accesses and parking throughout their sites so that emergency access is not compromised.
- 11.4 Policy HWTC10 of the DSA promotes redevelopment of the 'Swan frontage' site that includes the fire station in High Wycombe Town Centre if the opportunity arises including provision of a suitable alternative fire station.

### Police

- 11.5 Thames Valley Police has a statutory duty to secure the maintenance of an efficient and effective Police Force for its area under the direction and control of its Chief Constable and Crime Commissioner. They have undertaken work to understand the impact of growth (both housing and population) on their services. A Policing Plan to address the planned expansion of Wycombe to 2026 has been produced.
- 11.6 The scale of development set out in the new Local Plan would require a relatively modest set of infrastructure. It is envisaged at this stage that items such as cars, ANPR cameras, mobile IT, bicycles and communications equipment would be required to serve the individual sites. Some adaptations may also be required to existing and new/estate/buildings to ensure the Police maintain an effective service in areas with growing populations.

### Delivery

- 11.7 The identified infrastructure highlighted by TVP above will be primarily as a result of the cumulative development across the sites and not necessarily individual sites. Therefore TVP may make submissions to Wycombe District

Council for CIL funding to deliver these improvements. Further feasibility work will be required from TVP to confirm the scope of works, costs and timing prior to making requests for CIL to the Council.

## Ambulance

- 11.8 South Central Ambulance Service (SCAS) NHS Foundation Trust is the responsible authority within Wycombe district. Its three main functions are:
- the accident and emergency service to respond to 999 calls
  - the 111 service for when medical service is needed fast but not a 999 emergency
  - the patient transport service
- 11.9 A Rapid Response Amenity Point, which is normally made up of a small office able to house two staff to rest while waiting for a task, plus space to park an ambulance vehicle safely and the facilities to charge the vehicle, was installed at Hazlemere Golf Club in 2012. The SCAS has identified the need for further provision of amenity points across the district.
- 11.10 Potential areas for amenity points within Wycombe district include West Wycombe area; a location between High Wycombe and Princes Risborough and the Cressex area.
- 11.11 The SCAS is responsible for the delivery of these amenity points, but the local authorities will assist the SCAS where appropriate.

## Green Infrastructure

# Section 12: Green Infrastructure, Open Space and Outdoor Sport

## Green Infrastructure

- 12.1 The policy framework for green infrastructure is set out in Policies DM11 to DM16 of the adopted Delivery and Site Allocations Plan. DM11 provides the overarching approach seeking to conserve and enhance the green infrastructure network, in line with the NPPF, ensuring that new development contributes positively towards it. Policies DM12 and DM13 aim to protect key green infrastructure assets, namely identified greenspaces and sites, habitats and species of biodiversity, whilst policy DM15 addresses the protection and enhancement of rivers and streams and their associated corridors.
- 12.2 Policies DM14 and DM16 seek to ensure that the issue of biodiversity and open space in new development is properly addressed including the creation of new open space and new areas or features of biodiversity interest.
- 12.3 Policy DM33 of the draft Local Plan sets out the requirements for green infrastructure in new development, including the requirement to ensure that priority is given to the retention and protection of trees, hedgerows, or other landscape features which are, or could become, valuable features of the site for their visual amenity, historic, biodiversity or other value.
- 12.4 The Green Networks and Infrastructure Background Paper of July 2011<sup>12</sup> supports the Delivery and Site Allocations Plan Policies and includes mapping of the existing green infrastructure network and opportunity areas for the High Wycombe and Chepping Wye Valley Local Community Areas. This area was focused on due to the known likely development in the area. Due to increased range of areas which are being considered for development, the area across which green infrastructure projects should be implemented should be expanded through further identification of the wider Green Infrastructure Network and Opportunity Areas as envisaged in the 2011 Background Paper.
- 12.5 The Buckinghamshire Green Infrastructure Strategy of 2009<sup>13</sup> sets out a high level strategic vision for Green Infrastructure across the county. The mapping it includes highlights areas of potential ‘Countryside Access Gateways’, ‘Access Links’ and ‘Green Infrastructure Opportunity Zones.’ Only a few of

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<sup>12</sup> [Green Networks and Infrastructure Background Paper, WDC, July 2011](#)

<sup>13</sup> [Buckinghamshire Green Infrastructure Strategy, 2009](#)

these are relevant to Wycombe District, but where they are, there should be used to inform project delivery.

