

Wycombe Infrastructure Delivery Plan

May 2012



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1 Introduction

1.1 This Infrastructure Delivery Plan (IDP) forms part of the evidence base of the Wycombe Development Framework (WDF). The WDF is the planning framework for Wycombe district which will help deliver the Wycombe Sustainable Community Strategy¹ vision for the district to 2026.

Purpose of the Infrastructure Delivery Plan (IDP)

1.2 Wycombe District Council is required to demonstrate that the policies and proposals contained within the WDF will be delivered in a sustainable way. To this end, there has been an increased emphasis on the need to identify infrastructure requirements necessary to support the anticipated development and growth across the district. The IDP sets out these infrastructure requirements.

1.3 In addition, the IDP forms part of the evidence base to inform the justification of the Council's Community Infrastructure Levy (CIL) Charging Schedule.²

What does the IDP not do?

1.4 It is not the role of the IDP to prioritise what infrastructure elements should be delivered, and in particular what funds should be allocated to the delivery of infrastructure. These decisions will be taken by individual service providers and, in relation to CIL through the governance arrangements established to allocate CIL monies.³

1.5 It should not be expected that all infrastructure identified in the IDP will be delivered, within the timeframes identified, or at all. Inclusion of infrastructure schemes within this IDP does not automatically result in schemes being included on the Council's Regulation 123 list for schemes to be funded through CIL. It is anticipated that some of the schemes included within the

¹ Sustainable Community Strategy for Wycombe District 2009-2026 (Wycombe Strategic Partnership, 2009)

² Wycombe CIL Charging Schedule (WDC, May 2012)

³ See Wycombe CIL: Draft Programme Approval Protocol (WDC, March 2012)

may be funded, or part funded, through CIL but may also receive funding from other sources.

The Structure of the IDP

1.6 The IDP addresses the issue of infrastructure provision by identifying infrastructure requirements and issues regarding deliverability (a where, when and how approach).

1.7 The IDP is broken down into chapters relating to different sectors of infrastructure (see Table 2). Each chapter identifies the elements of infrastructure required to support growth in the district, a justification for this requirement and information regarding deliverability. This is summarised in a detailed Infrastructure Delivery Programme at the end of each chapter.

1.8 The IDP is a 'live' document and will be updated throughout the life of the plan period (2011-2026) to accurately reflect current and future infrastructure requirements. Reviews of the IDP will be programmed in accordance with reviews of the CIL and annual funding allocation processes, plus the wider WDF timetable.

2 Policy Context

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

National Planning Guidance

2.2 Previously the IDP has been developed in accordance with Planning Policy Statement 1: Delivering Sustainable Development (ODPM, 2005)⁴ and Planning Policy Statement 12: Creating Strong and Prosperous Communities through Local Spatial Planning (DCLG, 2008). Both documents recognised the importance of infrastructure provision in ensuring the sustainable development of an area and required planning authorities to plan positively for the provision of infrastructure within their plans.⁵

2.3 The National Planning Policy Framework was published in March 2012 and replaced these documents. The NPPF reiterates the need for plans to include strategic policies to deliver the provision of infrastructure⁶ and “to plan positively for the development infrastructure required in the area to meet the objectives of this framework [NPPF]⁷.”

2.4 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 (including heat, telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and, take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.’⁸

⁴ PPS1: Delivering Sustainable Development (ODPM, 2005), para. 23(viii)

⁵ PPS12: Creating strong, safe and prosperous communities through local spatial planning (DCLG, 2008) para. 4.8

⁶ Para. 156, National Planning Policy Framework (DCLG, March 2012)

⁷ Para. 157, National Planning Policy Framework (DCLG, March 2012)

⁸ Para. 162 National Planning Policy Framework (DCLG, March 2012)

2.5 The National Infrastructure Plan (HM Treasury & Infrastructure UK, 2011) also recognises the importance of infrastructure provision in supporting the development of an area – “Infrastructure networks form the backbone of a modern economy and are a major determinant of growth and productivity.”⁹

The Community Infrastructure Levy

2.6 The Community Infrastructure Levy (CIL) is a new levy that local authorities can choose to charge on new developments in their area to fund necessary infrastructure. By providing additional infrastructure to support development of an area, CIL is expected to have a positive economic effect on development across an area in the medium to long term.¹⁰

2.7 CIL came into force on 6 April 2010 through the CIL Regulations 2010, with additional amendments in April 2011. CIL will largely replace Section 106 developer contributions as the means to fund off-site infrastructure (cumulative impacts) made necessary by development. In order to continue to require contributions to off-site infrastructure requirements, local authorities must have a CIL in place by April 2014. A local planning authority is the charging authority for its areas. Wycombe District Council is proposing to bring a CIL into effect during 2012, which will replace the existing developer contributions regime.

2.8 CIL Guidance¹¹ states that information on the charging authority area’s infrastructure needs should, wherever possible, be drawn directly from the infrastructure planning that underpins their Development Plan. In the case of Wycombe district this is this IDP.

2.9 The IDP can then be used by the charging authority to identify a selection of indicative infrastructure projects or types of infrastructure that are likely to be

⁹ National Infrastructure Plan (HM Treasury, 2011), p.9

¹⁰ Community Infrastructure Levy Guidance: Charge setting and charging schedule procedures (DCLG, 2010), para. 7

¹¹ Community Infrastructure Levy Guidance: Charge setting and charging schedule procedures (DCLG, 2010)

funded by the levy and a total infrastructure cost. The charging authority should consider known and expected infrastructure costs and the other sources of funding available, or likely to be available, to meet those costs and thus illustrate that their intended CIL target is justifiable given local infrastructure need and is based on appropriate evidence.¹²

2.10 Inclusion of infrastructure schemes within this IDP does not automatically result in schemes being included on the Council's Regulation 123 list for schemes to be funded through CIL. It is anticipated that some of the schemes included within the may be funded, or part funded, through CIL but may also receive funding from other sources.

Wycombe Development Framework

2.11 The first document within the Wycombe Development Framework is the Wycombe Core Strategy which was adopted in July 2008. The Core Strategy sets out the overarching spatial vision for the District, and a number of high-level policies, and sets the context for all other WDF documents.

2.12 Within the Core Strategy, policies CS20 Transport and Infrastructure and CS21 Contribution of Development to Community Infrastructure make specific reference to the provision of infrastructure in relation to transport and community needs in respect of new development. Policy CS17 Environmental Assets highlights the importance of green infrastructure. The requirements of PPS12 with regard to infrastructure planning were brought in after the examination of the Core Strategy so therefore detailed infrastructure planning was reserved for inclusion within subsequent development plan documents, including an identification of infrastructure required to deliver strategic sites.

2.13 The Council is currently bringing forward the next document within the WDF, the Delivery & Site Allocations Plan for town centres and managing development (referred to as the DSA). This document translates some of the high level policies of the Core Strategy into more detailed policies, and site-

¹² CIL – Preliminary Draft Charging Schedule Consultation (WDC, November 2011)

specific allocations for the town centres within the district. It also identifies the requirements and plans the delivery of the infrastructure needed to support this development.

2.14 The DSA does not allocate strategic housing sites or land for business. Following the announcement of changes to the planning system, and in particular the intended revocation of regional housing targets, the Council has announced its intention to review its current housing target in the medium term (2012-14). This review will result in a review of the current adopted Core Strategy, and amendments as necessary. In the interim, the Council has published a Position Statement on Housing and Land for Business (July 2011) which sets out the Council's current position on these sites.

Best Practice Guidance

2.15 Best practice guidance and further guidelines on infrastructure planning and the implementation of CIL have also been published by the Planning Advisory Service (PAS)¹³, Planning Officers Society (POS)¹⁴ and the Planning Inspectorate¹⁵. The Council is also participating in the POS Supported Learning Group on CIL and Infrastructure Planning and is part of the PAS CIL Frontrunner groups.

¹³ A Steps Approach to Infrastructure Planning and Delivery (PAS, June 2009)

¹⁴ Section 106 Obligations and the Community Infrastructure Levy (POS, April 2011)

¹⁵ Local Development Frameworks – Examining Development Plan Documents: Learning from Experience (The Planning Inspectorate, September 2009)

3 The Demand for Infrastructure

3.1 This section provides a summary of the overall strategy for the development of Wycombe District, as set out in the Development Plan and the projected demographic changes and development opportunities which are projected to come forward within the District over the lifetime of the Core Strategy (up to 2026). It is these pressures which have an impact upon the demand, supply and location of infrastructure, within and beyond the district.

3.2 The IDP reflects the infrastructure needs to support the current Development Plan, in relation to projected housing and population change. As is noted below the Council has committed to a review of its Core Strategy in the light of the intention to revoke regional strategies. The IDP will be updated as part of the Core Strategy Review and will reflect any variations in the inclusion of sites, from the existing Development Plan, and their appropriate infrastructure needs, as the review is undertaken.

3.3 The IDP also reflects the infrastructure needs to support the proposals and policies set out in the Council's draft Delivery & Site Allocations Plan. Although not yet adopted and formally part of the Development Plan, the Council will publish the Submission version of the DSA in June 2012. Therefore the plans contained within the DSA have progressed significantly within the plan-making process, have been subject to extensive public consultation and represent a commitment from the Council to the policies and proposals it contains. The infrastructure needs resulting from the policies and proposals within the DSA have also therefore been identified within this IDP.

The Core Strategy Vision and Outcomes

3.4 The Core Strategy, adopted in 2008, sets out the overarching spatial vision for the District. It sets out what the Council is trying to achieve, where should development and growth occur and how it should happen. It sets a number of high-level policies, and sets the context for all other WDF documents. It is from

the policy context set by the Core Strategy that individual site allocations can be made.

3.5 The Core Strategy addresses a number of issues with regards to the future development of the district. It sets out visions for the development of our major towns and the rural area. It sets policies for how housing, business and employment and supporting infrastructure should be provided within the district.

3.6 In this context, the demand for infrastructure provision needs to be seen to be supporting the achievement of the Core Strategy vision and strategy for the district through contributing to the achievement of the Core Strategy Outcomes.

3.7 Appendix 5 of the Core Strategy sets out the outcomes and targets which will ensure the delivery of the Core Strategy vision and strategy. These outcomes are arranged under the following themes: Community Needs Addressed; Resources Conserved; Prosperous Economy; and Quality Places. Proposed infrastructure schemes should demonstrate how they contribute to the achievement of these outcomes. The link between infrastructure provision and achievement of the Core Strategy Outcomes is one of the criteria used to determine the necessity and criticality of the provision of specific elements of infrastructure (see chapter 4 for further detail on criteria).

3.8 The Core Strategy Outcomes and the key Core Strategy policies in place to deliver these outcomes are set out in Appendix 1.

Future population and demographic changes

3.9 In April 2011 Bucks Strategic Partnership (in partnership with Buckinghamshire County Council and the four local planning authorities) published county-wide population projections to 2026, with breakdowns by

district and ward level.¹⁶ The projections estimate that in mid-2009 the population of Wycombe district was 162,500. Current population projections indicate that the population of the district is likely to grow slowly, with the total population estimated to stand at approximately 167,500 in 2026. However the structure of the population is likely to change over time in line with national trends, with most of the increase in population likely to be in people aged over 65 years. Table 1 below summarises these changes.

Table 1 Projected population change within the district to 2026

Age Band	Mid-2009	Mid-2016	Mid-2021	Mid-2026
0-10	23,200	23,150	21,250	20,800
11-17	14,850	16,050	16,000	14,650
18– retired	93,950	94,550	92,400	90,250
Retired –74	18,450	21,000	21,200	21,350
75-84	8,450	10,050	11,550	13,250
85+	3,500	4,700	5,800	7,200
All ages	162,500	169,500	168,200	167,500

3.10 More detailed information relating to future population and demographic changes has been supplied to service providers to inform the identification of future infrastructure needs. This is set out in Appendix 2.

Anticipated housing growth

3.11 The passing of the Localism Act in late 2012 has given the Secretary of State the powers to revoke the Regional Strategies (the South East Plan in Wycombe’s case) including the removal of Regional and District level housing targets, with responsibility for decisions on housing supply resting with local planning authorities.

3.12 The Government has indicated that it will be for local planning authorities to determine the right level of housing provision in their area. However any change to housing targets need to be justified by a robust evidence base, taking account issues of both housing need/demand and housing supply. In light of this, the Council has decided to wait until there is greater clarity on the

¹⁶ Bucks Strategic Partnership website:
http://www.buckspartnership.co.uk/partnership/BSP/partners/cd_projections.page

planning reforms being brought in by the Government and the necessary evidence base is developed further before proceeding with a review of housing targets. Therefore the Council will continue to rely on its current housing target, as set out in the adopted Core Strategy, with an intention to review the housing target in the medium-longer term (2012-16).

3.13 As a result of this, the IDP continues to identify infrastructure required to meet the housing targets set out in the Council's current Development Plan.

3.14 The quantity and broad distribution of housing is as follows:

- Provision of 8,050 additional dwellings in the District in the period 2006-26, equating to 402.5 dwellings per annum (dpa)
- Of these, provision of 7,240 dwellings (362dpa) to be provided in that part of the District within the Western Corridor & Blackwater Valley (WCBV) sub-regional area
- 810 dwellings (40.5 dpa) of the District-wide total to be provided in the Rest of the District (South East Residual Area), of which 480 dwellings (24 dpa) should be provided in Princes Risborough.

3.15 Housing requirements are continually monitored and updated in accordance with the delivery of housing on the ground. Information is available from four monitoring years since the start of the Core Strategy and South East Plan periods (2006). This is reported in the Council's Annual Monitoring Report (AMR) and reflected in the updated Housing Trajectory contained within the AMR.¹⁷ Since 2006 a total of 2,722 net additional dwellings have been completed (an average of 544 dwellings per annum). This is 35% above the target/requirement. Furthermore the adoption of the South East Plan in May 2009 confirmed a slightly lower housing requirement for the District of 7,800 dwellings rather than the 8,050 dwellings set out in the Core Strategy. As a result of the high level of house building in the period 2006-10, ***the residual requirement for the remaining 16 years (2011-26) is 5,328 dwellings or 355 dwellings per annum.***

¹⁷ For further information see Wycombe Annual Monitoring Report (WDC, December 2011)

3.16 Appendix 2 sets out the more detailed information relating to future housing provision which was supplied to service providers to inform the identification of future infrastructure needs. This process was undertaken in 2011 and therefore the information is based on the housing completion information reported in the 2010 AMR.¹⁸

3.17 Core Strategy Policy CS8 identifies five greenfield areas as reserve locations for future development. These are (not in priority order):

- Abbey Barn North, High Wycombe
- Abbey Barn South, High Wycombe
- Terriers Farm, High Wycombe
- Gomm Valley, High Wycombe
- Slate Meadow, Bourne End

Although the Council is continuing to plan for housing against its Core Strategy housing target, the allocation of any of these strategic sites, and any other sites for housing and business, has been delayed until the review of the Core Strategy is completed. However, if all or any, of these sites were to be brought forward it is important to have a clear understanding of the infrastructure needs they will create and therefore the IDP continues to identify the specific infrastructure needs of these sites. In this context it should be stressed that the identification of infrastructure associated with a reserve site within the IDP is **not** the same as allocating a site for development.

Sensitivity Testing - allowing for future change

3.18 The housing and population projections provided to service providers provide the most robust evidence base for the projections of future housing and population growth currently available. However these are projections and so inevitably over the period 2011-2026 there will be differences between these and the way housing is delivered on the ground and the population changes. To help address this issue, and based on previous trends, the Council has

¹⁸ Wycombe Annual Monitoring Report (WDC, December 2010)

considered the impact of potential windfall housing development (sites which come forward for development that had not been previously identified or allocated) on the projections. These scenarios have been made available to service providers to ascertain the impact these could have on the levels of infrastructure required to meet the demands generated from the original housing and population projections for each area.

Infrastructure Requirements from other types of development

3.19 It is not only housing development which generates demands for infrastructure. National policy including the National Planning Policy Framework (NPPF) and the National Infrastructure Plan 2011, recognise the necessity of good infrastructure networks to support new economic opportunities and to facilitate the success of these developments. Within its twelve Core Planning Principles, the NPPF states that planning should “proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs”.¹⁹

3.20 Within its definition of sustainable development, the NPPF recognises the social role of the planning system in “supporting strong, vibrant and healthy communities, by provided the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being.”²⁰ To do this, Local Plans should “identify priority areas for economic regeneration, infrastructure provision and environmental enhancement”²¹ and with particular reference to town centres, local planning authorities are required to “recognise town centres as the heart of their communities and pursue policies to support their

¹⁹ National Planning Policy Framework (DCLG, March 2012) Para. 17 Within Annex 2: Glossary, the NPPF defines economic development as “Development, including those within the B use Classes, public and community uses and main town centre uses (but excluding housing development).”

²⁰ National Planning Policy Framework (DCLG, March 2012) Para. 7

²¹ National Planning Policy Framework (DCLG, March 2012) Para. 21

viability and vitality” and where town centres are in decline to “plan positively for their future to encourage economic activity.”²²

3.21 Other types of development (other than housing) can therefore be seen to generate their own infrastructure needs. Examples would be ensuring good transportation links to retail and business development so that customers and workers can easily access the development. The environmental quality of an area has a direct impact on the attractiveness of an area for investment and also to encourage returning visitors.²³ Maintaining a suitable workforce is also important to ensuring economic success, through the provision of good housing and community facilities which ensure that residents have access to services such as education, healthcare, leisure activities and open space which can enhance their quality of life. By supporting economic development, infrastructure provision is also supporting the delivery of the Core Strategy Outcomes and the proposals contained within the Delivery & Site Allocations Plan.

²² National Planning Policy Framework (DCLG, March 2012) Para. 23

²³ Paved with Gold: The real value of good street design (CABE, 2007)

4 The Infrastructure Planning Process

Historic appraisals

4.1 In early 2008, initial work on identifying infrastructure requirements was undertaken by consultants Michael Ling and Colin Buchanan as part of a county wide infrastructure planning process co-ordinated by Buckinghamshire County Council.²⁴

4.2 Consultation on future infrastructure requirements was also been undertaken through the 'Imagine the Future 3' and 'Imagine the Future 4' consultations as part of the development of the Wycombe Development Framework.

Methodology

Identifying Infrastructure

4.3 The first key task of the process was to identify a definition of infrastructure. To do this a definition of infrastructure was taken from the South East Plan Policy CC7 and Policy CC8²⁵ (for green infrastructure). This is set out in Table 2 below.

Table 2 Infrastructure Sectors

Infrastructure Sector	Infrastructure Element
Transport	Airports, ports, road network, cycling and walking infrastructure, rail network
Housing	Affordable Housing
Education	Further and higher education Secondary and primary education Nursery schools
Health	Acute care and general hospitals, mental hospitals Health centres / primary care trusts
Social Infrastructure	Supported accommodations Social and community facilities Sports Centres
Green Infrastructure	Parks & Gardens Natural & semi-natural urban greenspaces Green corridors (including river & canal banks, cycleways & rights of way) Outdoor sports facilities

²⁴ Buckinghamshire Infrastructure Project Phase 2: Chiltern, South Bucks and Wycombe Districts (Michael Ling, January 2008); Buckinghamshire Infrastructure Study Phase 2: South Buckinghamshire (Buchanan, April 2008)

²⁵ The South East Plan (GOSE, 2009) Policy CC7

Infrastructure Sector	Infrastructure Element
	Amenity greenspaces Provision for children & teenagers (including play areas, skateboard parks, outdoor basketball hoops and other more informal areas) Allotments, community gardens and city (urban) farms Cemeteries & churchyards Accessible countryside in urban fringe areas River & canal corridors Green roofs and walls
Public Services	Waste management and disposal Libraries Cemeteries Emergency services (police, fire, ambulance)* Places of worship Prisons, drug treatment centres
Utilities Services	Gas Supply Electricity Supply Heat Supply Waste water treatment Telecommunications infrastructure
Flood defences**	

* Treated as a separate infrastructure sector within this IDP

** Incorporated into Utilities Services within this IDP

4.4 CIL guidance directs Local Planning Authorities to the Planning Act 2008 which provides a wide definition of the infrastructure which can be funded by the levy. The Planning Act (216(2)) 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

This list is not exhaustive and therefore can include the other elements of infrastructure identified in Table 2 above.

4.5 Although it is proposed to revoke the South East Plan, the definition set out in Table 1 above is comprehensive and covers the definition of infrastructure within the CIL guidance. Therefore, subject to the South East Plan being abolished, Wycombe District Council has adopted Table 2 as its definition of infrastructure.

4.6 The CIL Regulations currently rule out the application of the levy for providing affordable housing because the Government considers that planning obligations remain the best way of delivering affordable housing. However for the purposes of this IDP which sets out the strategic infrastructure needs of the district, affordable housing is included within the IDP.

4.7 Using the definition of infrastructure as set out above, key contacts for service providers were identified using existing databases, previous consultation responses and in consultation with Buckinghamshire County Council. A list of service providers contacted as part of the consultation is set out in Appendix 3.

Initial Consultation

4.8 In February 2009 a consultation pack was prepared for all service providers, including information on projected population figures and the anticipated location of future housing, including maps. The range of information given reflects the different approaches to service provision adopted by service providers. A proforma was developed for service providers to complete in order to ensure that full information was provided. The proforma aimed to collect information on future infrastructure requirements, proposed delivery agencies, cost and phasing of delivery. It is also collected information on existing and current planning & strategy documents used by the service provider for planning service provision and any existing capacity deficiencies or over-provision. Service providers were asked to complete the proforma to the best of their ability, using the supporting information provided. Face to face meetings were also held where requested by service providers. The responses of county council service providers were coordinated by Buckinghamshire County Council Spatial Planning team.

Update Consultation on the Delivery & Site Allocations Plan – 2009

4.9 Following the receipt of the completed proformas a draft Infrastructure Schedule was drawn together. Where responses could not fit within the confines of the schedule, supplementary text was provided. This draft Infrastructure Schedule was then circulated amongst service providers for

further comment and revision. Following further revision, the schedule and accompanying text and Policy B17 Infrastructure & Delivery were published for consultation within the Delivery & Site Allocations Update Consultation DPD in June 2009 (Imagine the Future 5).

4.10 Twenty-four responses were received as part of the consultation to policy B17 and the draft Infrastructure Schedule. Comments were received regarding changes, deletions and additions to individual elements of infrastructure. Comments were also received regarding the status of the Infrastructure Schedule with regards to the ability to update it and keep it 'live' if adopted within a Development Plan Document. The formation of this IDP is a response to this. Some comments related to the need to link elements of infrastructure to the delivery of specific development sites and this is reflected in the newly revised IDP and IDS.

Revision and Further Consultation – 2010

4.11 Following the consultation, the structure and layout of the Infrastructure Schedule was reviewed and revised, resulting in the formulation of the Infrastructure Delivery Plan (IDP). A criteria-based appraisal system was adopted to ensure that the infrastructure listed as required is necessary to the delivery of growth within the district.

4.12 The IDP was subject to further consultation with service providers in March 2010 and was subject to formal public consultation as part of the public consultation on the DSA Update in June 2010. Fourteen responses were received on Policy B17 and the revised IDP. A positive response was received to the revised structure of the IDP, with individual comments received regarding changes, deletions and additions to individual elements of infrastructure.

CIL Consultation – 2011 and 2012

4.13 Following the changes to the structure and timing of the WDF, and the introduction of the Community Infrastructure Levy regulations and the Council's intention to adopt a CIL in the short term, the Council again

consulted with service providers (April-June 2011) to update infrastructure requirements to reflect these changes. In addition to generalised infrastructure needs, the requirements to ensure a robust evidence base to inform the CIL Charging Schedule meant that further detail was required from service providers to inform this, such as identification of costs and additional funding sources.

4.14 The IDP was published as part of the supporting evidence base for the CIL Preliminary Draft Charging Schedule consultation undertaken in November-December 2011. Sixteen responses were received during this consultation, some which included comments on the Infrastructure Delivery Plan. The IDP was also published as a background document to the Council's consultation on the Delivery & Site Allocations Plan (September-October 2011).

4.15 The IDP was again published as part of the supporting evidence base for the CIL Draft Charging Schedule consultation undertaken in March-April 2012. Twenty-two responses were received, with a small number of comments on the Infrastructure Delivery Plan.

Current revision

4.16 Following the responses received on the IDP during the consultation on the Draft Charging Schedule, the IDP has subsequently been revised and updated to reflect these comments as appropriate. It has also been updated to reflect the change of national policy, following the publication of the NPPF in March 2012 and to reflect the Proposed Submission version of the Delivery & Site Allocations Plan, which will be published for consultation on 1st June 2012.

Missing Information / Assumptions

4.17 At times, 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, a lack of resource to dedicate to the exercise or because the service provider has not engaged within the infrastructure planning process. Where there has been a lack of

engagement, the Council has tried all means possible to contact and engage with the service provider. Where there are gaps in the information available, this is highlighted in the service response and where appropriate, assumptions have been produced to provide some baseline information.

5 Appraisal of Infrastructure Requirements

The scope of infrastructure requirements within the IDP

5.1 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. To aid this process and ensure the IDP remains a clear, focused and effective document and tool, criteria have been developed as a means to agree its content.

5.2 The criteria for including items in the IDP are:

- The infrastructure element contributes to the delivery of 1 or more of the Core Strategy outcomes 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

Infrastructure which has been identified (using currently available assessment) to be directly related and essential to the delivery of a strategic site is also included within the IDP.

5.3 It is not the role of the IDP to prioritise what infrastructure elements should be delivered, and in particular what funds should be allocated to the delivery of infrastructure. These decisions will be taken by individual service providers and, in relation to CIL, through the governance arrangements established to allocate CIL monies.

5.4 It should not be expected that all infrastructure identified in the IDP will be delivered, within the timeframes identified, or at all. Inclusion of infrastructure schemes within this IDP does not automatically result in schemes being included on the Council's Regulation 123 list for schemes to be funded through CIL. It is anticipated that some of the schemes included within the may be

funded, or part funded, through CIL but may also receive funding from other sources.

The Geographical Scale of Provision

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

Sub-regional infrastructure

5.6 Sub-regional infrastructure schemes have been identified within the IDP for information. These schemes will be delivered by third parties at 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. In addition, if the CIL Charging Authority wanted, money collected from CIL could be allocated to help fund sub-regional infrastructure.

District wide and Local Community Areas

5.7 At a corporate level Wycombe district has been subdivided into four Local Community Areas - High Wycombe LCA, Chepping Wye Valley LCA, North West Chilterns LCA and South West Chilterns & Marlow LCA. These areas are used by both the County and District councils to plan for the provision of services and for local communities. The location for the delivery of infrastructure within the district is identified through the relevant LCA.

The Local Level

5.8 The CIL Regulations require a 'meaningful proportion' (to be defined in amended Regulations) of CIL funding to be distributed to the local area where the development has occurred. It is not the role of the IDP to identify schemes which should be funded by CIL and therefore the projects to be funded through CIL at the local level are not identified here but will be identified through the CIL spending and reporting process.

Strategic Sites

5.9 The IDP also identifies infrastructure requirements for key strategic sites which are identified through the Local Development Framework process. For the purposes of the IDP we have retained the definition of a 'strategic site' as previously defined in PPS12 as those sites central to the achievement of the (Core) strategy and where investment requires a long lead-in.²⁶ For the purposes of the IDP the following sites have been identified as strategic sites:

- Greenfield reserve locations (Slate Meadow, Land at Terriers Farm, Abbey Barn North, Abbey Barn South, Gomm Valley)
- PS8 RAF Daws Hill
- High Wycombe town centre key development sites – HWTC10 Swan Frontage, HWTC13 Lily's Walk (former Gas Works site); HWTC16 Octagon Parade
- PS6 Former Compair, PS7 Former De La Rue
- PS10 Handy Cross Sports Centre
- PS13 Picts Lane, Princes Risborough

5.10 These sites are identified as strategic due to the scale of development planned, their role in delivering wider policy objectives and strategy and/or their location, particularly in the case of peripheral Greenfield sites. The sites are proposed for a mixture of uses, including housing, business and retail. Within this context it should be stressed that the identification of infrastructure associated with a strategic site within the IDP is **not** the same as allocating a site for development.

5.11 The IDP identifies the essential elements of infrastructure required to ensure the delivery of a strategic site, as per the most current assessments. Future more detailed assessment of the sites, particularly through the Core Strategy Review process and development management processes, may identify additional infrastructure requirements, or make obsolete infrastructure

²⁶ PPS12: Creating strong, safe and prosperous communities through local spatial planning (DCLG, 2008), para. 4.7

requirements stated here. As this further work is undertaken the IDP will be updated accordingly and reflected in individual site policies and development briefs as appropriate.

Key Questions

5.12 For each item of infrastructure this IDP addresses the following questions, which establishes the justification and delivery mechanisms for the elements of infrastructure.

5.13 These key questions include the following:

- **What and Why?** To identify the type and scale of infrastructure elements needed according to the evidence presented. This section contains the justification for new infrastructure, using information on future development proposals and demographic change to identify the current capacity and future demand for infrastructure. Some infrastructure needs have been calculated using agreed formulaic standards for infrastructure requirements. It will also take into account changes in the way services are being provided, which also impacts upon infrastructure planning. Included in the justification for the infrastructure is the identification of the Core Strategy Outcome or the strategic site which this infrastructure element helps deliver.
- **How?** Addressing how the infrastructure will be delivered, including the lead delivery partner, the delivery mechanism, and identified funding sources. It also identifies any risks to funding, plus the related contingency measure(s). Wherever possible, service providers have been asked to provide costs for infrastructure elements. Where no detailed appraisal of costs has been undertaken, service providers have used assumptions/estimates, previous scheme costs or a formulaic approach to reach an estimated cost. More detailed costs will be required/provided as the IDP is updated and monitored, especially as infrastructure elements come forward into the first five year delivery period.

- **Where?** The IDP identifies the infrastructure required to deliver both the Core Strategy Outcomes and specific sites. In order to reflect the differing spatial levels of both the Core Strategy and the DSA and the differing spatial levels of service provision and delivery, the geographical and locational scope of the IDP is sub-divided into sub-regional level (infrastructure which crosses into or out of the administrative boundary of Wycombe district); district-wide infrastructure and infrastructure requirements of the four Local Community Areas within the district. Infrastructure relating to the delivery of individual sites is contained within the relevant LCA.

- **When?** Timescales have been identified as to when the infrastructure will need to be delivered. These timescales reflect impacts on capacity, and are determined by housing and population growth assumptions. The time periods are identified in 5-year tranches, starting from 2011²⁷ to 2026 (the end of the plan period).

5.14 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.

Identifying other funding sources

²⁷ A 2011 start date has been retained in this revision of the IDP to reflect the phasing periods used during the consultation with service providers to identify their infrastructure requirements. Infrastructure that has been delivered within the 2011/12 financial year has been removed from the Infrastructure Delivery Programmes.

- 5.15 As part of the infrastructure planning process service providers were asked to identify potential funding sources that could contribute to the cost and provision of identified infrastructure. Predicting future levels of funding beyond the short-term is difficult and it is particularly problematic in the current economic and funding climate, where spending cuts and changes to funding regimes make it extremely difficult to predict the availability of funding to support growth.
- 5.16 Because of the uncertainty of future funding sources, only funds which have already been allocated or committed have been included as funding sources within this IDP. However further consideration has been given to the availability of other funding sources, including the availability of capital funding from Wycombe District Council and Buckinghamshire County Council, although not committed - see Appendix 4 for further detail.
- 5.17 Some of the infrastructure identified within the IDP, particularly on strategic sites, may be delivered on-site through a section 106 agreement. In particular cases, where the development proposals for a site are progressing and where there is reasonable certainty that infrastructure will be provided through a section 106, this is identified within the IDP.

6 Transport and Accessibility

Transport Network Responsibilities

6.1 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.

6.2 Responsibility for the M40 (J3-5) and the A404(T) which pass through Wycombe district sits with the Highways Agency who manage the Strategic Road Network (SRN) on behalf of the Government.

6.3 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.

Planning for transport and accessibility improvements

6.4 The predicted growth in housing and population across the district up to 2026 will put increased pressure on the existing transport network, including highway capacity and the public transport network. Ensuring that the transport network has adequate capacity to allow residents and visitors to move around and in and out of the district freely is a key principle of sustainable development.

6.5 The third Local Transport Plan (LTP), produced by Buckinghamshire County Council, sets out the strategies and priorities for the transport network and this has the support of Wycombe District Council. A Shared Vision for High Wycombe is also included within the Local Area Strategies section of the LTP and the Wycombe Core Strategy. The LTP priorities are shared with the sustainable community strategy; 'Thriving Economy' and 'Sustainable Environment' are the priority. Safe Communities, Health and Wellbeing and Cohesive and Strong Communities are other shared themes.

6.6 Core Strategy policy CS16 *Transport* sets out the key principles for ensuring that new development contributes to the provision of adequate transport network, in line with the agreed transport strategies and priorities set out in the Buckinghamshire Local Transport Plan. Core Strategy policy CS20 *Transport and Infrastructure* sets out the transport objectives and outcomes that development proposals will be expected to contribute to and achieve. Core Strategy policy CS1 *Overarching Principle – Sustainable Development* and Core Strategy policy CS2 *Main Principles for the Location of Development* also identify the way that the location of development and the way that it is carried out can influence sustainable development, including reducing the need to travel.

6.7 Draft policy DM1 *Transport Requirements of Development Sites* sets out the transport requirements for major development sites, to aim to achieve nil net detriment on the highway network.

The Impact of Development on the Transport Network

6.8 Development within the district to 2026 will have significant impacts on the highway network and on the capacity of the existing public transport network. Working in partnership with the district council, Buckinghamshire County Council have developed the Wycombe Transport Model in order to modelled the impacts of this anticipated development and identify any requirements for additional infrastructure to utilise existing or expand capacity.

6.9 Extensive modelling was undertaken to form part of the evidence base for the Core Strategy and this has continued in the formulation of the evidence base for the DSA. Further details of the modelling work undertaken can be found in the modelling background papers.²⁸

6.10 Traffic modelling was also undertaken of specific strategic sites and/or junctions where the impact of growth and/or proposed changes was considered to be greatest. This included traffic modelling of Handy Cross junction (J4, M40) which was undertaken in conjunction with the Highways Agency.

²⁸ Technical Note Wycombe LDF TN1 – Individual Site Tests (Halcrow, 2009)

6.11 When assessing the requirements for transport infrastructure a full range of demand management, sustainable travel and network management measures should be considered in the first instance with costly highways infrastructure improvements considered as a last resort.

What transport infrastructure is needed to support growth?

Sub-regional infrastructure

6.12 The Thames Valley Multi Modal Study found that the current north-south transport links are inadequate and Buckinghamshire County Council is currently looking at potential solutions and improvements (within and/or affecting Wycombe district). The following projects are seen as key infrastructure projects to address these issues at a sub-regional level and are considered essential if the sub-region is to deliver against identified policy priorities. They are all predicated on significant modal shift using a two-pronged approach: investment in public transport and other non-car modes of transport which will provide alternatives to the use of the car and increasing awareness of alternative modes of transport through smarter Travel Choices.

6.13 *Thames Valley Strategic Bus and Coach Network, including High Wycombe Coachway / Park & Ride* – A coachway at Handy Cross would facilitate modal interchange between private car and inter-urban coach and bus networks and would encourage sustainable access to a proposed new business development, thus helping High Wycombe to achieve its objective to deliver an increase in high value local jobs.