- 12.6 The Buckinghamshire Green Infrastructure Delivery Plan, 2013<sup>14</sup> identifies 35 strategic GI projects across the county. 29 of these are taken directly from the 2009 Strategy and seven of these have a direct relevance to Wycombe District. In addition to strategic projects, the Delivery Plan includes area proposals for six areas, one of which is the 'Wycombe Area GI Proposals'. This area is the same as that covered by the 2011 background paper and this shows where access links exist and could be improved or created. It also shows where there could be habitat, semi-natural greenspace or wetland enhancement or creation, and it details seven specific proposals across the area. These proposals complement the opportunity areas identified in the 2011 background paper and are the first port of call to identify potential projects to be taken forward in the area,
- 12.7 Priority GI projects identified in the 2013 Delivery Plan include improvements to the river Wye, and bringing forward the former High Wycombe to Bourne End railway corridor as a walking and cycling route. The opportunity to remake sections of the river Wye in High Wycombe town centre – if feasible would of course remain an urban river but could nonetheless make a significant contribution to Water Framework Directive requirements concerning river and ecological quality.
- 12.8 These priorities do not preclude other Green Infrastructure opportunities being identified going forward. For example the Buckinghamshire and Milton Keynes Natural Environment Partnership is updating the strategic Green Infrastructure mapping of the county as well as the list and status of projects. The outcomes of this work should be taken into account in the future identification of projects.
- 12.9 The Draft Princes Risborough Town Plan identifies a requirement for a continuous green multi-functional corridor along the Crowbrook Stream which runs across the proposed expansion area. Further information on the requirements and proposals for green infrastructure in Princes Risborough are set out in the Draft Princes Risborough Town Plan (PRTP).
- 12.10 The Reserve Sites Infrastructure Delivery Plan, June 2016 identifies the primary green infrastructure requirements across the reserve sites. This includes:

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<sup>14</sup> [Buckinghamshire Green Infrastructure Delivery Plan, 2013](#)

Abbey Barn North (HW4) – Buffer between any development on and the adjacent Deangarden Ancient Woodland

Abbey Barn South (HW5) – Retention of the historic Woodland Ride and strengthening the green links between the ancient woodland to the north east and the Ride to the south west.

Gomm Valley & Ashwells (HW6) – Enhancement of ecological networks and creation of additional areas of chalk grasslands on the significant areas of undeveloped areas.

Terriers Farm (HW7) – respond to the existing green infrastructure assets of the site including retention of important trees, retention and enhancement of major hedgerows; and enhancements of the movement network to incorporate footpaths and cycleways.

Slate Meadow (BE1) – Retention of the Village Green and development buffer of at least 10m to the River Wye on the site.

12.11 Other green infrastructure requirements of key sites identified in the Draft Plan include:

- Land off Amersham Road incl. Tralee farm, Hazlemere (HW8) – Retention and improved access to the existing orchard and woodland.
- Hollands Farm, Bourne End (BE2) – maintain north south connectivity for Public Rights of Way through the site and provide public access to the existing woodland.
- Land south of Mill Road, Stokenchurch (RUR12) – provide significant landscaping along eastern and southern boundary to provide a well-established site boundary and provide green infrastructure features with north south links.

12.12 There are also opportunities to build in GI to new developments at a range of scales, including:

- SuDS features can help clean water, reduce localised surface water flooding and reduce flash flooding down-stream but they can also provide valuable habitat and become landscape features.
- Green roofs can form part of a SuDS system but can also insulate the building, provide a roof top garden, reduce the urban heat island effect and provide important wildlife habitat.
- Street trees provide the most significant green features in an urban landscape, they clean and cool the air around them, can contribute to a SuDS system and contribute towards improved physical and mental well-being.

- 12.13 The Council will consider developing a Supplementary Planning Document to give further guidance on how Green Infrastructure can be incorporated into development from the design stage through construction and making provision for continuing ongoing maintenance.
- 12.14 Finally it is worth highlighting the strong relationship that exists between green infrastructure and opportunities for active travel to make a significant contribution to physical and mental health and hence to overall wellbeing

## Open Space and Outdoor Sport

- 12.15 The Council adopted the Wycombe Open Space Framework (OSF) in December 2010, which sets out policy objectives, the Council's approach to open space planning, current levels of open space provision by type across the District, local standards for providing open space in new developments, and action plans for addressing open space deficiencies in terms of quantity, quality or accessibility. The Open Spaces Framework demonstrates deficiencies across the District in open space provision.
- 12.16 Policy DM16 of the adopted Delivery and Site Allocations Plan sets out that development will be required to make provision of open space in line with the Council's adopted open space standards.

The standards are as follows:

3.30 hectares of strategic open space per 1,000 population

1.15 hectares of local open space per 1,000 population

This is in addition to any private or communal open space required as part of providing sustainable, high quality environments.

- 12.17 The standards are further broken down as per the Table 12.1 below. Based on the size, character, use and catchment of open spaces, the Council distinguishes between strategic and local open space provision, with strategic open space types having typically large catchments such as playing pitches and parks.
- 12.18 The Council has undertaken an initial assessment of the open space requirements over the Plan period with an estimated population increase of 16,000 including development at Princes Risborough.