6.14 *East-West Rail* – East-West Rail will deliver significant connectivity improvements in the county, including along its north-south axis. The business case for the Western Sector of the project is strengthened by a link to Aylesbury and route improvements between Aylesbury and Princes Risborough to facilitate improved rail links between High Wycombe, Aylesbury and beyond to Milton Keynes. Any financial contributions to the scheme will need to be proportionate to the benefits delivered by the scheme to the district.

6.15 *Bisham Roundabout / A404 Route Improvements* – The A404 is managed by the Highways Agency, who were previously investigating improvements along the route, notable at the Bisham Roundabout which suffers from peak time congestion. Work on the scheme is currently on hold; however it is likely some improvements will be required in the next 15 years. Any scheme could be accompanied with other A404 route improvements, including the Westhorpe Interchange at Marlow.

Other sub-regional projects

6.16 *Chiltern Railways Evergreen 3 – London-Oxford* - Chiltern Railways are currently progressing plans for improvements to services between London Marylebone and Oxford, which will include the introduction of a new High Wycombe to Oxford direct rail link. This new transport link will provide an alternative sustainable public transport link between the two towns which currently has limited public transport connections. It is anticipated that services between London Marylebone and Oxford will commence in 2013.

District-wide Infrastructure

6.17 The Milton Keynes Aylesbury Vale DaSTS Study undertaken in 2010 identified the following key recommendations for Wycombe district – “The critical success factors are public transport connectivity locally and effective highways management – both for the local network and for nearby national strategic routes. The character and performance of the town is impacted by the performance of local transport networks. The significant constraints in terms of topography and demography necessitate the need for clear and precise development of meaningful management strategies. Topography and environment tend to preclude infrastructure-laden solutions to the problems of Wycombe.”

6.18 The DaSTS Study also identified the implementation of a comprehensive network of superfast broadband and leading-edge ICT would support job creation and strengthen the rural economy. New ICT systems would provide a means of better tailoring services, training and development to meet local

needs while enabling micro-businesses and SMEs to participate more fully in international markets. Increasing the coverage of broadband will also boost the opportunities for tele-working and thus reduce the need to travel.

6.19 In 2011 Chiltern Railways completed the redevelopment of High Wycombe railway station, including the provision of a public transport interchange at the station and increased car parking provision.

6.20 Any requirements for infrastructure works to the Strategic Road Network (SRN) will be identified on a site specific basis once evaluation of the impacts of development proposals on the SRN is complete.

6.21 Any requirements for on street parking restrictions or provisions or excessive demands will be identified on a site specific basis once evaluation of the impacts of development proposals is complete.

6.22 In parallel with the individual elements of infrastructure identified below, it is important to also promote Smarter Choices. Smarter choices are techniques for influencing people's travel behaviour towards more sustainable options such as encouraging school, workplace and individualised travel planning. Areas of focus will include progressing self-contained sustainable new development, school travel plans for both new and existing schools, work place travel plans and support teleworking for businesses and individualised marketing and travel blending. To support this work the development of transport policies will be required including a parking strategy. Funding of specific infrastructure to supporter smarter Travel Choices will require capital funding, whereas the travel planning, provision/promotion of transport services will require revenue support.

High Wycombe LCA

6.23 Transport modelling has shown that traffic levels in, out of and around High Wycombe will rise during the period 2006-2026 from the consequences of the planned growth in and around the town. The High Wycombe Transport Strategy has identified key elements of infrastructure required to ensure that

the network continues to operate and makes the most efficient use of the capacity

6.24 The DSA contains significant proposals for the regeneration of High Wycombe town centre, through the town centre masterplan. This involves significant changes to the town centre highway network. Further detail on these changes are set out in Chapter 7.

- Highway Network

HW/T1 Urban Traffic Management Control (UTMC) system

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 1d; 2d; 3d

HW/T2 Western Congestion Management Corridor (A40 West Wycombe Road)

HW/T3 Eastern Congestion Management Corridor (A40 London Road)

HW/T4 Northern Congestion Management Corridor (A404 Amersham Hill)

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 2d; 3d

6.25 LTP3 identifies the routes above as priority corridors for congestion management. Work on the corridors will aim to make the most efficient use of these key movement corridors through increasing capacity, reducing congestion and improving traffic flow. Building on the core UTMC system now installed for the county, deployment of additional on street equipment in High Wycombe such as Variable Message Screens, ANPR and CCTV cameras will maximise traffic monitoring and information dissemination capabilities.

HW/T5 Hughenden Quarter Link Road

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 2d; 3d
- Site(s): PS6 Former Compair; PS7 Former De La Rue

6.26 The delivery of these two sites requires the implementation of a link road through the two sites in order to gain accessibility but also to provide for the opportunity for walking and cycling routes and bus penetration through the development area.

HW/T6 Improvements to A4010, including at Chapel Lane junction and New Road/ Cressex Road junction

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 3d

6.27 To improve North-South connectivity and to support the implementation of changes to the town centre road network, the strategic road network is being reviewed. Initial modelling runs have suggested there will be congestion issues in the coming years and has highlighted the potential for improvements at specific locations.

HW/T7 Signalisation of John Hall Way and Crest Road

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 3d
- Site(s): PS10 Handy Cross Sports Centre

6.28 To improve North-South connectivity the strategic road network is being reviewed. Initial modelling runs have suggested there will be congestion issues in the coming years at specific locations, including at this junction. To support increased capacity, proposed local development (PS9 Cressex Island and PS10 Handy Cross Sports Centre) and to enable deflection of traffic from High Wycombe town centre junction improvements at this location may be required.

HW/T8 Junction improvements and public transport measures relating to PS8 RAF Daws Hill and Abbey Barn South

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 3d
- Site(s): PS8 RAF Daws Hill; Abbey Barn South

6.29 In order to ensure that development sites have appropriate access and highway capacity localised junction improvements and provision of public transport priority measures may be required. These have been identified and tested through the transport modelling undertaken to support the Delivery & Site Allocations document and Position Statement. Specific junction improvements are listed in the Infrastructure Delivery Programme at the end of this chapter.

6.30 A key measure in this area will be addressing the traffic congestion issues caused in the locality at school drop-off and pick-up times. In the longer term this could include a bus-priority link will be provided from PS8 Daws Hill (and Abbey Barn South if allocated) to the Regional Coachway & Park & Ride to enable passengers to access both the Coachway and priority bus routes into the town centre.

- Public Transport

HW/T9 Thames Valley Bus and Coach Network: Regional Coachway / Park & Ride and relocation of Southern Park & Ride with Coachway facility

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 1d. & 3d.
- Site(s): PS10 Handy Cross Sports Centre Site

6.31 The Regional Coachway facility is also a key element of delivering the development of PS10 Sports Centre site, by providing a sustainable transport alternative for people working at the site, who may normally travel by car. The current southern Park & Ride will be moved from its existing location to be co-located with the Coachway and will offer a frequent, direct public transport service into the town centre for visitors to and workers of PS10 and the town centre.

HW/T10 Primary Public Transport Corridor (PPTC): Desborough Avenue / A404 Marlow Hill

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 1d; 3d
- Site(s): PS10 Sports Centre Site; PS8 RAF Daws Hill; Abbey Barn South

HW/T11a Shorter-term implementation of Northern Park & Ride at Hazlemere

HW/T11b Northern Park & Ride

HW/T12 Primary Public Transport Corridor (PPTC): A404 Amersham Hill / A4128 Hughenden Road / Hamilton Hill

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 1d; 3d
- Site(s): Terriers Farm

6.32 The provision of a high quality public transport network is an essential element of the Wycombe Transport Strategy in ensuring that sustainable

development is delivered, by providing alternative transport modes to the private car. The implementation of Primary Public Transport Corridors aims to make efficient use of key radial corridors with increased priorities for public transport and reduced congestion and improved traffic flows. The implementation of Park & Ride facilities is linked to the delivery of PPTCs in the north and the south to ensure that a quick, frequent public transport link is provided to the town centre.

6.33 The implementation of a Northern Park & Ride facility will also help for the delivery of sustainable development at Terriers Farm (if allocated), while also aiming to help alleviate traffic congestion on the northern approach into High Wycombe. In the shorter-term potential opportunities for bringing forward an interim park & ride site at Hazlemere are being investigated as part of the draft High Wycombe Transport Strategy.

HW/T13 Eastern Primary Public Transport Corridor – bus land additions along London Road (such as Hatters Lane and Micklefield Road junctions)

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 1d; 3d

6.34 The LTP3 identifies this corridor as a Primary Public Transport Corridor (PPTC) as well as a Priority Congestion Management Corridor (PCMC). As part of the PCMC project a number of junctions will be enhanced with bus priority technology to improve the flow of buses as well as general traffic. The PPTC scheme will provide some further physical bus priority enhancements to permit town bound buses to bypass some of the junctions on this corridor completely using short sections of new bus land provision.

HW/T14 Smart Ticketing technology

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 1d; 3d

6.35 In the recent Local Transport White Paper (Creating Growth, Making Sustainable Local Transport Happen, 2011) Central Government committed to improving end-to-end journeys by enabling most public transport journeys to

be undertaken with a smart ticket by December 2014. The installation of the smart ticketing equipment in individual buses is expected to be led by commercial bus operators, with central government incentivising this investment. Smart ticketing will enhance the public transport journey experience, improve journey times and reliability and enhance integration between bus and rail in the district. Transport for Buckinghamshire is preparing a bid for funding from the Better Bus Fund, which if successful, could contribute to some of the public transport measures identified within the IDP.

HW/T15 Increase in capacity at High Wycombe Bus Station

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 1d; 3d

6.36 High Wycombe bus station is currently operating close to capacity. The additional bus services that will be developed as part of the High Wycombe Transport Strategy will require a significant increase in the operating capacity of the bus station. In the early years of the strategy it will be possible to achieve the extra capacity required through the use of technology and the development of a Dynamic Bay Allocation system, which assigns vehicles to a bay as they arrive in the bus station. This system is likely to give an increase in capacity of about 10%.

6.37 In the longer term, additional capacity could be achieved through either (1) the provision of additional bay capacity in the area close to the bus station, or (2) utilising opportunities for additional bay capacity at various points around the town centre brought forward through the implementation of the masterplan proposals and the proposed changes to the highway network.

HW/T16 Public Transport Route Improvements, including RTPI

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 1d; 3d

6.38 For a town with High Wycombe's topography and the constraints this puts on walking and cycling potential, bus travel is vital to the provision of a sustainable transport system. For buses to realise their potential in the town they need to be attractive alternatives to the private car, with reliable, direct

and frequent levels of service. Town wide there is a need to apply targeted improvements to tackle journey time reliability issues and make information on services readily available. Measures to achieve this will include upgrading traffic signals in the town with bus priority technology, initiatives to better manage car parking around the town to reduce conflict with buses and general traffic, and through the provision of additional real time passenger information at bus stops.

HW/T17 Quality Bus Partnerships Development in High Wycombe

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 1d; 3d

6.39 A rainbow routes bus network operates in High Wycombe currently, which are branded high frequency bus routes operated in partnership with the bus operators and Buckinghamshire County Council. To support the development of this network with improved frequencies, operating hours and coverage, some revenue support may be required either as an ongoing subsidy or pump priming prior to the improved services becoming commercially viable. This will improve accessibility and grow bus patronage in the town, reducing congestion and vehicle emissions.

- Walking & Cycling Network

HW/T18 Improvements to High Wycombe Cycling and Walking Network

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 1d; 3d

6.40 A review of potential cycling network enhancements in High Wycombe was conducted in 2002 and many of the routes identified are yet to be implemented. Give the topography constraints in the town, careful consideration will be required as to the benefits of implementing each of these routes. Improved signage of both walking and cycling routes and networks in the town is another option for encouraging greater levels of active travel in the town. In addition to this there is a need to work closely with local communities in High Wycombe to overcome any perceived barriers to active travel in the town, and funding for dropped kerbs, new crossings and pedestrian refuges will be important for overcoming these barriers.

HW/T19 Smarter Choices

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 1d; 3d

6.41 Smarter Choices are techniques used to influence people's travel behaviour to encourage more sustainable forms of travel. The importance of these techniques are recognised in national transport policy and best practice, and locally in both the LTP3 and emerging High Wycombe Transport Strategy. The techniques can deliver reductions in levels of car use and associated congestion comparable to significant infrastructure investments, and are vital in either reducing the need for or supplementing the benefits of such transport investments. In addition to smarter choices, activities undertaken in partnership with local schools, community groups and businesses, the potential of these techniques will be enhanced in High Wycombe with funding to support a rolling programme of town wide promotional initiatives and events.

Chepping Wye Valley LCA

CWY/T1 High Wycombe – Bourne End Walking & Cycling Route

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 1d; 3d
- Site(s): Slate Meadow

6.42 The former High Wycombe-Bourne End railway line offers an opportunity to create a traffic-free green walking and cycling route, which connects High Wycombe to Bourne End and the settlements in between. In the longer-term, the opportunity may arise to create a public transport link along this route.

CWY/T2 A4094 Urban Traffic Management Control System

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 3d

6.43 Building on the core UTMC system now installed for the county, deployment of additional on-street equipment on this corridor such as Variable Message Screens, ANPR and CCTV cameras will maximise traffic monitoring and information dissemination capabilities.

South West Chilterns & Marlow LCA

▪ Walking & Cycling Network

M/T1 Marlow Cycling Network

a. Shared cycle/footway – Wycombe Road, Marlow Bottom

b. Shared cycle/footway – A4155 Henley Road

c. Signage and minor enhancements in town centre to create a Marlow cycle network linking existing key routes

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 1d; 3d

6.44 Opportunities for cycling in parts of Marlow have been identified through the development of the Marlow Cycling Network, undertaken by Buckinghamshire County Council and Wycombe District Council. The implementation of a coherent cycling network will provide the infrastructure required to promote cycling as an alternative sustainable mode to the private car.

M/T2 Marlow Community Bus Initiative

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 1d; 3d

6.45 Marlow serves a rural catchment where it is difficult to access the services and facilities on offer in the town, without the use of a private car. Accessibility solutions must be locally tailored and led, but with support provided by the local authorities and development which will serve the rural catchment. A community bus is an example of a scheme that can be locally managed and operated, but with some financial support provided in the early years for vehicle provision. The bus can compliment any existing public transport provision in an area.

M/T3 Marlow Urban Traffic Management Control System

M/T4 Marlow Electronic Car Park Guidance System

Objectives, Outcomes & Development Sites achieved through delivery:

Core Strategy Outcomes: 3d

6.46 Building on the core UTMC system now installed for the county, deployment of additional on-street equipment in Marlow such as Variable Message Screens, ANPR and CCTV cameras will maximise traffic monitoring

and information dissemination capabilities. Live on-street car park capacity information will reduce the circulation of traffic in town in search of car park spaces.

North West Chilterns LCA

- Walking & Cycling Network

PR/T1a Improvements to walking & cycling routes around the town
PT/T1b Extend footbridge at railway station to land west of the railway line

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 1d; 2d; 3d
- Site(s): PS13 Picts Lane

6.47 Delivery of a legible walking and cycling network in the town, particularly between the town centre, key employment sites, schools and the railway station will support travel by these modes, improving health and reducing congestion. Improvements to walking and cycling access to the Princes Estate across the railway line will help improve links between new residential development (PS13 Picts Lane), the railway station and a major employment area in the town. Improved links will also help facilitate access to the countryside.

PR/T2 Public Transport Improvements – Real Time Passenger Information displays at bus stops

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 1d; 3d

6.48 Real time bus journey information at bus stops in the town will make public transport travel in the town more attractive, reducing car use and associated congestion both within Princes Risborough, and on routes to other destinations such as High Wycombe.

Other Transport Investment

6.49 The highway schemes above identify key junction improvements required either in for the delivery of key sites within the town or to provide additional capacity on the strategic network. The IDP has not identified all junction improvements that will be required for the delivery of individual sites and these

will be identified through site specific policies within the Wycombe Development Framework and/or through the development control process on individual planning applications.

Risk and Contingency

6.50 The non-delivery of the schemes set out in this chapter will impact on the delivery of the overall strategy and specific strategic sites, where relevant. A key risk affecting delivery will be that funding will not be available.

6.51 The support of partners in the delivery of schemes will be vital to their implementation, especially Buckinghamshire County Council, transport operators and developers. Where funding is not available, a key action will be to identify alternative funding sources.

Transport & Accessibility - Infrastructure Delivery Programme

Scheme	Delivery Agency	Cost		Level of Funding Commitments Identified (£)					Committed?	Phasing	Notes
		Total Cost	Source of Cost	Core Public Sector Funding	Existing S.106 collected	Developer funded direct	Other sources (grants etc)	Net Funding Gap			
HIGH WYCOMBE LCA											
HW/T1 Urban Traffic Management Control System	TfB	£2m	Feasibility study & experience from Aylesbury UTMC project	-	£ 0.26M	-	-	£1.74M	Part	2011-2016	If congestion worsens scheme may be required earlier. Countywide core system now in place.
HW/T2 Western Congestion Management Corridor including junction improvements at A40 / The Pastures	TfB	£2.8m	Estimate (ILR outlined potential scheme at The Pastures)	-	-	-	-	£2.8M	No	2016-2026	Scheme costs does not make any allowances for utility diversion costs. Chapel Lane scheme is identified separately on this schedule but would be integral to corridor improvements.
HW/T3 Eastern Congestion Management Corridor (London Road)	TfB	£2M	Estimate for phases 4 & 5 of London Road improvements	-	-	-	-	£2M		2016-2026	Signals to be upgraded to include ACIS units for bus priority
HW/T4 Northern Congestion Management Corridor – improvements to A404 Amersham Road (between Totteridge Land and Hamilton Road junctions)	TfB	£1M	Estimate	-	-	-	-	£1M	No	2016-2026	These improvements will be required irrespective of development at Terriers Farm.
HW/T5 Hughenden	Site	£2M	Estimate	-	-	£2M	-	-		2011-2016	

Scheme	Delivery Agency	Cost		Level of Funding Commitments Identified (£)					Committed?	Phasing	Notes
		Total Cost	Source of Cost	Core Public Sector Funding	Existing S.106 collected	Developer funded direct	Other sources (grants etc)	Net Funding Gap			
Quarter Link Road	Developers										
HW/T6 Improvements to A4010, such as <ul style="list-style-type: none"> o Chapel Lane junction improvements o New Road / Cressex Road junction 	TfB	£3.2m	Initial estimate following scheme design	-	-	-	-	£3.2M	No	2011-2021	
HW/T7 Full signalisation of John Hall Way & Crest Road	Site Developers	£1.3m	Initial estimate following scheme design	-	-	£1.3M	-	-	No	2011-2016	
HW/T8a Daws Hill / Abbey Barn South – Daws Hill Lane/Marlow Hill junction improvements	Site Developers	£0.2M	Estimate	-	-	£0.2M	-	-	No	2011-2016	
HW/T8b Improvement to school drop off facilities, including longer term proposal for Daws Hill-Sports Centre Public Transport Bus Link	Site Developers	£3M	Estimate	-	-	£3M	-	-	No	2011-2016 2016-2021	£0.5M for short term improvements. £2.5M for longer-term significant improvements
HW/T8c Daws Hill / Abbey Barn South – Marlow Hill / Marlow road junction improvements	Site Developers	£0.5-£1.5M		-	-	£0.5-£1.5M	-	£- M	No	2011-2016	
HW/T8d Daws Hill / Abbey Barn South – Heath End Road / Abbey Barn Lane junction improvements	TfB	£1-1.5M		-	-	£1-1.5M	-	£- M	No	2011-2016	
HW/T8e Daws Hill / Abbey Barn South – Kingsmead Road / Abbey Barn Lane junction improvements	TfB	£0.3M		-	-	£0.3M	-	£- M	No	2016-2021	
HW/T8f Daws Hill / Abbey	TfB	£0.25M		-	-	£0.25M	-	-	No	2016-2021	

Scheme	Delivery Agency	Cost		Level of Funding Commitments Identified (£)					Committed?	Phasing	Notes
		Total Cost	Source of Cost	Core Public Sector Funding	Existing S.106 collected	Developer funded direct	Other sources (grants etc)	Net Funding Gap			
Barn South –Abbey Barn Road / London Road junction improvements											
HW/TC8g Daws Hill / Abbey Barn South – Possible other enhancements needed at Handy Cross, on London Road and the London Road / Knaves Beech Way / M40 junction	TfB	To be determined at a more detailed design stage of any planning application		-	-	-	-	TBC	No	2016-2021	
HW/T9 Regional Coachway / Park & Ride and relocation of southern park & ride with coachway facility	TfB (+WDC)	£5M	Estimate	-	-	-	-	£5M		2011-2016	Failure to provide infrastructure will result in lack of sustainable travel alternatives and a missed opportunity to feed into the Thames Valley Bus & Coach Network.
HW/T10 PPTC: Desborough Avenue / A404 Marlow Hill	TfB	£2.5M	Feasibility Study	-	-	-	-	£2.5M	No	2011-2016	Can be a staged implementation. Desborough Avenue is the preferred route but until Coachway built, services for Daws Hill may use Marlow Hill.
HW/T11a Shorter-term implementation of interim Park & Ride at Hazlemere	TfB + WDC	£0.035M (capital) + revenue support	Estimate	-	-	-	-	£0.035M	No	2011-2016	Implementation of a park & ride facility on this corridor is reliant on utilising existing bus services (not a dedicated P&R

Scheme	Delivery Agency	Cost		Level of Funding Commitments Identified (£)					Committed?	Phasing	Notes
		Total Cost	Source of Cost	Core Public Sector Funding	Existing S.106 collected	Developer funded direct	Other sources (grants etc)	Net Funding Gap			
											service).
HW/T11b Northern Park & Ride	Site Developers + TfB	£5m + £0.2M revenue per annum)	Estimate		-	-	-	£5M	No	2021-2026	Implementation of the scheme is reliant on development of the site.
HW/T12 PPTC: A404 Amersham Hill / A4128 Hughenden Road. Possibility Hamilton Hill as preferred PPTC route.	TfB	£3M	Estimate	-	-	-	-	£3M	No	2021-2026	Implementation of this scheme is reliant upon development of a northern park & ride.
HW/T13 Eastern PPTC – bus land additions along London Road (such as Hatters Lane – Micklefield Road junction)	TfB + WDC	£0.5M	Estimate	-	-	-	-	£0.5M		2011-2016	Other bus priority enhancements along the route will be picked up as part of the congestion management corridor scheme.
HW/T14 Smart Ticketing	TfB / bus operators	£0.35M	Estimate (based on numbers of vehicles & equipment costs)	-	-	-	£0.2M	£0.15M	No	2011-2016	Expectation that this will be commercially led as Central government are incentivising buses operation adoption of technology. TfB preparing funding bid for the Better Bus Fund.
HW/T15 Increase in capacity at High Wycombe Bus Station	TfB	£0.25M	Estimate	-	-	-	-	£0.25M	No	2011-2016	Creating bus stop provision on Oxford Road could be done in isolation in the shorter term but greater off site

Scheme	Delivery Agency	Cost		Level of Funding Commitments Identified (£)					Committed?	Phasing	Notes
		Total Cost	Source of Cost	Core Public Sector Funding	Existing S.106 collected	Developer funded direct	Other sources (grants etc)	Net Funding Gap			
											provision can be delivered by town centre masterplan post 2016. TfB preparing funding bid for the Better Bus Fund.
HW/T16 Public Transport Improvement Routes, including RTP1 at bus stops, ACIS upgrade of signals, measures to control parking	TfB	£0.5M	Estimate	-	£0.3M	-	-	£0.2M		2011-2016	TfB preparing funding bid for the Better Bus Fund.
HW/T17 Quality Bus Partnership development	TfB; Bus operators	£0.25M (revenue pa)	Estimate	-	-	-	-	£0.25M (revenue)	No	2011-2026	
HW/T18 Improvements to High Wycombe Cycling and Walking Network	TfB	£2M	Estimate	-	£0.25M	Some improvements may come forward from direct developer funding	-	£1.75M	No	2011-2026	
HW/T19 Smarter Choices – awareness & promotion of travel issues & alternatives	TfB	£0.25M (revenue pa)	Estimate	-	£0.2M	-	-	£0.1M (revenue)	No	2011-2026	
CHEPPING WYE VALLEY LCA											
CWY/T1 High Wycombe-Bourne End Walking & Cycling Route	TfB (+WDC)	£1.2M	Birdcage Walk-Bourne End cycle route Feasibility Design (Jacobs,	-	£0.175M	-	-	£1.025M	No	2011-2016	Ensure that route is protected by a Transport Improvement Route. Negotiations ongoing with Glory Mill development to vary S106 terms to

Scheme	Delivery Agency	Cost		Level of Funding Commitments Identified (£)					Committed?	Phasing	Notes
		Total Cost	Source of Cost	Core Public Sector Funding	Existing S.106 collected	Developer funded direct	Other sources (grants etc)	Net Funding Gap			
			2010)								permit use of agreed cycle funds for this scheme.
CWY/T2 A4094 Urban Traffic Management Control System	TfB	£0.5M	Feasibility study & experience from Aylesbury UTMC project	-	-	-	-	£0.5M	Part	2016-2021	If congestion worsens, then scheme may be required earlier. Countywide core system now in place.
SOUTH WEST CHILTERN & MARLOW LCA											
M/T1a Shared cycle footway – Wycombe Road, Marlow Bottom	TfB	£0.25M	Prelim design	-	£0.2M	-	-	£0.05M	No	2011-2016	
M/T1b Shared cycle footway – A4155 Henley Road	TfB	£0.1M	Prelim design	-	-	-	-	£0.1M	No	2016-2021	
M/T1c Signage and minor enhancements in Marlow town centre	TfB	£0.02M	Estimate	-	-	-	-	£0.02M	No	2016-2021	
M/T2 Community Bus Initiative	TfB / Marlow Town Council	£0.08M	Estimate	-	£0.03M	-	-	£0.05M	No	2011-2016	Any scheme will be dependent on local leadership and additional funding for this initiative.
M/T3a Marlow Urban Traffic Management Control System	TfB	£0.5M	Feasibility study & experience from Aylesbury UTMC project	-	-	-	-	£0.5M	Part	2021-2026	If congestion worsens, then scheme may be required earlier. Countywide core system now in place.

Scheme	Delivery Agency	Cost		Level of Funding Commitments Identified (£)					Committed?	Phasing	Notes
		Total Cost	Source of Cost	Core Public Sector Funding	Existing S.106 collected	Developer funded direct	Other sources (grants etc)	Net Funding Gap			
M/T3b Electronic car park guidance system	TfB	£0.5M	Experience from Aylesbury UTMC project	-	-	-	-	£0.5M	No	2021-2026	
NORTH WEST CHILTERNES LCA											
PR/T1a Improvements to walking & cycling routes around the town	TfB	£0.48M	PR Cycling Review (Babbie, 2002) + allowance for inflation	-	-	-	-	£0.48M		2016-2021	
PR/T1b Extend footbridge at railway station to land west of the railway line	TfB	£0.528M	Estimate	-	£0.1M	-	-	£0.428M		2016-2021	
PR/T2 Public Transport Improvements – RTPI displays at bus stops	TfB	£0.05M	Estimate	-	£0.025M	-	-	£0.025M	No	2011-2016	
TOTAL		£51.89M			£1.54M	£10.05M	£0.2M	£40.3M			

7 High Wycombe Town Centre Masterplan

7.1 The DSA contains significant proposals for the future development of High Wycombe town centre, known as the High Wycombe Town Centre Masterplan. The masterplan proposals aim to achieve the objectives of Core Strategy Policy CS3 *High Wycombe Principles* and the vision for High Wycombe town centre set out in draft DSA Policy HWTC1. In particular the proposals aim to proactively support and promote the economic development of the town centre, and the district as a whole, through investment in transport infrastructure and improvements in the public realm and environmental quality of the town centre and through releasing additional development sites within the town centre for a mixture of uses, including retail, employment and residential. Further detail on the objectives and background to the development of the masterplan is included within the supporting evidence to the DSA.²⁹

7.2 In conjunction with the DSA longer-term proposals for the town centre, the Council has also developed a five-year Public Realm Action Plan (PRAP) to prioritise public realm improvements within the town centre in the shorter-term. The PRAP sets a range of improvements that could be implemented which contribute to the achievement of two elements of the masterplan – “Transforming Spaces” and “Bringing the Town Together”.

HW/MP1-8 Town Centre Masterplan – Short-term Public Realm Improvements

Objectives, Outcomes & Development Site achieved through delivery:

- Core Strategy Outcomes: 1d; 2d; 3d; 4a; 4d; 4e
- Site(s): High Wycombe town centre site allocations HWTC1-

7.3 Options for improvements to the public realm include tree planting, reduction of street clutter, re-surfacing and public space enhancements. The individual elements are listed in the Infrastructure Delivery Programme at the end of this chapter and could be implemented, subject to funding availability. Improvements will be implemented by Wycombe

²⁹ High Wycombe Town Centre Masterplan Background Paper (WDC & BCC, May 2012)

District Council, in partnership with other organisations including Bucks County Council and the High Wycombe Town Centre Partnership.

HW/MP9-15 Town Centre Masterplan - Highway Network Changes

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 1d; 2d; 3d; 4a; 4d; 4e
- Site(s): High Wycombe town centre site allocations HWTC7-21

7.4 Implementation of High Wycombe Town Centre Masterplan requires the delivery of key elements of transport infrastructure to provide an alternative cross town route which gives the planning and highways authorities the scope to reduce traffic capacity on Abbey Way flyover and to implement public realm improvements and release development opportunities in areas currently dominated by highway infrastructure and traffic movements.

7.5 The individual elements of transport infrastructure required are listed in the Infrastructure Delivery Programme at the end of this chapter. Some individual elements also contribute towards the delivery of key town sites identified within the DSA. The costs of on-going maintenance to Abbey Way flyover in the short-medium term (approx. £1.7M) have not been included within this IDP.

7.6 Further details on the changes to the highway network are set out in the evidence base for the town centre masterplan proposals.³⁰

HW/MP16-21 Town Centre Masterplan – Longer-term Public Realm Improvements & Development Opportunities

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 1d; 2d; 3d; 4a; 4d; 4e
- Site(s): High Wycombe town centre site allocations HWTC7-21

7.7 The changes to the road network set out above allow for significant public realm improvements within the town centre. Changes to the road network

³⁰ High Wycombe Town Centre Masterplan: Highway Design Report (Jacobs, April 2012); High Wycombe Town Centre Masterplan: Traffic Forecasting and Assessment (Jacobs, April 2012)

will allow for the implementation of public realm improvements, including improved pedestrian links and provision of public spaces for recreational use and a “greening” of the urban environment at Oxford Road roundabout, Archway, Frogmoor and the Swan Frontage. Further details on the character and design of these spaces are set out in the evidence base for the town centre masterplan proposals.³¹

7.8 Proposals for HWTC10 Swan Frontage have identified the potential for the relocation of some of the existing uses on the site (fire station, Royal British Legion and Liberal Club) to allow for a comprehensive development of this area. Relocation of any existing uses is not certain and will involve further discussions between Wycombe District Council and users of these facilities before any final decisions are taken.

7.9 Opportunities for improvements to the existing River Wye corridor (at Swan Frontage) in the shorter and medium term will be utilised. The de-culverting of additional parts of the river corridor in the longer-term will be protected through the design of these spaces.

7.10 The changes made in the town centre through the masterplan will protect the opportunity for a decision to be taken on closing Abbey Way flyover completely in the longer term. The DSA document does not propose closure within its policies, but the proposals that it contains would allow this to happen in the longer term if it was appropriate to do so at the time.

³¹ High Wycombe Town Centre Masterplan Background Paper (WDC & BCC, May 2012)

High Wycombe Town Centre Masterplan - Infrastructure Delivery Programme

Scheme	Delivery Agency	Cost		Level of Funding Commitments Identified (£)					Committed?	Phasing	Notes
		Total Cost	Source of Cost	Core Public Sector Funding	Existing S.106 collected	Developer funded direct	Other sources (grants etc)	Net Funding Gap			
HIGH WYCOMBE LCA											
Public Realm – “Transforming Spaces”											
HW/MP1 Street de-cluttering	WDC	£ 0.02 – 0.06M	PRAP								
HW/MP2 Shop front enhancement	WDC	£0.05M	PRAP								
HW/MP3 Tree planting	WDC	£ 0.05 - £0.3M	PRAP								
HW/MP4 Improvements to Frogmoor	WDC	£ 0.1M	PRAP								
HW/MP5 Improvements to Queens Square	WDC	£ 0.7M - £ 1M	PRAP								
Public Realm – “Linking Places”											
HW/MP6 Connections with the Rye	WDC	£ 0.15M - £0.25M	PRAP								
HW/MP7 Improvements to St. Mary’s Street & Swan Forecourt	WDC	£ 0.05M	PRAP								
HW/MP8 Improvements to Bull Lane	WDC	£ 0.05M - £ 0.15M	PRAP								
TOTAL		£ 0.92M - £ 2.64M	PRAP	£ 0.4M - £ 2.13M	£ 0.05		£ 0.47M	£ 0.4M - £ 2.13M	Subject to local authority capital budget allocation	2013-2018	For more info. see Public Realm Action Plan
Highway Network Changes											
Project Management costs	BCC + WDC	£0.22M	Estimate								
HW/MP9 – Gas Works Link Road	BCC (+WDC)	£1.045M	Jacobs Costings Report (2012)							2013-2018	For more info. see masterplan background paper
HW/MP10 – Treatment of West Wycombe Road and construction of	BCC (+WDC)	£1.005M	Jacobs Costings Report							2013-2018	For more info. see masterplan background paper

Scheme	Delivery Agency	Cost		Level of Funding Commitments Identified (£)					Committed?	Phasing	Notes
		Total Cost	Source of Cost	Core Public Sector Funding	Existing S.106 collected	Developer funded direct	Other sources (grants etc)	Net Funding Gap			
Westbourne Street Link & new signalised junction at Westbourne Street/West Wycombe Road			(2012)								
HW/MP11 – Provision of link road between Sainsbury's & Archway and retention of elevate single-carriageway Archway	BCC (+WDC)	£0.5M	PBA Costings Report (2009)							2013-2018	For more info. see masterplan background paper
HW/MP12 – MfS Treatment of alternative route	BCC (+WDC)	£2.495M	Jacobs Costings Report (2012)							2013-2018	For more info. see masterplan background paper
HW/MP13 – Land Acquisition	WDC (+BCC)	£0.5M	Estimate							2013-2018	For more info. see masterplan background paper
HW/MP14–Abbey Way flyover reduced to single carriageway	BCC (+WDC)	£0.1M	Estimate	-	-	-	-			2013-2018	For more info. see masterplan background paper
HW/MP15- Eastern town centre traffic management changes	BCC (+WDC)	£1.1M	PBA Costings Report (2009)							2013-2018	For more info. see masterplan background paper
TOTAL		£6.415M		£1.566M - £2.616M	£1.643M			£2.156M - £3.206M	Subject to local authority capital budget allocation	2013-2018	For more info. see masterplan background paper
Longer-term public realm improvements & development opportunities											
<i>Oxford Road roundabout</i>											
HW/MP16 – Highway works & environmental improvements at Oxford Road roundabout	BCC (+WDC)	£1.59M	Jacobs Costings Report (2012)	-	-	-	-	-		2018+	For more info. see masterplan background paper
HW/MP17 - Environmental Improvements at Archway	WDC (+ BCC)	£0.5M	Prelim scheme design	-	-	-	-	-		2018+	For more info. see masterplan background paper
<i>Swan Frontage</i>											

Scheme	Delivery Agency	Cost		Level of Funding Commitments Identified (£)					Committed?	Phasing	Notes
		Total Cost	Source of Cost	Core Public Sector Funding	Existing S.106 collected	Developer funded direct	Other sources (grants etc)	Net Funding Gap			
HW/MP18 – Dualling of Abbey Way gyratory (southside)	BCC (+WDC)	£1.5M	PBA Costings Report (2009)	-	-	-	-	-		2018+	For more info. see masterplan background paper
HW/MP19 – Highway works & environmental improvements at Swan Frontage	BCC (+WDC)	£ 1.05M	Jacobs Costings Report (2011)	-	-	-	-	-		2018+	For more info. see masterplan background paper
HW/MP20 – Re-location of High Wycombe fire station	WDC (& BFRS)	£5M	Estimate	-	-	-	-	-		2018+	Discussions on going with Bucks Fire & Rescue service. For more info. see masterplan background paper
HW/MP21 – Re-location of Royal British Legion	WDC & RBL)	£0.85M	Estimate	-	-	-	-	-		2018+	Re-location not essential and only if suitable alternative site identified. For more info. see masterplan background paper
TOTAL		£4.64M - £10.59M		-	-		£0.5M	£4.14M - £10.09M		2018+	

8 Affordable Housing

What and Why?