**Table 12.1 – Open Space Standards**

<b>Open Space Typology</b>	<b>Standard per 1000 pop (ha)</b>	<b>Cumulative requirements (ha)</b>
Public outdoor sport	1.2 ha	19 ha
Park	1.67 ha	26 ha
Allotments	0.23 ha	3.5 ha
Play	0.2ha	3 ha
<b>Strategic</b>	<b>3.3 ha</b>	<b>53 ha</b>
Informal amenity space	0.55 ha	9 ha
Local play	0.6 ha	9.5 ha
<b>Local</b>	<b>1.15 ha</b>	<b>18.5 ha</b>
<b>Total</b>	<b>4.45 ha</b>	<b>71.5 ha</b>

12.19 The Wycombe Sports Facility Strategy (2015)<sup>15</sup> confirms the need for formal outdoor sport provision across the District. The Strategy identifies current deficiencies and the projected future deficiencies taking account of population and housing growth in the following sports:

**Table 12.2: Deficiencies in district wide sporting facilities outlined in 2015 Sports Facility Strategy**

<b>Facility type</b>	<b>Current need</b>	<b>Projected future need</b>
Tennis	4 courts	22 courts (2033)
Cricket	1 pitch	2 pitches (2026)
3G Synthetic Turf Pitches	3 pitches	4 pitches (2026)
Youth football pitches	5 pitches	9 pitches (2026)
Bowls	1 green	1 green (2033)
Multi-Use Games Area	2 courts	2 courts (2033)

12.20 In order to meet the outdoor sport requirements generated by the new development, and further informed by the needs identified in the Sports Facility Strategy the following formal sport facilities have been identified as requirements from strategic sites.

12.21 The Princes Risborough Town Plan sets out requirements for additional sport facilities to meet the needs of the proposed expansion area including new synthetic turf pitches, new youth football pitches, tennis courts and strategic play areas.

<sup>15</sup> [Wycombe Sports Facility Strategy, WDC, 2015](#)

- 12.22 The Reserve Sites IDP sets out the requirements for sport and play facilities across the reserve sites including requirements for new playing pitches as part of the Terriers Farm and Abbey Barn sites, new allotments on Abbey Barn South and strategic play areas across all five sites.
- 12.23 Further details of potential projects that may be brought forward by sports clubs or parish and town councils are set out in the Wycombe Sports Facility Strategy, 2015.

### **Play facilities**

- 12.24 Developments of approx. 40 dwellings and above should include play facilities on site as appropriate.
- 12.25 Neighbourhood Equipped Area for Play (NEAP) - contains equipment for children of all ages, from younger children to equipment suitable for early teens and should be grouped together accordingly.
- 12.26 Local Equipped Areas of Play (LEAP) - contains equipment for children who are beginning to go out and play independently close to where they live, usually within 5 minutes walking time.
- 12.27 Local Area for Play (LAP) - contains equipment for very young children to play close to where they live i.e. within 1 minute walking time.
- 12.28 The play areas should be constructed in accordance with the guidelines outlined in the 6 acre standard (Fields in Trust). These guidelines are set out in [Appendix 4](#) of the Reserve Sites Infrastructure Delivery Plan, 2016.

## Section 13: Funding and delivery mechanisms

### Mechanisms used to fund and deliver infrastructure

- 13.1 The requirements for new and improved infrastructure will be delivered either by developers or by public bodies and infrastructure providers through a number of delivery mechanisms and potential funding sources.
- 13.2 This chapter looks briefly at the various mechanisms used through the planning process to deliver infrastructure improvements. As part of the infrastructure planning process service providers have been asked to identify potential funding sources that could contribute to the cost and provision of identified infrastructure. The identification of possible funding does not represent a commitment from any of the funding bodies listed.

### Planning conditions

- 13.3 A planning condition may be placed on a grant of planning permission by local planning authorities. Such conditions permit development or phases of development to go ahead only if certain requirements are satisfied.
- 13.4 Paragraph 206 of the National Planning Policy Framework (NPPF) states that planning conditions should only be imposed by local authorities where they are:
- i. necessary;
  - ii. relevant to planning;
  - iii. relevant to the development to be permitted;
  - iv. enforceable;
  - v. precise; and
  - vi. reasonable in all other respects.
- 13.5 Planning conditions may not require the payment of money or the transfer of land ownership. A “Grampian” condition may be used to control aspects of the development which are required to occur outside of the development site (such as related highway improvements) and on land which is not necessarily owned by the applicant. The condition is worded to the effect that the development being permitted must not be commenced (or must not be occupied, as appropriate), until the required off-site works have been completed.
- 13.6 In terms of infrastructure provision planning permissions may be subject to planning conditions to secure for example:
- Requirements for drainage strategies to be submitted detailing on and off site drainage works

- Requirements for full details of sustainable drainage systems to be submitted for approval
- Requirements for full details of ecological enhancement, tree planting and landscaping to be submitted for approval.