8.1 Affordable housing is defined nationally as social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Social rented housing³² is owned by local authorities and private registered providers for which guideline target rents are determined through the national rent regime. Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. It is subject to rent controls that require rent of no more than 80% of the local market rent (including service charges). Intermediate housing is homes for sale and rent provided at a cost above social rent but below market levels.

DW/AH1 Provision of Affordable Housing

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 1a;

8.2 Core Strategy Policy *CS13 Affordable Housing and Housing Mix* sets out the policy context and justification for the provision of affordable housing in the District. There is a high level of local need for affordable housing, in both the High Wycombe urban area and also significant need in the rural areas. This is identified in the Buckinghamshire Strategic Housing Market Assessment (2008).

8.3 The inclusion of affordable housing within infrastructure planning has differed from one local planning authority to another. However, affordable housing is defined as infrastructure by the South East Plan (see Table 2) and is a vital element of infrastructure in the delivery of sustainable communities and so is therefore contained within this IDP.

How and when will the infrastructure be delivered?

³² National Planning Policy Framework (CLG, March 2012), Annex 2

8.4 The delivery of housing is continually monitored and is closely related to the overall housing trajectory for the District which is refreshed each year in the Council's Annual Monitoring Report. Affordable housing is likely to be provided from three main sources:

- through Registered Providers and other providers in making direct provision, outside of planning negotiations
- by negotiating a proportion of affordable housing on site specific housing or mixed used allocations
- by negotiating a proportion of affordable housing on windfall sites

8.5 Policy CS 13 Affordable Housing and Housing Mix sets out our approach to maximising the delivery of affordable housing from the last two sources identified above, through the identification of site thresholds. It applies to both housing sites and mixed use sites that incorporate an element of residential development. In addition the Developer Contributions SPD (shortly to be replaced by the Planning Obligations SPD, currently in draft form) provides more detailed guidance on how affordable housing should be delivered. This includes that guidance to secure two thirds of new affordable housing as social or affordable rented housing and one third as intermediate rented housing.

Risk and Contingency

8.6 The context and need for affordable housing within the district is set out within the Core Strategy and the Buckinghamshire Strategic Housing Market Assessment. The exact level and the extent of provision of affordable housing on site will be determined through the development management process. If affordable housing is not provided in line with Core Strategy Policy CS 13 then development will not be addressing the housing needs of the district and delivering sustainable development.

8.7 The Council recognises that affordable housing and other forms of infrastructure provision secured through development can affect the viability of development. As a result the Council has included guidance on viability issues in the aforementioned SPDs and also a policy in the Delivery and Site Allocations Plan which has reached the publication stage.

8.8 In February 2011 the Homes and Communities Agency published the 2011-15 Affordable Homes Programme Framework which sets out the Government's approach to delivering affordable housing including the funding regime. In relation to affordable housing delivered through Section 106 agreements, the Framework document indicates that the expectation is that this can be delivered without grant, both for home ownership products and affordable rent.

8.9 As a result overall levels of grant per unit are likely to be lower under this latest regime compared with the past, increasing the risk to affordable housing delivery. However, the Framework's approach is taken into account in the Council's guidance on affordable housing (eg in relation to viability testing) to ensure a responsive approach can be taken on schemes where there is a genuine viability issue and good reasons for bringing forward the development. In addition the introduction of the affordable rent product means higher levels of private finance can be raised (without public subsidy) as a result of the higher rental levels thus assisting with affordable housing delivery.

9 Education

9.1 Buckinghamshire County Council (BCC) is the Local Education Authority (LEA) for Wycombe district. BCC has a statutory duty under Section 7 of the Childcare Act 2006 to ensure that there is sufficient free early year's provision and a duty under Section 14 of the Education Act 1996 to ensure that there are sufficient school places in its area and to promote parental choice through increasing the diversity of provision.

Sure Start Children's Centre Provision

9.2 The Apprenticeships, Skills, Children and Learning Bill now makes it a statutory duty for local authorities to ensure that every community (equivalent to approximately 800 under 5s) is served by a Sure Start Children's Centre, offering permanent universal provision across the country, ensuring that every child gets the best start in life. Children's Centres offer services for under fives and their families, bringing together health, early education, childcare and advice and support for parents. In addition, the Childcare Act 2006 requires local authorities to secure adequate early learning provision and to secure sufficient childcare for parents who wish to work.

HW/E1 Provision of Children's Centre in High Wycombe Urban Area

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 1b; 1c

9.3 Development of around 3000 dwellings will generate the need to secure accommodation and land for one Children's Centre. There are over 3000 homes planned across the High Wycombe area which would require at least one additional Children's Centre to serve the additional population. The location of the Children's Centre within High Wycombe would be dependent on land availability and the location and phasing of development. Children's Centres are typically attached to a primary school, so the new Children's Centre could be attached to either an existing or new primary school. The size of a typical Children's Centre is

200 sqm. (excludes pre-school provision) and building costs (including external works, furniture and equipment and professional fees) are equivalent to £2,500 per sqm. The size of the external area should be 235 sqm. and will need to include a fenced canopied play area, parking for staff, buggy and bike storage in line with the Government's `Healthy Living` policy. Based on 2011 prices the estimate cost of a Children's Centre is £500,000.

Primary and Secondary Education

Assessment of Need

9.4 An increase in housing within the district is expected to put increased pressure on school places. Buckinghamshire County Council is currently in the process of preparing Local Early Years and School Place Area Plans for the Primary and Secondary Planning Areas within Wycombe district. These plans will include the latest pupil number projections and identify the requirement to provide for additional school places resulting from housing growth planned in the District for the period to 2026. The Plans will provide the basis for more detailed discussion with schools and, where appropriate, more formal consultation processes. This chapter incorporates the overall findings and potential options that could be the subject of such discussion and consultation.

9.5 Projections of supply/demand for school places are based on Audit Commission recommendations. They are calculated for a five year period for primary schools and a 10 year period for secondary schools and are derived from the current number on roll, demographic information about births, data on planned housing and pupil number trends. BCC pupil projections include current housing projections within the District up to 2026. Projections of child yield from new development has been based on the mix of size and tenure of units over the past 10-year trends with more detailed information for strategic sites. Population projections at ward level were commissioned by BCC on behalf of the Bucks Strategic Partnership and these were formally endorsed by the Partnership in April 2011 as a

basis for supporting service planning by public sector service providers. However, guidance accompanying the projections makes it clear that more localised data is required to be used to calculate school places.

9.6 The long term projections of school age children are based on historic trends in fertility rates and the population of the young adult population – both of which are highly volatile due to number of factors including economic, housing and social conditions and high levels of migration due to the area's proximity to London and should therefore be treated with a high degree of caution. Further, pupil yield from new development does vary over time - generally in the initial stages it is slow to build up but then accelerates before falling to a settled number. To allow for this uncertainty, BCC Education review their pupil projections and the housing numbers on an annual basis to ensure that places are provided as the demand materialises to protect existing schools. It is therefore difficult to predict which would be the most appropriate schools to expand on a permanent basis to meet the needs arising from future housing developments.

- Early Year's Places

9.7 The local education authority has a duty to provide a free pre-school place to every child from the term following their third birthday. This means that a child is entitled to spend five terms in a pre-school setting before admission to a school's reception class. Within Buckinghamshire this provision is known as the Flexible Free Entitlement. Children can have up to 15 hours of free provision over a minimum of 3 days and 38 weeks per year. In addition Buckinghamshire has been allocated 104 funded places for eligible 2 year olds and this is likely to increase by 2013. Children are accommodated through a mixture of Council, voluntary or private sector provision. Data on Early Year's provision is available through the Childcare Sufficiency Assessment which can be accessed via the website on www.buckscc.gov.uk/bcc/early_years/childcare_sufficiency.page.

- Primary and Secondary School Places

9.8 In line with Audit Commission guidance, BCC reviews school occupancy at both aggregate planning area level and at individual school level. It is generally accepted that schools should not operate at 100% of their capacity, and a small surplus in places does not necessarily equate to there being sufficient capacity within schools. The Audit Commission recommends that local authorities should plan for a 95% occupancy rate in schools to allow for volatility in preferences from one year to the next (e.g. year on year changes in the birth rate). An exception to this is the grammar sector where BCC plans for 0% surplus capacity - where owing to the Greenwich Judgement³³ any spare capacity is generally filled by pupils living outside Buckinghamshire (although overall there is little net movement of secondary pupils across the County boundary).

9.9 The following school expansion projects have already been identified as necessary to meet existing needs and some short-term identified future growth in pupil numbers (based on existing permissions). These projects are all subject to consultation, planning consent and the availability of funding.

HW/E2 Extension at John Hampden Grammar School (extension to front of school to create three additional classrooms and learning resource areas)
Objectives, Outcomes & Development Sites achieved through delivery:
▪ Core Strategy Outcomes: 1b; 1c

CWY/E1 Extension at Wye Valley School (four classroom extension)
Objectives, Outcomes & Development Sites achieved through delivery:
▪ Core Strategy Outcomes: 1b; 1c

PR/E1 Extension at Princes Risborough School (Sports Hall including two classroom extension)
Objectives, Outcomes & Development Sites achieved through delivery:
▪ Core Strategy Outcomes: 1b; 1c

³³ The Greenwich Judgement court case established that LA boundaries should not be considered relevant if parents chose that their children should be educated in a different LA school, provided that that school had a place available.

Need arising from planned housing growth

9.10 Table 5 below shows the predicted need for school places within Wycombe district based on current trends and planned housing growth (including all Core Strategy reserved greenfield sites).

Primary Planning Area	No. of Schools	2010/11 Capacity	2010/11 Actual Pupils	Surplus/Deficit 2010/11			Incl Permissions and Housing Allocated in Core Strategy		
				Places	%	2014/15 Projected	Surplus/Deficit 2014/15		
						Pupils	Places	%	
Princes Risborough	8	1639	1464	175	11%	1486	153	9%	
High Wycombe	29	8351	7741	610	7%	9262	-911	-11%	
West Wycombe	7	1147	933	214	19%	969	178	16%	
Marlow	8	2014	1891	123	6%	1931	83	4%	
Bourne End	7	1793	1667	126	7%	1818	-25	-1%	

* Capacity includes additional places provided at Hannah Ball Combined School

Secondary Planning Area	No. of Schools	** Capacity	2010/11 Actual Pupils	Surplus/Deficit 2010/11			Incl Permissions and Housing Allocated in Core Strategy		
				Places	%	2020/21 Projected	Surplus/Deficit 2020/21		
						Pupils	Places	%	
Wycombe Upper Schools	7	6492	5872	432	7%	6506	-202	-3%	
Wycombe Grammar Schools	4	4693	4698	5	0%	5066	-363	-8%	

** Capacity includes additional secondary places provided through projects identified in paragraph 1.8.

9.11 Table 5 shows that there is a need for an additional 1300 (6-7 forms of entry³⁴) and 115 (0.5 forms of entry) primary school places in High Wycombe and Bourne End respectively, when the requirement to maintain 5% surplus capacity to allow for year on year changes in preferences is incorporated. There is also projected to be a requirement for an additional 300 and 210 upper and grammar school places respectively.

9.12 In the context that no decisions have yet been made about the release of the Greenfield housing sites, the Table 6 below shows the estimated pupil yield for the individual strategic sites.

³⁴ One form of entry is equivalent to a cohort of 30 pupils

Table 6 Pupil generation per strategic site³⁵

Site	Proposed Dwellings	Expected Primary Pupil Yield	Expected Upper (11-18) Pupil Yield	Expected Grammar (11-18) Pupil Yield	Expected Secondary (11-18) Pupil Yield	Expected Special Pupil (4-18) Yield
Land At Terriers Farm Kingshill Road	400	122	64	37	100	3.7
Abbey Barn South, High Wycombe	575	175	91	53	144	5.3
Abbey Barn North, High Wycombe	100	30	16	9	25	
Slate Meadow, Bourne End	150	46	24	14	38	
Gomm Valley	400	122	64	37	100	3.7
Ashwells Field, Cock Lane, Tylers Green	60	18	10	6	15	
Daws Hill RAF Site (Net dwelling gain)	416	126	66	38	104	3.8

9.13 Using the information in Table 6, if we exclude all greenfield sites, there would be no requirement for additional places in either the upper or grammar school sector over and above those projects identified in paragraph 9.9 and the requirement reduces to 700 in High Wycombe primary schools (3-4 forms of entry).

Accommodating Need

9.14 As a result of uncertainties in the development market (i.e. the timing and quantum of development coming forward) and rate at which pupils are generated from new schemes some flexibility is required in planning for new school provision. Any expansion proposals will need to be developed and consulted upon - in partnership with key stakeholders - as part of BCC's development of Local Area Early Years and School Place Commissioning Plans. Once these plans have been adopted they will be made publicly available and kept under review on a regular basis.

- Primary: Potential expansion of existing schools

9.15 In the High Wycombe planning area (HW/E3), potential options for expanding current provision include schools in the south (e.g. Marsh, Beechview, Chepping View and Ash Hill), in the north east (e.g. Highworth) and in the west (e.g. Oakridge, Disraeli and Castlefield). Significant expansion options are required in the area which would need to

³⁵ The proposed dwellings figures used for the pupil generation figures in this table for RAF Daws Hill and Abbey Barn South are different to that set out in the Delivery and Site Allocations (DSA) document Update Report (June 2010) which are 483 dwellings (net) for Daws Hill and 550 dwellings for Abbey Barn South. As such the actual pupil generation figures for the DSA figures will be slightly different.

be subject to extensive consultation, planning consent and the availability of funding.

9.16 In the Bourne End area (CWY/E2), there is scope to expand Claytons Combined School by half a form of entry (subject to the area plan consultation, obtaining planning approval and the availability of funding). Claytons would also be the catchment area school for any development on the Slate Meadow site. Cost of expanding the school is estimated at £1.5million.

- Primary: Provision of new schools

9.17 Within High Wycombe, the potential school expansions would not achieve the additional school places required to meet the potential housing growth in the area. Subject to the following sites being allocated for development there would be a requirement for new primary schools to be provided within the following major development areas:

- HW/E4 - RAF Daws Hill and Abbey Barn South – both sites will require the equivalent of a 1 form-entry school and attached 26 place nursery
- HW/E5 - Terriers Farm - 1 form-entry school and attached 26 place nursery
- HW/E6 - Abbey Barn North and Gomm Valley - 1 form-entry school and attached 26 place nursery

9.18 If Daws Hill was to come forward for development in isolation from Abbey Barn South, it would require a 210-place school with 26 place nursery, estimated at a cost of £4M. If both sites were to come forward, the provision of a primary school on each site could be combined to one larger 2 form-entry school covering both sites (estimated cost of £6.9M).

9.19 Where the provision of school is directly related to the need generated by the development of a strategic site, it is anticipated that the provision of the school will be provided on-site by the developer through a Section 106

agreement. This is reflected in the Infrastructure Delivery Programme at the end of this chapter.

9.20 It will be appropriate to base the costs on whole forms of entry to reduce the need for mixed aged teaching which is unpopular with both parents and teachers. Further, Ofsted's view is that it is more difficult to teach mixed-age classes partly because of the range of attainment and because of the range of emotional development.

9.21 The size of site required for 1 form-entry and 2 form-entry primary school is 1.1 Hectares and 2 Hectares (in line with guidance from the DCSF).

- Secondary: Potential expansion of existing schools

9.22 Additional secondary places have recently been provided at Cressex School to meet current housing permissions. The buildings at Cressex have been future proofed to allow further expansion in the future if necessary. Additional expansions of secondary schools have been identified in paragraph 1.9. In addition to these expansions, if all Greenfield sites were to come forward for development, an additional 150 places in both upper and grammar schools is required (DW/E1a&b). Need is identified at a district level as the planning areas for secondary schools are much larger than those for primary schools as parental choice is exercised to a greater degree at secondary level.

How and when will the infrastructure be delivered?

Location Principles

9.23 The location of primary school places and new schools will need to have a close relationship to areas of housing growth and should be in the heart of the community to encourage walking or other environmentally friendly means of pupils going to and from school (e.g. providing access to public transport and safe routes to school – i.e. pupils do not have to cross a major road). Proximity to other local community facilities (which pupils

can visit as part of their learning and development) and associated parking areas (separate from staff car parking) are vital. In terms of primary school expansions, BCC seeks to ensure local schools for local children (e.g. providing schools of the right size and in the right place to serve their communities). The local education authority is keen to encourage the co-location of other services (e.g. children centres, libraries, community centres, health centres, childcare facilities, adult learning, learning support units, places of worship, leisure facilities etc.). However, community use facilities on the school site (where use is intended during the school day) need to have a separate access and adult and pupil facilities should not be shared.

Funding Sources and Costs

9.24 Based on the cost of new build primary school as determined by the Department for Education (DfE) as at 1 Jan 2009, costs are equivalent to £2,640 per gross sqm of building area. This gives an estimated cost for a 1 form-entry and 2 form-entry primary school at £4million and £6.9million respectively.

9.25 BCC has very limited capital funding available to provide for additional school places. Any capital receipts received previously by BCC for the disposal of school sites have been used to support the Council's overall capital programme, which includes investment in school buildings. Previous decisions on declaring schools surplus to requirements have had to be made on known circumstances at any point in time. Any capital receipts have either been spent or are ear marked and there is limited capacity in the capital programme for BCC to fund new schools (see Appendix 4 for further detail).

9.26 Changes to the way capital education programmes are funded may be brought forward when the Government proposes its detailed response to the James Review, published in April 2011, which included reviewing how capital funding is allocated and targeted over the next Spending Review period (2011-12 to 2014-15).

9.27 Financial contributions from new development towards education provision are currently collected through the adopted Developer Contributions SPD. The provision of school facilities by the developer will be considered in appropriate circumstances.

Risk and Contingency

9.28 Risks in relation to school provision are in two main areas, firstly regarding funding and secondly regarding the demand on places. Possible risks to the delivery of funding for new provision includes a lower than expected return from planning obligations. This would require alternative sources of funding to be sought, or alternative ways of providing places would need to be considered, such as cheaper modular buildings or transporting children to a school with surplus places. The other main risk is in relation to the demand on school places. The main uncertainties here are the birth rates and child yield assumptions made in relation to housing mix and tenure, as levels may prove to be higher or lower than expected. The projected timescales for development may also not be delivered in the anticipated timescales.

9.29 To mitigate the risk in relation to the demand for places, the housing completions and short and longer term pupil projections need to be kept under annual review, which will feed into school planning decisions.

Special Needs Education

9.30 The four special schools that serve Wycombe (Maplewood, Chiltern Gate, Westfield and Prestwood Lodge) are currently at capacity with 16 surplus places (6%). BCC is a significant net exporter of pupils to non-Bucks maintained special school provision (in particular pupils with an autistic spectrum disorder and with behavioural, emotional and social difficulties). The relocation of Holyport Special School in Windsor & Maidenhead to new premises in September 2010 reduced further some of the special school capacity available to Wycombe residents. Further, due

to the large Asian population in the town and the increased levels of physical special needs associated with that ethnic group as well as higher birth rates, there will be a need to expand provision in the area.

9.31 The proportion of Bucks primary and secondary pupils who attend a special school is 1% and 2.4% respectively – therefore to determine the number of special school pupils generated from a site, it is necessary to apply these percentages to the mainstream pupil estimates. The pupil yield figures for mainstream schools are accordingly reduced by the same percentage.

9.32 Work has started on site to expand Prestwood Lodge for secondary aged pupils with BESD³⁶. Phase II of this project is estimated at £700,000. There is limited scope to expand any other special schools in the south of the county. Any additional demand arising from new housing growth would need to be served by either maintained schools outside the area or by the non-maintained/independent sector.

Further Education

9.33 Amersham and Wycombe College continues to have aspirations to relocate from its present site at Flackwell Heath and to consolidate and expand its facilities within High Wycombe town centre (HW/E7). However government funding is no longer available for the original plans for relocation and so any future relocation is on hold until alternative funding sources are identified and further funding is generated.

³⁶ Behavioural, Emotional and Social Difficulties

Education - Infrastructure Delivery Programme

Scheme	Delivery Agency	Cost		Level of Funding Commitments Identified (£)					Committed?	Phasing	Notes
		Total Cost	Source of Cost	Core Public Sector Funding	Existing S.106 collected	Developer funded direct	Other sources (grants etc)	Net Funding Gap			
DISTRICT WIDE											
DW/E1a Provision of additional upper school places to meet need generated by housing growth	BCC	£4M	DfE	-	£0.2M	-	-	£3.8M		2011-2026	The need for and risks of not providing required school place provision is being identified through BCC Local Area Early Years & School Place Commissioning Plans.
DW/E1b Provision of additional grammar school places to meet need generated by housing growth	BCC	£4M	DfE	-	£0.2M	-	-	£3.8M		2011-2026	The need for and risks of not providing required school place provision is being identified through BCC Local Area Early Years & School Place Commissioning Plans.
DW/E3 Expansion of Prestwood Lodge (special education facility)	BCC	£0.7M	DfE	-	-	-	-	£0.7M		2011-2016	
HIGH WYCOMBE LCA											
HW/E1 Provision of additional Children's Centre	BCC	£0.5M	Based on 2011 prices / past schemes	-	-	-	-	£0.5M		2021-2026	

Scheme	Delivery Agency	Cost		Level of Funding Commitments Identified (£)					Committed?	Phasing	Notes
		Total Cost	Source of Cost	Core Public Sector Funding	Existing S.106 collected	Developer funded direct	Other sources (grants etc)	Net Funding Gap			
HW/E2 Extension at John Hampden Grammar School	BCC	£1M	Estimate	-	£0.1M	-	-	£0.9M		2011-2016	
HW/E3 Provision of additional primary school places (at existing schools) <ul style="list-style-type: none"> ▪ Marsh ▪ St. Bernard's ▪ Beechview ▪ Ash Hill ▪ Oakridge ▪ Disraeli ▪ Castlefield 	BCC	£8.15M	Estimate	-	£1.15M	-	-	£7M		2011-2021	
HW/E4 Provision of primary school at RAF Daws Hill - provision of 1 form of entry and 26 place nursery	Private developers	£4M	DfE costings	-	-	£4M	-	-		2011-2016	
HW/E5 Provision of primary school Abbey Barn South - provision of 1 form of entry and 26 place nursery	Private developers	£4M	DfE costings	-	-	£4M	-	-		2021-2026	
HW/E6 Provision of one-form entry primary school at Terriers Farm, including 26 place nursery (subject to allocation of the site for development)	Private developers	£4M	DfE costings	-	-	£4M	-	-		2021-2026	
HW/E7 Re-location & redevelopment of Amersham & Wycombe College	Amersham & Wycombe College	TBC		TBC	TBC	TBC	TBC	TBC		When funding is available	If alternative funding sources are not made available then the re-location of the College can not be undertaken.

Scheme	Delivery Agency	Cost		Level of Funding Commitments Identified (£)					Committed?	Phasing	Notes
		Total Cost	Source of Cost	Core Public Sector Funding	Existing S.106 collected	Developer funded direct	Other sources (grants etc)	Net Funding Gap			
CHEPPING WYE VALLEY LCA											
CWY/E1 Wye Valley School Extension	BCC	£1M	Estimate	-	-	-	-	£1M		2011-2016	
CWY/E2 Provision of additional primary school places – extension of Claytons Primary School	BCC	£1.4M	Estimate	-	£0.05	-	-	£1.35M		2016-2021	
NORTH WEST CHILTERNES LCA											
PR/E1 Princes Risborough School Extension	BCC	£2M	Estimate	-	£0.2M	-	-	£1.8M		2011-2016	
TOTAL		£34.75M			£1.9M	£12M		£20.85M			

10 Health Care

Primary Health Care

10.1 Buckinghamshire Primary Care Trust is the responsible authority for the delivery of primary health care services within the District.

10.2 The PCT has indicated previously that there is currently reasonable capacity within Wycombe district and that they have no major concerns regarding capacity to deal with the levels of growth predicted for the district. No individual site requirements were identified.

10.3 No further information has been supplied by the PCT indicating any further infrastructure requirements to date. On-going consultation with the PCT will be required to ensure that this remains a robust assumption.

Acute Care

10.4 In terms of acute (hospital-based) healthcare, Wycombe district is within the Buckinghamshire Hospitals NHS Trust. The NHS Trust includes Wycombe General Hospital and hospitals at Stoke Mandeville (Aylesbury) and Amersham.

10.5 Policy HWTC11 sets out the potential policy context for the part redevelopment of the Wycombe General Hospital site, subject to the land requirements for operational hospital use.

Mental Health

10.6 Mental health care provision within Wycombe district is the responsibility of the Oxfordshire and Buckinghamshire Mental Health NHS Foundation Trust.

10.7 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

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.

What and Why?

11.2 The Buckinghamshire Fire & Rescue Service Integrated Risk Management Plan (IRMP) and the BFRS Property Strategy are the key strategies that plan for future service provision and infrastructure requirements. BFRS are also currently undertaking an Emergency Cover Review which looks in detail at future resourcing requirements.

11.3 The distance and travel time from existing fire and rescue service infrastructure is a key element in relation to the requirement for additional infrastructure and resources. In addition local strategic priorities such as community safety and cohesion are key drivers to maximise the potential of existing and proposed infrastructure provision.

District Wide

11.4 BFRS has highlighted the need for adequate fire and rescue infrastructure, in particular the provision of fire hydrants and for other works necessary to ensure adequate supplies of water across the district. Where these are required on site developers are expected to provide these direct.

High Wycombe LCA (also covers Chepping Wye Valley LCA)

11.5 As set out in Chapter 7, Wycombe District Council are in discussions with BFRS regarding the possible re-location of the existing High Wycombe fire station from its existing location at HWTC10 Swan Frontage to another town centre site(s), to support the implementation of the town centre vision and masterplan.

HW/ES1 Provision of Community Safety Cohesion Centre at High Wycombe Fire Station

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 1c

11.6 The requirement of a Community Safety Cohesion Centre is identified within the Developer Contributions Guide and developer contributions are currently collected for this infrastructure provision.

11.7 No additional infrastructure requirements have been identified for Princes Risborough and South West Chilterns & Marlow Local Community Areas.

How and when will the infrastructure be delivered?

11.8 BFRS and WDC are working together in order to identify a potential new site for High Wycombe fire station. If a suitable site is identified then this will be delivered in partnership between the two authorities. Infrastructure relating to fire hydrants is delivered by the relevant Water Undertakers in conjunction with BFRS.

Funding Sources and Costs

11.9 The mechanism for funding the delivery of an alternative fire station are set out in the wider context of delivering the town centre masterplan.³⁷ Developer contributions are currently collected for the community safety cohesion centre. For more information on costs and the level of developer contributions please see the Developer Contributions SPD.

³⁷ See High Wycombe Town Centre Masterplan Background Paper (WDC & BCC, June 2010)

Ambulance

11.10 South Central Ambulance Service NHS Trust is the responsible authority within Wycombe district.

What and Why?

11.11 Future infrastructure requirements are based on a review of activity over a set period, which determines the priority areas and number of resources required. Infrastructure requirements are also identified in conjunction with Primary Care Trusts. There is also a South Central Ambulance Service Business Plan.

11.12 SCAS has identified the need for further provision of Amenity Points across the district. Amenity Points are normally made up of a small office able to house a couple of staff to rest whilst waiting for a task, plus space to park an ambulance vehicle safely and the facilities to charge the vehicle. Good access and egress needs to be provided, taking into account the requirements for a 6 minute drive zone.

11.13 Potential areas for Amenity Points within Wycombe district include West Wycombe area, a location between High Wycombe and Princes Risborough and the Cressex area. The delivery of these projects (location, timescales and cost) would be on a site-for-site basis.

11.14 The re-location of High Wycombe Resource Centre is currently the third priority within the SCAS Estate Plan. A larger centre is required to

replace the existing centre at West End Street, High Wycombe. If a suitable, affordable and appropriately located option was to be identified earlier then consideration of a relocation proposal would be dependent on the ability of the organisation to commit financially at that time. Further work on a potential new location for resource centre will be required.

Police

11.15 Thames Valley Police has a statutory duty to secure the maintenance of an efficient and effective Police Force for its area (including Wycombe district) under the direction and control of its Chief Constable.

What and Why?

11.16 Thames Valley Police have undertaken significant 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.

11.17 Planned growth will necessitate additional manpower and supporting infrastructure comprising, for example, high visibility Neighbourhood Policing Officers, additional PCSOs, police vehicles, accommodation and important support functions, located to meet the strategic needs across the District. The police service is predominantly a population-based service and new infrastructure requirements are generated, mainly although not exclusively, by expanding populations associated with new development.

District Wide Infrastructure Requirements

DW/ES1 Short term adaptation of High Wycombe Police Station and longer-term re-provision

<i>Objectives, Outcomes & Development Sites achieved through delivery:</i>
--

- | |
|--|
| <ul style="list-style-type: none">▪ Core Strategy Outcomes: 1c |
|--|

11.18 Thames Valley Police have identified the need to re-provide and expand the existing High Wycombe Police Station to be able to meet wider strategic needs (whilst increasing capacity of the facility), while

supplemented by a smaller town centre facility to maintain a town centre presence. In the shorter-term, adaptation of the station will be required to meet short-term demands on the service.

High Wycombe LCA

HW/ES2 Provision of Neighbourhood Policing front counter facility within town centre
Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 1c

HW/ES3 Provision of Neighbourhood Policing Office (touch down community facility)
Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 1c
- Site(s): PS8 RAF Daws Hill

11.19 One of the sustainability objectives for development in the M40 Gateway area is to reduce crime, the fear of crime and anti-social activity through the creation of safer places to live and work. The area currently performs poorly in terms of community safety with high levels of crime. A police facility within the development will enable a presence within the development to contribute towards community safety initiatives and neighbourhood policing of the area.

North West Chilterns LCA

PR/ES1 Adaptation (or possible replacement) of Princes Risborough police station
Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 1c

11.20 Thames Valley Police have identified the need for adaptation and possible replacement of the existing Police Station at Princes Risborough to increase its capacity to serve an enlarged population.

How and when will the infrastructure be delivered?

11.21 The Infrastructure Delivery Programme below identifies the timescales for the phasing of delivery identified above.

Funding Sources and Costs

11.22 The Infrastructure Delivery Programme below (and the accompanying Developers Guide of the Developer Contributions SPD³⁸) identifies the costs for the infrastructure identified above. The costs quoted reflect only the growth related element of such infrastructure and, in the case of re-provision of police stations, for example, the costs does not reflect the full cost of re-provision, only the growth-related expansion of the facility where re-provided.

11.23 Developer Contributions have been collected for infrastructure related to policing from spring 2010. This will form part of the delivery mechanism for the infrastructure. At this stage there are no additional funding sources identified.

³⁸ Developer Contributions Developers Guide (WDC, Adopted March 2010; Updated Sep 2011)

Emergency Services - Infrastructure Delivery Programme

Scheme	Delivery Agency	Cost		Level of Funding Commitments Identified (£)					Committed?	Phasing	Notes
		Total Cost	Source of Cost	Core Public Sector Funding	Existing S.106 collected	Developer funded direct	Other sources (grants etc)	Net Funding Gap			
DISTRICT WIDE											
DW/ES1 Re-provision of High Wycombe Police Station	TVP	£0.265M	Thames Valley Police (TVP)	Sale of existing station	£0.02M	-	-	£0.245M		2011-2016	Adaptation costs to accommodate capacity building
HIGH WYCOMBE LCA											
HW/ES1 Provision of Community Safety Cohesion Centre at High Wycombe Fire Station	BFRS	£2.9m	Bucks & MK Fire Service	BFRS Capital Budget.	-	-	-	£2.9M	Yes	2016-2021	Development of the Community Safety Centre will need to take into account potential plans for re-location of the existing facilities.
HW/ES2 Provision of Neighbourhood Policing front counter facility within town centre	TVP	£0.120M	TVP	-	-	-	-	£0.120M		2016-2021	Dependent on re-location of existing HW station
HW/ES3 Provision of Neighbourhood Policing Office	TVP Developer	£0.075M	TVP	-	-	-	-	£0.075M		2011-2016	Dependent on development of RAF Daws Hill.
NORTH WEST CHILTERN LCA											
PR/ES1 Adaptation of Princes Risborough police station	TVP	£0.153M	TVP	Potential	£0.02M	-	-	£0.133M	Part – Dev. Con.	2016-2021	
TOTAL		£3.51M			£0.04M			£3.47M			

12 Social Infrastructure

Adult Social Care

12.1 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.

What and Why?

12.2 In line with national trends the population of the district will change over time, with most of the increase in population likely to be in people aged over 65 years. Along with a wide range of factors, this change in population demographics and an aging population will have an influence on the levels of demand for adult social care. At a national level, key drivers for adult social care services include a drive to support people at home for longer, which will impact on the ways services are delivered, with more focus on domiciliary care rather than capital infrastructure. However, the development of a range of accommodation options for older people is a priority of BCC which will necessitate some capital investment in development to meet this demand.

12.3 The following documents set out further detail on the impact of these factors on service provision and help inform this IDP.

- Commissioning Strategies for Learning Disability, Physical and Sensory Disability, Older People and Mental Health (BCC, 2009-2010)
- Buckinghamshire 12 Year Housing Plan for People with Support Needs (BCC and BCC District Councils, June 2009)
- Joint Strategic Needs Assessment (BCC & Buckinghamshire Primary Care Trust, 2009)

12.4 Recent and planned future developments of nursing home accommodation across the County has increased the supply of such accommodation and therefore the delivery of nursing home accommodation is now less of a priority. Specifically in the Wycombe area new provision includes Ryevie Manor (95 bedspaces) and there is a current application for 75 bedspaces in Stokenchurch. A new supported living development with 5 bedspaces, for people with physical and sensory disability (PSD) is also opening in Wycombe.