### Planning obligations

- 13.7 Paragraph 203 of the National Planning Policy Framework (NPPF) states that planning obligations should only be used where it is not possible to address unacceptable impacts of development through a planning condition.
- 13.8 Where planning conditions are not suitable it may be possible to enter into a legal agreement with the applicant and anyone else that has a legal interest in the land, to secure planning obligations under section 106 of the Town and Country Planning Act 1990. Planning obligations can allocate specific actions to specific parties and can include payment of a financial contribution to allow the local authority to carry out works to mitigate the impacts of the development. They may also restrict the development or use of the land, operations or activities.
- 13.9 In line with Para 204 of the NPPF and CIL Regulation 122, in order to be a material consideration in reaching planning decisions, planning obligations must be:
- Necessary to make the development acceptable in planning terms
  - Directly related to the development; and
  - Fairly and reasonably related in scale and kind to the development
- 13.10 Unless it is stated otherwise, planning obligations run with the land in perpetuity and may be enforced against the owners, mortgagees and their successors.
- 13.11 Planning obligations may be used to secure a range of infrastructure from new developments. The S106 Agreements may contain planning obligations that will require certain pieces of land to be used for specific purposes (e.g. open spaces) and may require financial payments to be made to the District Council or County Council.
- 13.12 Schools – Planning obligations will be used to secure both land and financial contributions for new primary school provision.

Public Open Space – Planning obligations will be used to secure land that is required as open space in perpetuity. There will be either be a requirement that the land is passed over to the District Council or the relevant town or

parish council for adoption or a requirement that appropriate management arrangements are put in place for the management and upkeep of the open space. If the land is adopted by the District Council there will normally be a requirement for a commuted sum that will cover 25 years of maintenance of the open space.

Utilities – Planning obligations may be secured to ensure the installation and repair of Sustainable Drainage Systems (SuDS) for the lifetime of the development as well as the setting up of a management company for the purpose of administering and maintaining the SuDS.

Transport – Planning obligations may be used to secure the following types of transport measures:

- Submission and implementation of a Travel Plan and the payment of a monitoring fee to BCC
- Payment of contributions to Buckinghamshire County Council to carry out improvements to cycle and pedestrian facilities adjacent to the sites
- Payment of contributions to Buckinghamshire County Council for a new or enhanced bus service(s) to serve development sites.
- Financial contributions for specific highway measures

### **Section 278 Agreements for highway improvements**

13.13 A Section 278 agreement allows developers to enter into a legal agreement with Buckinghamshire County Council as Highway Authority to fund alterations or improvements to the public highway, having regard to the needs arising from a development. Where highway schemes require developers to offer up land within their control for adoption as public highway, a S278 agreement may be combined with clauses entered into under Sections 38/72 of the Highways Act 1980.

13.14 Examples of measures that may be secured in a S278 Agreement are improvements to local junctions, new roundabouts, new pedestrian crossings and footpath provision or widening.

### **Wycombe Community Infrastructure Levy**

13.15 The District Council adopted a Community Infrastructure Levy (CIL) Charging Schedule, taking effect from 1 November 2012. This is a charge on residential and retail developments to fund additional infrastructure to support the development of the area. Some types and sizes of development, including small extensions, affordable housing units and development by charities are exempt from liability to pay the levy, and some developments are zero rated.

Details are set out in the Wycombe CIL Charging Schedule and accompanying documents.

- 13.16 For residential developments there are two residential charging zones with a slightly lower rate in High Wycombe and surrounding areas compared to Marlow, Princes Risborough and the rural areas. The charges normally equate to between £10,000 to £20,000 per dwelling, although as stated above affordable housing dwellings are exempt.
- 13.17 Based on housing and retail projections and taking account of the many exemptions, it is projected the Council may receive approximately £3m annually from CIL.
- 13.18 The Council must publish a list of projects or types of infrastructure that maybe funded through the CIL. This is a requirement of Regulation 123 of the CIL Regulations and is referred to as the CIL R123 List. To avoid double counting between planning obligations and the CIL, and projects listed on the CIL R123 List cannot also be funded through planning obligations.
- 13.19 Based on the level of investment required to improve and manage traffic conditions, regenerate town centres and provide school places, the Council has prioritised CIL funding to the broad categories of 'town centres and transport' and education since 2012. CIL funding will also be available for infrastructure such as strategic green infrastructure, open space and health facilities. The Broad Allocation of CIL funding is being reviewed later in 2016.
- 13.20 The Council will be working directly with the various internal and external service providers in bringing forward priority schemes for CIL funding.
- 13.21 Parish and town councils receive 15% of CIL funds collected from developments in their areas. This rises to 25% for those parish and town councils with adopted Neighbourhood Development Plans. The use of the 15% local allocation is not subject to the same restrictions in terms of the R123 List so there is more flexibility in how this may be used.

### **Buckinghamshire Thames Valley Local Enterprise Partnership**

- 13.22 Over the two years 2013-15, the Buckinghamshire Thames Valley LEP has secured up to £115m grant funds which have been used to support or part-fund measures to grow the Buckinghamshire economy. Through the Local Growth Deal 2 process £8.47m has been secured for works related to the High Wycombe Town Centre Masterplan and the Cressex area of High Wycombe which has been complemented by CIL funding.

- 13.23 Buckinghamshire County Council have also provisionally allocated £6m from a successful Growing Places fund bid to transport schemes related to the cumulative impacts of the reserve sites and other growth in High Wycombe.
- 13.24 The Government has set aside further funds for distribution through the LEPs. BCC and WDC have made bids through the LEP for funding through the Local Growth Deal 3 bidding process for highway schemes including for improvements to the Westhorpe interchange/access to Globe Park and for proposed access improvements to Cressex Business Park.

### **Council capital funding**

- 13.25 Wycombe District Council's current major projects programme identifies funding across all of the Council's service areas. Funding is identified for the 2016/17 financial year for a number of infrastructure projects including replacement and renewal of Council play areas (£372k) and Risborough Springs Sports Centre extension (£1,179k). The Council's Economic Development & Regeneration and the Leader portfolios identifies over £6.5m of funding for various economic development and regeneration projects.
- 13.26 Buckinghamshire County Council's 2016/17 to 2018/19 Capital Programme identifies a total of £37m for primary school spaces and £53m for secondary school places across the County over this four year period.

### **Targeted Basic Needs Programme**

- 13.27 This is a Government programme to provide additional support to those local authorities who are experiencing the greatest pressure on school places through the funding of new Academies and Free Schools, as well as enabling investment to permanently expand good and outstanding schools with high levels of demand. Buckinghamshire County Council will make submissions to future rounds of funding where required.

### **NHS Estates and Technology Transformation Fund**

- 13.28 This is a multi-million pound investment to accelerate the development of infrastructure to enable the improvement and expansion of joined-up out of hospital care for patients. GP practices have been invited to bid for investment with the majority of bids focusing on helping GP practices make improvements in access to clinical services by extending existing GP services. The bids are submitted to the relevant Clinical Commissioning Group who then submit endorsed proposals to NHS England.

## Appendix A – Summary Infrastructure Delivery Schedule

Infrastructure type	Evidence base	Required works	Delivery Partner(s)	Indicative Cost information	Delivery mechanism/funding	Anticipated timescale
<b>Physical Infrastructure</b>						
<b>Transport</b>						
Transport – public transport	LTP4; Reserve Sites IDP, June 2016	Roll out of smart ticketing technology to encourage interchange and more coherent use of services managed by different operators.	BCC, Bus operators	<£1m	CIL; bus operators	2016 - 2023
Transport – sustainable transport measures	LTP4; Reserve Sites IDP, June 2016	Significant and targeted behavioural change campaigns in particular associated with new development locations to promote travel issues & alternatives.	BCC	£20k/pa	CIL	2016 - 2033
Transport – public transport	LTP4; Reserve Sites IDP, June 2016	Bus infrastructure improvements including new quiet and low emission vehicles with on bus electronic information; bus stop improvements including further real time passenger information (rtpi) units.	BCC, Bus operators	TBC – circa £50k/pa for rtpi units	CIL; bus operators	2016 - 2033
Transport – public transport	LTP4; Reserve Sites IDP, June 2016	Implement measures to increase High Wycombe bus station capacity including dynamic bay allocation.	BCC	£1m	TBC	2016 - 2023
Transport – walking & cycling	LTP4; Reserve Sites IDP, June 2016	Walking and cycling improvements on main streets and/or on quiet and segregated routes linking to measures brought forward by key sites - aim to create continuous safe and attractive walking and cycling network, encouraging travel choices to maximise	BCC; WDC; HWBIDCo	<£500k	CIL; potential other funding from government through BTVLEP Local Growth	2016 - 2023

Infrastructure type	Evidence base	Required works	Delivery Partner(s)	Indicative Cost information	Delivery mechanism/ funding	Anticipated timescale
		uptake of sustainable travel modes.			Deals; Sustrans	
Transport – High Wycombe highways	Reserve Sites IDP, June 2016	Implement A40 congestion relief package including review of key junctions, limited widening and review of signal strategy.	BCC; developers	>£5m	CIL; S106; BTVLEP Growing Places Fund	2016 - 2023
Transport – High Wycombe highways	Reserve Sites IDP, June 2016	Junction reconfiguration at Kingsmead Road/ Abbey Barn Lane/ Abbey Barn Road.	BCC; developers	TBC	S278 Agreements	2018 - 2023
Transport – High Wycombe highways	Reserve Sites IDP, June 2016	New roundabout at junction of Abbey Barn Lane and Heath End Road.	Developers	TBC	S278 Agreement	2018 - 2023
Transport – High Wycombe highways	Reserve Sites IDP, June 2016	Improve New Road/Cressex Road junction and A4010 through to Turnpike Road include review of local accesses, public transport operation, form of pedestrian crossings and access to Cressex Business Park.	BCC	TBC	Potential funding from HS2 due to construction route; BTVLEP Local Growth Fund 3 bid; CIL	2018 - 2023
Transport – High Wycombe highways	Reserve Sites IDP, June 2016	Improvements to A404 Amersham Road/ Kingshill Road/ Totteridge Lane junction.	BCC; developers	TBC	S278 Agreement	2018 - 2023
Transport – walking and cycling	Reserve Sites IDP, June 2016	Upgrading of public right of way connecting Green Street to Benjamin's Footpath near HW town centre.	BCC, developers	TBC	S106/S278 Agreements	2018 - 2023
Transport – High Wycombe highways	Reserve Sites IDP, June 2016	Capacity improvements to the Pedestal roundabout.	BCC	TBC	TBC	2018 - 2028