12.5 Given the nature of predicted change to the demographic profile of the population, with an increase in older people, the provision of additional older person's accommodation should be seen as a priority. In particular extra care housing provision is very limited and this needs to be expanded to increase choices for older people and as an alternative to residential care and traditional sheltered accommodation.

DW/SI1 Provision of adult social care accommodation
Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 1a

12.6 Future accommodation needs for all service areas up to 2020 have been identified within the *12 Year Housing Plan for People with Support Needs*. These are set out in the Table 7 below. The table below is different from the figures in the 12 year plan as it recognises and includes supply delivered to date since the completion of the plan, and also predicted future supply until 2020

Table 7 Future Accommodation Needs

	Total Number of Units Required by 2020	
	Special Housing	General Needs
Learning disability	76	115
PSD	3	0
Mental Health	6	39
Older people	-93	314
Other vulnerable groups	34	134
TOTAL	26	602

12.7 The table above relies on a split between specialist accommodation and more general needs housing to meet demand of specific client groups. Specialist accommodation is defined as requiring 24 hour staffing, and more likelihood of co-location of units within a shared facility. The 'general needs' accommodation covers a wide range of accommodation that could mainly be met within planned developments, but should consider the possible need for adaptations and meeting lifetime homes standards. For the purpose of this exercise extra care housing is defined as 'general needs', however it is a special case as 24 hour support will be needed for a number of people living in extra care, where flats are co-located in schemes of over 30 flats together, with communal facilities.

12.8 As well as providing accommodation, local infrastructure within the community will also need to promote access for disabled and elderly people, for example clear road crossings, drop kerbs and ramps, street lighting, access public transport and all public buildings being accessible and DDA compliant.

12.9 BCC also deliver day opportunities for people assessed as needing support during the day. BCC are planning the development of a new Day Opportunities Centre in Wycombe to be open by June 2013, which is largely being funded by BCC through reinvestment from surplus existing facilities (HW/SI1).

When and where will the infrastructure be delivered?

12.10 The 12 Year Plan sets out the phasing for requirements of the delivery of Adult Social Care infrastructure up to 2020. It is considered to be a realistic assumption that figures would increase proportionally post-2020 with population increase or demographic change. However, the adult social care requirement is not a particularly 'stepped' requirement and can be delivered at the same time as wider developments. There is no dependent critical mass that needs to be achieved.

12.11 At this time no specific Adult Social Care schemes have been identified so need is identified through the 12 Year Plan. The figures set out in Table 7 are for the whole of Wycombe district. The numbers of units needed is the overriding factor, not the location of the units of accommodation. However, the provision of infrastructure will be determined by the location of new development and anticipated changes to the population and demographic in that area. Certain criteria with regards to location which will also affect the success of any development of Adult Social Care infrastructure. These include proximity to relatives and support networks, proximity to community facilities such as shops, community centres and green spaces and proximity to good public transport routes.

12.12 The former Compair site is being assessed as a potential site to deliver specific accommodation with care for older people. This could be in the form of a Close Care Retirement Community or wider Extra Care provision. This site is a valuable resource, particularly considering the location and accessibility of the site to High Wycombe town centre. The delivery of this development has been included in the figures in Table 7.

How will the infrastructure be delivered?

12.13 Delivery of ASC schemes could be by a wide cross section of developers, with support from BCC. Currently schemes are delivered by private developers using their own funding, Registered Providers delivering schemes specifically for social care clients through a combination of Homes and Community Agency (HCA) funding and their own resources, and in certain cases BCC has supported through the investment of capital (or land) to support development. Schemes have also been delivered by Registered Providers nominating some development through their affordable housing allocated on larger developments

12.14 There are also other changes to how Registered Providers attract funding to support developments. There is an increased expectation that they will fund development by higher rents, a greater level of 'churn' of

tenants and by using own resources more effectively rather than receiving capital subsidy for the building of new development from central government.

12.15 A potential mechanism for delivering housing requirements for residents with learning disabilities, mental health and physical and sensory disability and other vulnerable groups would be to include the provision of this infrastructure as part of the Council's overall affordable housing quotas. This would remove the need for a direct capital cost for this provision. The practicalities of this approach are being explored by Wycombe District Council and Buckinghamshire County Council.

12.16 A potential mechanism for delivering the appropriate infrastructure to meet the needs of the older population is through the identification of sites that could be used for extra care / nursing home provision and invite private developers or Registered Social Landlords to develop the site for the appropriate purpose. If this approach is undertaken then it would be important to ensure that the whole population is served by these developments, not just people who can afford to buy their own property, and that social care clients are provided with the right accommodation to support their needs. The practicalities of this approach are also being explored by Wycombe District Council and Buckinghamshire County Council.

12.17 The tenant led transfer of WDC housing stock to Red Kite could have implications for the delivery of supported housing and social care accommodation. There is potential that they may be able to be some redevelopment of the stock (especially sheltered accommodation) to be able to provide more comprehensive accommodation and care options for people – i.e. conversion of some schemes to provide extra care.

12.18 The costs for the delivery of schemes are difficult to judge as it depends on the scale and type of development. It is also more appropriate

to identify within the IDP the level of external funding that would be required to ensure that the need is met, than individual costs per unit.

12.19 BCC have further refined the figures set out in Table 7 to reflect how responsibilities for ensuing delivery are allocated, with more focus on “general needs”. The figures for “general need” have been refined to:

- 75 for Learning Disability
- 3 for Physical and Sensory Disability
- 6 for Mental Health
- 314 for older people
- 34 for other vulnerable groups
- **Total: 432 units**

12.20 Basing a cost upon a subsidy of £25,000 per unit (which is the approximate level of current HCA funding for new development) the realistic subsidy costs for the whole number of units would be **£10.8m**. In real terms this figure would be less as some units will be developed in the private market, some would be delivered as part of a wider affordable housing quota and some of the subsidy will continue to be met by HCA.

12.21 A realistic assumption would be that half the £10.8m will be met by the sources identified above, which will leave an approximate shortfall of **£5.4m** to be covered by “other” funding sources within Wycombe.

Risk and Contingency

12.22 If adult social care is not delivered in a timely and efficient manner to meet the needs of the population then vulnerable people will not be appropriately accommodated in environments that promote health, independence and choice. If sufficient quantity and/or quality of accommodation is not provided this could result in early admissions to residential care and other inappropriate living conditions.

12.23 In addition the risk of supporting people in inappropriate accommodation (rather than specialist designed and co-located accommodation) would be high and not a good use of public money. If accommodation is not provided for older people through this process then older people might remain longer in large family homes than they would like resulting in underutilisation of property assets.

12.24 In order to address these risks, the provision of adult social care needs to be planned for in an efficient and timely manner by service providers.

Arts Development

What and Why?

12.25 Wycombe District Council has developed a Public Arts Strategy³⁹ which sets out the approach to the provision of public art within the district and the opportunities for both on and off site opportunities through the district.

12.26 The vision for public art commissioning in Wycombe is to work creatively to identify the opportunities for public art to make a real difference to people's lives throughout the district. Public art also relates to well-designed public spaces in urban areas and rural settlements that respond (in an individual way) to need, and that create links providing a context for communities to celebrate local traditions and distinctiveness. It is also envisaged that public art is used at prominent 'gateways' to welcome people to the District. The provision of increased art facilities within the district will provide new opportunities for residents and visitors to enjoy the arts, which is particularly important as communities increase in size.

12.27 The Public Art Strategy identifies two broad categories for public art projects within the district; 1) those of an 'off-site' nature in which public art

³⁹ Public Arts Strategy (WDC, 2009)

is there primarily to deliver an urban design benefit, such as improving legibility or the overall quality of the streetscape; and 2) those of an 'on-site' nature where WDC are looking to the developer to bring forward solutions that are specific to a particular development scheme.

12.28 As specific projects are identified these will be reflected in the IDP.

When and where will the infrastructure be delivered?

12.29 The Public Art Strategy identifies potential opportunity areas throughout the district where public art could make a positive contribution to the environment. These may be delivered alongside new development as appropriate.

How will the infrastructure be delivered?

12.30 The Public Art Strategy identifies a range of bodies and community groups that could work in partnership to deliver public art projects. The various external funding bodies and grants for public art projects are also identified within the Public Art Strategy.

12.31 Developer contributions are currently collected for environmental improvements, and pooled to form an annual budget specifically for environmental improvements including public art. The Public Arts Strategy also sets out a suggested approach to the way in which the Community Infrastructure Levy can be applied to the provision of public art

Community Facilities

What and Why?

12.32 The Community Facilities Strategy⁴⁰ identifies current levels of community facility provision within the district and identifies existing areas of deficiency in relation to accessibility of facilities by ward. Nine wards have been identified within the Community Facilities Strategy for priority

⁴⁰ WDC Community Facilities Strategy (WDC; Updated 2011)

dedicated provision. These are Bowerdean, Disraeli, Terriers & Amersham Hill, Ryemead, Flackwell Heath & Little Marlow, The Risboroughs, The Wooburns and Marlow North & West.

12.33 The two most advanced projects in areas of deficiency are projects in Disraeli (Hughenden Valley) and Ryemead wards.

HW/SI2 Provision of additional community facilities in Hughenden Valley

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 1c

12.34 A need for increased community facility provision in Hughenden Valley has been identified and options to secure land for a facility are being explored through the ongoing Hughenden Quarter developments.

HW/SI3 Provision of additional community facilities in Ryemead ward

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 1c

12.35 Land has been secured for a community facility as part of the Wycombe Marsh development and funding mechanisms are being explored to deliver the project

Future population growth within the district

DW/SI2 Provision of community facilities in identified deficiency areas within the district

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 1c

12.36 Options for alternative sites for new community facilities in the other areas of deficiency, which are not strategic sites, are currently being explored. Improvements to existing facilities will take place when funding becomes available.

12.37 The Community Facilities Strategy identifies a standard for community facility provision to be applied to new development of 0.14m² of community

facility 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 575m² and dividing this by the ‘Shaping Neighbourhoods’ Guidance of 1 centre per 4,000 population.

12.38 Applying these standards to the projected population growth across the district the following need can be identified.

- Current district population at mid-2009 = 162,500
- Projected district population at 2026 =167,500
- Difference of 5,000
- 5,000 x 0.14 (standard per person) = 700m²
- 700 sq m x £1,500 (cost per m² Source: WDC) = £1.05M

12.39 In addition to this district wide requirement, the following requirements for community facilities on strategic sites have been identified (as set out in Table 8).

Table 8 Proposed community facilities for strategic sites

	Strategic Site	Requirement Identified
HW/SI2a	Abbey Barn South (+PS8 RAF Daws Hill)	Multi-functional community building and sports club including changing facilities for outdoor playing pitches close to the neighbourhood centre on RAF Daws Hill
HW/SI2b	Land at Terriers Farm	Local community facility (community hall)
HW/SI2c	Gomm Valley	Community Hall

12.40 The provision of facilities on one or more of the strategic sites may address the wider need for community facilities arising from overall population growth, as set out in paragraph 12.38. To avoid double-counting, facilities on strategic sites have not been included in the Infrastructure Delivery Programme at the end of this chapter.

Sports Centres & Built Sports Facilities

What and Why?

DW/SI3 Provision of facilities to address existing or future needs in indoor and built sports facilities (as identified in *Sports Facility Strategy 2009*)

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 1c

12.41 The Wycombe District Sports Facility Strategy 2009-2014⁴¹ identifies current levels of provision of sports facilities within the district and existing deficiency areas and directs future work towards meeting shortfalls in specific geographic areas. The development of the strategy has involved consulting with schools, sports clubs and other organisations within the District to understand their requirements for the future in terms of the need for sports facilities. The analysis shows there is some under-provision of swimming pool space in High Wycombe and Marlow and the need for a sports hall in the Princes Risborough area.

12.42 There will be increased demand for facilities from increased housing and employment provision which will put demand on existing facilities and especially in existing deficiency areas. The age and scope of the current Sports Centre facilities will also be put under pressure through increased demand.

12.43 The Sports Facility Strategy also sets out standards relating to quantity and quality of sports facility provision in order to identify deficiencies and potential future needs.

12.44 The findings of the Sports Facility Strategy reflect work carried out by Sport England on the levels of provision that an area should have for a number of key sports facilities. Their Sports Facility Calculator (SFC) estimates the amount of key indoor sports facilities required to meet the needs of the local population by using information on facility participation

⁴¹ Wycombe District Sports Facility Strategy 2009-2014 (WDC, 2009)

and applying these to the actual population profile of the local area. By using the SFC, the overall requirements for Wycombe District can be calculated. By comparing this to what already exists, it is possible to identify areas where there will be a need for future additional provision. The identified needs are for swimming pools and sports halls.

12.45 The SFC calculates the standard per 1000 population in Wycombe using local supply and demand information as 9.97sqm of swimming pool space and 0.28 of a standard badminton court. This generates a cost of provision of £330 per person for swimming pools and sports halls combined. Applying these standards to the projected population growth across the district the following need can be identified.

- Current district population at 2009 = 162,500
- Projected district population at 2026 =167,500
- Difference of 5,000
- 5,000 x £330 = £1.65M

12.46 The Sports Facilities Strategy identifies specific locations and facilities where further provision would help address existing or future deficiencies in sports facilities (recommendation no. 5) in-line with the Council's approach to the creation of multi-sports community hubs.

12.47 Wycombe District Council has identified the following improvements required to its existing sports facilities to ensure that the needs of the existing and future population is met:

HW/SI4 Re-provision of Wycombe Sports Centre (including retention of 50m swimming pool, existing levels of sports hall provision and replacement of synthetic running track on- or off-site)

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 1c

12.48 A formal decision was taken by Wycombe District Council in 2008 to replace the Wycombe Sports Centre with a new centre on the existing

Handy Cross site, due to the age and condition of the current centre. The agreed baseline specification for the replacement Centre is set out within the Sports Facility Strategy. However the specification is not agreed so it is difficult at this stage to identify a specific cost for the project. Initial estimates range from £20-£30M. The funding mechanism for the project has yet to be confirmed and therefore an assumption has been made relating to funding for the purposes of this IDP but this will need to be reviewed as the project progresses.

M/SI1 Additional need for swimming facility provision within Marlow
Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 1c

12.49 Court Garden Leisure Complex is the next priority for the Council due to the age of the centre and its limited facilities.

PR/SI1 Provision of new Sports Hall at Princes Risborough
Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 1c

12.50 The Sports Facilities Strategy identifies the need for a 4 court indoor sports hall in Princes Risborough. The Council considers that Princes Risborough secondary school is a more suitable location for the sports hall than Wades Park, permitting greater use of the sports hall by local children, young people and adults on land that can be readily made available for this use. Buckinghamshire County Council is investigating the implementation of the sports hall alongside other expansions to Princes Risborough School – see Chapter 9 Education above.

How will the infrastructure be delivered?

12.51 The cost of delivering the various schemes will be dependent upon the delivery mechanisms adopted, which are yet to be agreed.

Social Infrastructure - Infrastructure Delivery Programme

Scheme	Delivery Agency	Cost		Level of Funding Commitments Identified (£)					Committed?	Phasing	Notes
		Total Cost	Source of Cost	Core Public Sector Funding	Existing S.106 collected	Developer funded direct	Other sources (grants etc)	Net Funding Gap			
DISTRICT WIDE											
DW/SI1 Provision of adult social care accommodation	BCC, Registered Providers, Private sector	£10.8M	Estimated required public subsidy	£5.4M	-	-	-	£5.4M		2011-2026	
DW/SI2 Provision of community facilities in identified deficiency areas within the district	WDC	£1.05M	Standards	-	£0.25M	-	-	£0.8M		2011-2026	
DW/SI3 Provision of sports facilities in identified deficiency areas within the district	WDC	£1.65M	Standards	-	£0.25M	-	-	£1.4M		2011-2026	
HIGH WYCOMBE LCA											
HW/SI1 Provision of Day Opportunities Centre	BCC	TBC	-	TBC							
HW/SII2 Provision of additional community facilities in Hughenden Valley ward Disraeli	WDC Community Services / Developer	£0.45M	WDC Community Services		£0.1M	Cost of land	Potential – no other funding sources at present	£0.35M	No	2012 - 2016	Suitable site needs to be identified. There is a significant deficiency of community facilities in this area which will be increased by new developments
HW/SI3 Provision of additional community facilities in Ryemead ward (land set aside at Wycombe Marsh - two phase project)	WDC Community Services	£0.45M	WDC Community Services	Potential	£0.1M	Cost of land	£0.35M	£-	No	2012-2016	There is a significant deficiency of community facilities in this area which will be increased by new developments

Scheme	Delivery Agency	Cost		Level of Funding Commitments Identified (£)					Committed?	Phasing	Notes
		Total Cost	Source of Cost	Core Public Sector Funding	Existing S.106 collected	Developer funded direct	Other sources (grants etc)	Net Funding Gap			
HW/SI4 Reprovision of Wycombe Sports Centre	WDC Property Services	£27M TBC when specific scheme and delivery mechanism agreed	Estimate	WDC Capital Budget	£0.1M	Potential	Potential	TBC		2011-2021	If WSC is not re-provided then the costs of maintaining the current facility will continue to increase.
SOUTH WEST CHILTERN & MARLOW LCA											
M/SI1 Additional need for swimming facility provision within Marlow	WDC Community Services	TBC when specific scheme and delivery mechanism agreed		WDC Capital Budget	£0.02			TBC		2016-2021	
TOTAL		£41.4M		£5.4M	£0.82M			£7.95M			

13 Public Services

Waste Management & Disposal

13.1 Wycombe District Council has a statutory duty to collect waste and recycling and Buckinghamshire County Council has a statutory duty as the Waste Disposal Authority. The provision of facilities to deal with waste disposal (including Household Waste and Recycling Centres) are the responsibility of the Waste Disposal Authority and are planned for within the Minerals and Waste LDF being prepared by Buckinghamshire County Council.