Infrastructure type	Evidence base	Required works	Delivery Partner(s)	Indicative Cost information	Delivery mechanism/funding	Anticipated timescale
Transport – Public transport, walking and cycling	Southern Quadrant Transport Strategy	Sustainable travel link between Daws Hill Lane and the Wycombe Sports Centre/Handy X Coachway.	BCC, developers	£3m - £4m	S106	2018 - 2023
Transport – High Wycombe Town Centre Masterplan	Delivery and Site Allocations Plan, 2013	Works to reconfigure Abbey Way Gyratory	BCC, WDC	£2.2m	BTVLEP Local Growth Deal, CIL	2016 - 2023
Transport – High Wycombe Town Centre Masterplan	Delivery and Site Allocations Plan, 2013	Restore two way traffic flow on Queen Victoria Road/Easton Street including access from London Road for westbound traffic	BCC, WDC	£2.8m	BTVLEP Local Growth Deal, CIL	2016 - 2023
Transport – High Wycombe Town Centre Masterplan	Delivery and Site Allocations Plan, 2013	Works to Oxford Road roundabout to reduce severance, enhance as public space and create connection with old town	BCC, WDC	£3.5m	BTVLEP Local Growth Deal, CIL	2016 - 2023
Transport – High Wycombe Town Centre Masterplan	Delivery and Site Allocations Plan, 2013	Traffic management works at Dovecot Gyratory to support redistribution of traffic in town centre at Dovecot Gyratory	BCC, WDC	£2m	BTVLEP Local Growth Deal, CIL	2016 - 2023
Transport – Delivery and Site Allocations Plan	Delivery and Site Allocations Plan, 2013	Off road bridleway/cycleway/footway on former High Wycombe to Bourne End rail corridor	BCC, Sustrans	£1m	S106, CIL, Sustrans	2016 -2023
Transport – Public transport	Reserve Sites, IDP, June 2016	Extension of 35 or 36 bus route to Maidenhead/Taplow to provide better connectivity to Crossrail	BCC, Bus operators	TBC	TBC	2018 - 2023
Transport – Marlow highways	LTP4	Improvements to the Westhorpe Interchange to provide improved access to Globe Park	BCC, WDC, LEP, Highways England	£1m	BTVLEP Local Growth Deal 3 bid, CIL	2018 - 2023

Infrastructure type	Evidence base	Required works	Delivery Partner(s)	Indicative Cost information	Delivery mechanism/ funding	Anticipated timescale
<b>Utilities</b>						
Sewage treatment	Thames Water submissions	Additional capacity at Little Marlow Sewage Treatment Works – implementation from 2020.	Thames Water	TBC	Thames Water Asset Management Plan	2020 - 2025
Sewage network	Thames Water submissions	Additional sewage network capacity required at a number of sites.	Thames Water; Developers	TBC	Agreements between Thames Water and developers	2016 - 2033
Water supply (regional)	Water Resources Management Plan, Thames Water	Demand management and measures to address leakages as well new reservoirs and water transfer schemes from other parts of the country to London and the South East.	Thames Water	TBC	Thames Water Asset Management Plan	2016 - 2033
Water supply (local)	Thames Water submissions	Local requirements to serve individual sites may include new mains connections and water booster stations to maintain water pressure.	Thames Water; developers	TBC	Agreements between Thames Water and developers	2016 - 2033
Gas and electricity networks	Utility companies	Enough capacity in existing transmissions. Localised upgrades to electricity and gas infrastructure required - upgrades that maybe required include new substations and gas mains.	Utility companies/ developers	TBC	Agreements between utility companies and developers	2016 - 2033
Broadband	Reserve Sites IDP	Provision of ducting through developments to all potential service users to for use by broadband and related technologies	Utility companies developers	TBC	Agreements between utility companies and developers	2016 - 2033

Infrastructure type	Evidence base	Required works	Delivery Partner(s)	Indicative Cost information	Delivery mechanism/ funding	Anticipated timescale
Broadband/5G technology	BTVLEP Strategic Economic Plan	Extension of superfast broadband across Buckinghamshire to areas of high business population 5G broadband testbed to stimulate growth in Buckinghamshire electronics and telecommunications sector through early access	BTVLEP/ businesses/ utility companies	TBC	BTVLEP Local Growth Deal	2018 - 2033
<b>Flooding</b>						
Flooding defences	BCC	Hughenden Road and Coats Lane surface water management scheme.	BCC	£32k	Flood Defence Grant in Aid (FDGiA) and Local Levy from central government (DEFRA)	2018 - 2023
Flooding defences	BCC	Desborough & Frogmoor surface water management scheme.	BCC	£250k	Flood Defence Grant in Aid (FDGiA) and Local Levy from central government (DEFRA)	2018 - 2023
Flooding defences	BCC	Sands surface water management scheme.	BCC	£255k	Flood Defence Grant in Aid (FDGiA) and Local Levy from central	2018 - 2023

Infrastructure type	Evidence base	Required works	Delivery Partner(s)	Indicative Cost information	Delivery mechanism/ funding	Anticipated timescale
					government (DEFRA)	
Flooding defences	BCC	Marlow SWMP Phase 2 surface water management scheme.	BCC	£800k	Flood Defence Grant in Aid (FDGiA) and Local Levy from central government (DEFRA)	2018 - 2023
<b>Social Infrastructure</b>						
<b>Education</b>						
Education – Secondary Schools	BCC - Reserve Sites IDP, 2016	Expansion of Sir William Ramsay School, Hazlemere by one form of entry	BCC	£5m	BCC; CIL; Government basic needs funding	2016 - 2018
Education – Secondary Schools	BCC - Reserve Sites IDP, 2016	Expansion of St Michael's Catholic School, High Wycombe by one form of entry	BCC	£5.4m	BCC; CIL; Government basic needs funding	2016 -2018
Education – Secondary Schools	BCC - Reserve Sites IDP, 2016	Expansion of Great Marlow School by one form of entry	BCC	£5.7m	BCC; CIL; Government basic needs funding	2017 - 2020
Education – Secondary Schools	BCC - Reserve Sites IDP, 2016	Further 3.5 forms of entry of secondary school places – potentially at - Princes Risborough Secondary School; - Highcrest School, High Wycombe;	BCC	Approx. £15m	BCC; CIL; Government basic needs funding	2018 - 2028

Infrastructure type	Evidence base	Required works	Delivery Partner(s)	Indicative Cost information	Delivery mechanism/ funding	Anticipated timescale
		<ul style="list-style-type: none"> <li>- Wycombe High School, High Wycombe</li> <li>- Sir William Borlase Grammar School, West, Marlow</li> </ul>				
Education – Secondary Schools	DfE	New secondary school on the site of the former Penn Special School	DfE	TBC	Education Funding Agency	2017 - 2020
Education – Primary Schools	BCC School Place Area Plans; Reserve Sites IDP	Expansion of Disraeli School, The Pastures, High Wycombe by one form of entry	BCC	£4m	BCC/S106; Government basic needs funding	2016 - 2017
Education – Primary Schools	BCC School Place Area Plans; Reserve Sites IDP	Expansion of Castlefield School, Rutland Avenue, High Wycombe by an additional half form of entry	BCC	£2m	BCC/S106; Government basic needs funding	2016 - 2017
Education – Primary Schools	BCC School Place Area Plans; Reserve Sites IDP	Expansion of Millbrook Combined School, Mill End Road, High Wycombe by one form of entry	BCC	£3m - £4m	BCC/S106; Government basic needs funding	2016 - 2020
Education – Primary Schools	BCC School Place Area Plans; Reserve Sites IDP	Expansion of Hughenden School, Hughenden Valley, High Wycombe by one form of entry	BCC	£4m	BCC/S106; Government basic needs funding	2016 - 2020
Education – Primary Schools	BCC – Reserve Sites IDP	New 2FE primary school and nursery at Pines Trees, Daws Hill Lane, High Wycombe	BCC; developers	£6m	BCC; S106	2016 - 2022

Infrastructure type	Evidence base	Required works	Delivery Partner(s)	Indicative Cost information	Delivery mechanism/funding	Anticipated timescale
Education – Primary Schools	BCC – Reserve Sites IDP	New 1 FE entry primary school and nursery at Gomm Valley, High Wycombe	BCC; developers	£5m - £6m	BCC; S106	2016 - 2022
Education – Primary Schools	BCC – Reserve Sites IDP	Expansion of Clayton's Combined School, Wendover Road, Bourne End by an additional half form of entry	BCC; developers	£1.5m	S106	2016 - 2020
Education – Primary Schools	BCC submissions	Potential additional 5/6 new forms of entry of primary school provision – potentially at <ul style="list-style-type: none"> <li>- Cedar Park School, Hazlemere, High Wycombe</li> <li>- Hazlemere CE School, Amersham Road, Hazlemere</li> <li>- Princes Risborough expansion area</li> </ul>	BCC; developers	TBC	S106; BCC; Government basic needs funding	2018 - 2033
<b>Health</b>						
Health - GP provision	NHS England/ Chiltern CCG submissions	Internal modifications and adaptations to provide additional clinical space at Cherrymead Surgery	NHS	TBC	NHS Estates and Technology Transformation Funds; CIL	2018 - 2033
Health - GP provision	NHS England/ Chiltern CCG submissions	Internal modifications and adaptations to provide additional clinical space at Kingswood Surgery	NHS	TBC	NHS Estates and Technology Transformation Funds; CIL	2018 - 2033
Health - GP provision	NHS England/ Chiltern CCG submissions	Internal modifications and adaptations to provide additional clinical space at Penn Surgery	NHS	TBC	NHS Estates and Technology Transformation Funds; CIL	2018 - 2033

Infrastructure type	Evidence base	Required works	Delivery Partner(s)	Indicative Cost information	Delivery mechanism/funding	Anticipated timescale
Health - GP provision	NHS England/ Chiltern CCG submissions	Rationalisation of Hawthornden and Pound House surgeries to one premises with extra clinical capacity	NHS	TBC	NHS Estates and Technology Transformation Funds; CIL	2018 - 2033
Health - GP provision	NHS England/ Chiltern CCG submissions	Potential new facility or pop up clinic in the east of High Wycombe	NHS	TBC	NHS Estates and Technology Transformation Funds; CIL	2018 - 2028
<b>Community centres</b>						
Community Centres	WDC Community Facilities Strategy, 2014	Improved community centre provision to meet additional population needs	WDC, parish and town councils, developers, community groups	TBC	CIL, developer direct on site, parish and town councils	2018 - 2033
<b>Green infrastructure, open space, play and outdoor sport</b>						
Open space	Open spaces Framework; Delivery and Site Allocations Plan	Open Space Standards in new development – 4.43ha/1000 population	WDC; Parish and Town Council; developers; sports club	-	S106; CIL; developer direct; WDC; parish and town councils; sports clubs.	2018 - 2033
Outdoor sport	WDC Sports Facility Strategy	9 youth football pitches	WDC; Parish and Town Council; developers; sports clubs	£65,000 per pitch (£11,000/yr maintenance)	S106; CIL; developer direct; WDC; parish and town councils; sports clubs.	2018 - 2033

Infrastructure type	Evidence base	Required works	Delivery Partner(s)	Indicative Cost information	Delivery mechanism/funding	Anticipated timescale
Outdoor sport	WDC Sports Facility Strategy	2 cricket pitches	WDC; Parish and Town Council; developers; sports clubs	£50,000 per pitch	S106; CIL; developer direct; WDC; parish and town councils; sports clubs.	2018 - 2033
Outdoor sport	WDC Sports Facility Strategy	4 Synthetic Turf Pitches 3G pitches	WDC; Parish and Town Council; developers; sports clubs	£965,000 per pitch (£4,800/yr maintenance)	S106; CIL; developer direct; WDC; parish and town councils; sports clubs.	2018 - 2033
Green Infrastructure	Open Spaces Framework	Tree planting	WDC; town and Parish Councils	£10k to £20k per annum	CIL; WDC; parish and town councils	2018 - 2033
Green Infrastructure	Delivery and Site Allocations Plan, 2013; Remaking the River Wye and Hughenden Stream, Royal HaskoningDHV, 2014	Re-making the River Wye in High Wycombe Town Centre	WDC; BCC	£3m	CIL; potential BTVLEP Local Growth Deal bids; other grant funding	2018 - 2028
Green Infrastructure	Reserve Sites IDP, 2016	Creation of additional areas of chalk grassland on the south facing slopes of the Gomm Valley	WDC, developers, BBWOT	TBC	WDC, developers, BBWOT	2018 - 2028

<b>Infrastructure type</b>	<b>Evidence base</b>	<b>Required works</b>	<b>Delivery Partner(s)</b>	<b>Indicative Cost information</b>	<b>Delivery mechanism/ funding</b>	<b>Anticipated timescale</b>
Green Infrastructure	Reserve Sites IDP, 2016	Formal public access to woodland Ride on Abbey Barn South	WDC, developers	TBC	WDC, developers	2018 - 2023
Green Infrastructure	Buckinghamshire Green Infrastructure Strategy, April 2009	Implementation of green infrastructure projects which complement the 'Countryside Access Gateways', 'Access Links' and 'Green Infrastructure Opportunity Zones', identified within the 2009 Strategy.	BCC,WDC, Developers, parish and town councils and other partners	TBC	CIL, S106, grant funding	2016 - 2033
Green Infrastructure	WDC Green Networks and Infrastructure Background Paper July 2011	Implementation of green infrastructure opportunity areas identified in Buckinghamshire Green Infrastructure Delivery Plan	BCC,WDC, Developers, parish and town councils and other partners	TBC	CIL, S106, grant funding	2016 - 2033
Green Infrastructure	Buckinghamshire Green Infrastructure Delivery Plan, 2013	Implementation of green infrastructure proposals, identified as projects and identified on the Wycombe Area GI Proposals plan.	BCC,WDC, Developers, parish and town councils and other partners	TBC	CIL, S106, grant funding	2016 - 2033
Green Infrastructure	Partial District coverage of 2009 Strategy, 2011 background paper and 2013 Delivery Plan has left most of the district unassessed with regards to GI	Green Infrastructure mapping and assessment work to inform decision making on wider GI project opportunities which can be followed by prioritised delivery of projects.	WDC, BCC, NEP Developers, parish and town councils and other partners	TBC	CIL, S106, grant funding	2016 - 2033