13.2 Wycombe District Council is currently pursuing a new procurement process for a new joint contract for waste and recycling management jointly with Chiltern District Council and South Bucks District Council.

13.3 The management of collected waste in the district, forms part of the county-wide Energy from Waste (EfW) project being developed by Buckinghamshire County Council. The project had identified a preferred bidder for the contract but no decision will be taken until the later in 2011.

What and Why?

13.4 There are existing deficiencies within the district in relation to Household Waste & Recycling centres. Additional future housing growth will be the key driver in terms of the volume of waste to be managed which will increase the pressure on existing facilities.

DW/PS1 Provision of Waste Transfer Station (WTS)

<i>Objectives, Outcomes & Development Sites achieved through delivery:</i>
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- | |
|--|
| <ul style="list-style-type: none">▪ Core Strategy Outcomes: 2b |
|--|

13.5 A part of the EfW contract a Waste Transfer Station (WTS) is required within Wycombe district. This facility would accept waste from the district and a proportion of waste from South Bucks district.

DW/PS2 Provision of Dry Waste Transfer Station

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 2b

13.6 Two dry waste transfer stations are also required, one in the north of the county and one in the south. No location has been identified for the station in the south of the county which would serve Wycombe, Chiltern and South Bucks districts.

DW/PS3 Provision of Food Waste Transfer Station

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 2b

13.7 Two food waste (or food waste and processing) transfer facilities are required, one in the north of the county and one in the south which would serve all three southern districts. No location for this facility has yet been identified.

13.8 There is currently a waste complex located at Booker, High Wycombe, which could potentially be used for dry waste transfer or food waste. However alternative locations still need to be identified. At present it is not clear if all the facilities could be co-located within the complex.

HW/PS1 New Household Waste & Recycling Centre

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 2b

13.9 A new Household Waste & Recycling Centre is required in a central location in the High Wycombe area to address existing deficiencies and to support the anticipated growth in household waste due to predicted housing growth.

HW/PR1 Redevelopment of Bledlow Ridge HWRC

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 2b

13.10 Re-development of the Bledlow Ridge HWRC is required to ensure future capacity.

13.11 At a site specific level, within any development there is a duty on the developer to provide suitable access and the correct number of bins and bin storage. Guidelines for developers set out the provision required and the levels are determined at the individual planning application stage.⁴² Any future developments will have to provide waste services as set out in the guidance.

13.12 As part of the joint contract being pursued by Wycombe, Chiltern and South Bucks district councils there is also potential that the street cleansing and waste cleansing site could be located within Wycombe district although no sites have been identified as yet.

When will the infrastructure be delivered?

13.13 The Waste Transfer Station is expected to be delivered in 2014/15 as part of the EfW contract.

13.14 The timing of the delivery of the dry waste and food waste/processing transfer stations is dependent on the commencement of the new waste collection contract being progressed by Wycombe District Council and Chiltern District Council. It is anticipated that this new contract will start in 2013 so these facilities would be required by 2013/14.

13.15 The timing of the delivery of the Household Waste & Recycling Centre at High Wycombe and the redevelopment of HWRC at Bledlow Ridge are not yet confirmed and will need to be assessed against the need to provide additional facilities in the north of the county and limited resources.

⁴² Waste Management Requirement Advice Note (WDC, April 2005)

Funding sources and costs

13.16 The estimated cost of the Waste Transfer Station is £4-6M. Funding for this facility has already been allocated as part of the wider EfW project.

13.17 Costs for the Dry Waste Transfer Station and Food Waste Transfer Station are estimated at around £500,000 per facility. This is assuming they are located within the existing High Heavens complex at Booker. There is potential that these costs could change if an alternative location was pursued. The County Council has identified that funding from DEEFRA could be used to part fund the dry waste transfer facility and possibly the food waste /processing facility, although the level of funding has not been confirmed.

13.18 Within the HCA Local Investment Plan for Buckinghamshire the new Household Waste & Recycling Centre at High Wycombe is costed at approximately £4.5M. No funding for this facility has yet been identified. BCC have calculated that based on the projected increase in the number of households in the High Wycombe area between 2009-2026, 13.9% of the municipal waste generated in this area could be attributed to these new households. Therefore approximately £625,000 of the £4.5M cost is attributed to supporting planned housing growth.

13.19 The redevelopment of the HWRC at Bledlow Ridge has been estimated to be £1.22M. BCC have calculated that based on the projected increase in the number of households in the Princes Risborough area between 2009-2026 and the level of municipal waste they will generate, 5.7% of the redevelopment costs (approximately £14,000) is attributable to planned housing growth.

Libraries

- 13.20 Buckinghamshire County Council is the responsible service provider for library services within the District. The provision of library services within the county is currently being reviewed with the County Council seeking to enter into partnerships with community groups to transform fourteen libraries into community partnership libraries with the remaining nine libraries continuing to be run by the County Council. It is proposed that four of these county-run libraries would be in Wycombe district (High Wycombe, Hazlemere, Princes Risborough and Marlow).
- 13.21 The service has identified that library provision across the district is adequate for the proposed growth levels within the district. The new High Wycombe Library operates within the heart of the District and existing branch libraries cover the remaining areas at Flackwell Heath, Hazlemere, Princes Risborough, Marlow and Stokenchurch. Micklefield library was rebuilt last year and Bourne End has recently been extended.
- 13.22 There is potential that some of the existing libraries could be internally remodelled, including an increased provision of self-service technology which would increase capacity, as well as increased book-drop points in other services. These issues are all being considered as part of the review of the service and therefore no specific projects have been identified at this stage.
- 13.23 The MLA guidance note – *Public Libraries, Archives and New Development: A Standard Charge Approach* (May 2010) – suggests a space standard for libraries of approximately 30m² per 1000 population and a benchmark cost figure of £3,514 per square metre. The guidance argues that a standard charge approach is well suited to ‘pooling’ contributions which could be used for IT provision, the reorganisation of library space within buildings and other refurbishments to increase public access.
- 13.24 The need for increased or improved library provision will be monitored throughout the plan period.

Adult Learning

What and Why?

13.25 An expected increase in both population and jobs is a key driver for the provision of adult learning services within the district. Current Adult Learning Provision covers most of the proposed development areas with dedicated centres at Green Street, Highcrest and Millbrook, High Wycombe, Marlow, Princes Risborough and Stokenchurch.

HW/PS2 Provision of additional learning space in High Wycombe

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 1b, 1c, 3b
- Site Allocations: PS8 RAF Daws Hill, Abbey Barn North, Abbey Barn South, Gomm Valley

13.26 Culture & Learning Service has identified the need for an additional requirement of learning space created by development at Gomm Valley, Abbey Barn North and Abbey Barn South and RAF Daws Hill.

HW/PS3 Infrastructure to support the expansion of the Millbrook Centre

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 1b, 1c, 3b
- Site Allocations: PS5 Leigh Street; PS6 Former Compair; PS7 Former De La Rue

13.27 The development in the areas of Desborough and Hughenden would be covered by the centres of Millbrook and Green Street. Both centres are already popular community facilities and further infrastructure would be required to support the increased use of the Millbrook School. There are also continuing safety concerns regarding traffic use and Mill End Road, the location of Millbrook Combined School.

When will the infrastructure be delivered?

13.28 The development of any new Adult Learning centres should be included as part of any community facility as the development is built. There are no triggers

other than the existence of a sustainable community as Adult Learning requires customers to generate revenue.

Funding Sources and Costs

13.29 The present capital costs for a building are approximately £2850/sqm but this excludes land purchase costs and site infrastructure. These costs are based on the 2009 values as represented by the reconstruction of the Amersham Adult Learning Centre. Revenue costs and on-going maintenance costs would be covered by revenue income.

13.30 Previously principal capital funding was usually sourced through the Learning & Skills Council. Developer contributions for Adult and Community Learning are currently collected through the Developer Contributions SPD mechanism.

13.31 There are opportunities for Adult Learning facilities to be co-located with other community based infrastructure. This may help reduce the cost of infrastructure provision.

Archives

13.32 Buckinghamshire County Council has a statutory responsibility to make provision for the storage of records in the custody of the Council. The current archive facilities serve both Buckinghamshire and the Milton Keynes Council area. The current archive provision is inadequate in both quantitative and qualitative terms and in 2007 the National Archive inspection of the BCC archives made the County's status as a place of deposit conditional on improvements being made.

What and Why?

13.33 The predicted population growth in the County will increase the accrual rate of new records and the need for additional capacity. The Centre for Buckinghamshire Studies Strategic Plan 2010-2015 sets out the plan for future archive provision. A joint feasibility study to examine the options for future provision is currently being undertaken and is due to report in March 2012.

13.34 Pending the results of this feasibility study, the MLA report – *Public Libraries, Archives and New Development: A Standard Charge Approach* (May 2010) – provides benchmark figures for new archive provision in terms of space and costs. These are:

- £21.60 per person for new or refurbished archive space, OR
- £52.80 per dwelling (assuming an average occupancy of 2.4 persons per dwelling)

13.35 As archive provision is a county-wide service and therefore no geographically specific the IDP uses the person standard. By attributing this figure to the growth planned for Wycombe district, based on a population increase of 5000 (2009-2026) this equates to £108,000 of funding required.

When will the infrastructure be delivered?

13.36 In order to await the results of the feasibility study, implementation of any agreed option is unlikely to occur before 2016.

How will the infrastructure be delivered?

13.37 Buckinghamshire County Council would be the lead delivery authority, with the support of Milton Keynes Council and other bodies such as WheelPower and other bodies involved in the Paralympic movement.

13.38 No funding has been identified for the implementation of any option. Central government funding is not expected. In 2001/2 Heritage Lottery funding was secured for piecemeal refurbishment so this potentially may be a source of funding for this project.

Crematoria and Burial Grounds

13.39 WDC Culture and Leisure Services have identified that the existing cemetery burial space is anticipated to be sufficient for the next 25-30 years at present

burial rates. Although thought will need to be given to future provision this will be outside of the Infrastructure Delivery Plan period.

13.40 Existing capacity at Chilterns Crematorium at Amersham is also considered to be adequate in the timeframe of the IDP.

Safer Bucks Partnership (including the Buckinghamshire Drug & Alcohol Action Team)

13.41 It is not possible to predict accurately the service demand on the Buckinghamshire Drug & Alcohol Action Team from population figures alone. However the team have identified that it is expected that increases in need will be able to be met within the current infrastructure although there possibly could be a need for additional revenue support.

13.42 The need for infrastructure requirements for the Probation Service have been raised although no specific infrastructure requirements have been identified. As information becomes available this will be included within the IDP.

Public Services - Infrastructure Delivery Programme

Scheme	Delivery Agency	Cost		Level of Funding Commitments Identified (£)					Committed?	Phasing	Notes
		Total Cost	Source of Cost	Core Public Sector Funding	Existing S.106 collected	Developer funded direct	Other sources (grants etc)	Net Funding Gap			
DISTRICT WIDE											
DW/PS1 Provision of Waste Transfer Station (WTS)	EfW Contract Holder	£4-6M	EfW project	EfW project	-	-	-	-	Identified as requirement of EfW contact.	2011-16	
DW/PS2 Provision of Dry Waste Transfer Station	BCC	£0.5M	BCC	DEEFRA (via BCC)	-	-	-	-	No. Location not yet confirmed.	2011-16	
DW/PS3 Provision of Food Waste Transfer Station	BCC	£0.5M	BCC	DEEFRA (via BCC)	-	-	-	-	No. Location not yet confirmed.	2011-16	
DW/PS4 Provision of Archive Storage	BCC	TBC	BCC Feasibility Study	TBC	-	-	-	£0.41M (attributable to growth)	No. Awaiting outcome of feasibility study	2016-2021	
HIGH WYCOMBE LCA											
HW/PS1 New Household Waste & Recycling Centre	BCC & WDC	£4.5M	BCC	TBI	-	-	-	£0.625M (attributable to growth)	No. Location not yet confirmed.	2016-2021	
HW/PS2 Provision of additional learning space in High Wycombe	Culture & Learning Service, BCC	£0.71M		-	-	-	-	£0.71M		2016-2021	The development of such facilities will contribute to the creation of sustainable communities in these locations. Opportunities for co-location with other community facilities should be investigated to reduce cost.

Scheme	Delivery Agency	Cost		Level of Funding Commitments Identified (£)					Committed?	Phasing	Notes
		Total Cost	Source of Cost	Core Public Sector Funding	Existing S.106 collected	Developer funded direct	Other sources (grants etc)	Net Funding Gap			
HW/PS3 Infrastructure to support the expansion of the Millbrook Centre	Culture & Learning Service, BCC	TBC								2011-2016	If the infrastructure is not delivered then the existing facility will not be able to provide the level of infrastructure required to serve the increasing population.
NORTH WEST CHILTERN LCA											
HW/PR1 Redevelopment of Bledlow Ridge HWRC	BCC & WDC	£1.2M	BCC	TBI				£0.014M (attributable to growth)	No. Location not yet confirmed.	2016-2021	
TOTAL		£13.41M						£1.76M			

14 Green Infrastructure

Green Infrastructure Network

What and why?

14.1 The DSA proposes the implementation of a Green Infrastructure Network for the district made-up of existing and proposed multi-functional green spaces and green links, both public and private assets, with and without public access and in both urban and rural locations. These green spaces and links contribute to the high quality natural and built environment required for existing and future sustainable communities resilient to the effects of climate change in the long term. The network highlights the potential for improvement to green spaces and links and using a network approach enables a holistic overview of the natural and historic environment.

14.2 Policies DM10 – DM13 of the DSA set out the principles and policy requirements for the protection, enhancement and provision of green infrastructure and biodiversity across the district. The actions identified in this chapter will help with the delivery of these.

<p>SR/GI1 Provision and Enhancement of the Green Infrastructure Network in Priority Action Area 3 ‘Wycombe District South & South Bucks’</p>

<p><i>Objectives, Outcomes & Development Sites achieved through delivery:</i></p>

- | |
|--|
| <ul style="list-style-type: none">▪ Core Strategy Outcomes: 2e, 4a, 4b, 4c, 4d |
|--|

14.3 Green Infrastructure is being addressed by the Buckinghamshire Green Infrastructure Consortium (GIC), of which Wycombe District Council is a member. In April 2009, the Consortium published a Green Infrastructure Strategy for Buckinghamshire. This identifies several opportunities in Priority Action Area 3 (Wycombe District South and South Bucks), including two Access Links (High Wycombe to Bourne End and Wooburn Green to Burnham Beeches), one Countryside Access Gateway (Cliveden) and one Opportunity Zone (Little Marlow Gravel Pits). In addition, it

identifies in Priority Action Area 2 (Aylesbury Environs) a Countryside Access Gateway at Bacombe/Coombe Hills, an Access Link between Princes Risborough and Bacombe Hill and the 'Chiltern Escarpment' as an Opportunity Zone.

14.4 Triggered by recent government guidance the GIC is currently in the process of forming a Local Nature Partnership (LNP) together with other existing regional partnerships. It is envisaged that the LNP, once established, might be able to assist in identifying potential funding streams for projects. The emerging LNP has also recently commissioned the development of The Green Infrastructure Delivery Plan to identify projects, which will take forward the implementation of the Strategy. Once the Green Infrastructure Delivery Plan is finalised and these projects are identified, those relevant to Wycombe district and which support the development of the area can be included in updates to the IDP.

DW/GI1 Provision and Enhancement of the Green Infrastructure Network, particularly in the identified Opportunity Areas

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 2e, 4a, 4b, 4c, 4d

14.5 The Green Infrastructure Network includes public parks, river corridors, rights of way, cycle routes, playing fields, informal green spaces, woodland and former railway corridors. It will provide suitable and sufficient green spaces for recreation, amenity and biodiversity purposes, connected by a series of accessible green links that provide attractive, convenient routes for both wildlife and people.

14.6 Currently the identification, protection and enhancement of a local Green Infrastructure Network has been prioritised in the High Wycombe and Chepping Wye Valley Local Community Areas. In the long-term the network will be defined district-wide.

14.7 The Green Infrastructure Network includes Opportunity Areas which have been identified where there is a potential to enhance green links

between existing and proposed areas of Green Infrastructure. It is within these Opportunity Areas that new development will be expected to focus on the enhancement and management of the Green Infrastructure Network. Key Opportunity Areas identified at this stage are the former High Wycombe to Bourne End railway line, the River Wye corridor from Desborough through to Bourne End, the Hughenden Valley corridor and the Little Marlow Gravel Pits. These are reflected in the Transport Infrastructure and Open Space policies of the DSA. A Project Schedule and Plan has been produced which identifies these and other potential areas for future improvements. The Council and its partners have identified and costed 22 separate projects in the identified Opportunity Areas, which are set out in detail in Appendix 5.

DW/GI2 District Wide Tree Planting

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 2e, 4a, 4b, 4c, 4d

14.8 Wycombe District Council undertakes a significant annual tree planting programme throughout the district. This has both environmental benefits but also helps create a district and places within it that are pleasant places to be for our residents. The tree planting programme is set annually.

Open Space

- *District wide*

DW/GI3 Implementation of open space improvements identified within the Open Space Framework and in line with Open Space standards

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 1c, 2e, 4a, 4c, 4d

14.9 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.

14.10 The Council will apply the following local standards for open space in new development:

For developments of four dwellings or above (gross), or any employment development of 2,500sqm or above (gross) provision for public open space to the following standards is required:

- 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.

Developments of 40 dwellings or above (gross) or 5,000 sqm or above (gross) should provide:

- i. a proportion of local open space on-site.
- ii. Off-site contributions towards strategic open space.

Developments of less than 40 dwellings (gross) or less than 5,000 sqm (gross) should provide Off-site contributions for local and strategic open space.

14.11 A cost per person to meet the standards of £1,049 has been derived from the on-the ground costs of providing different types of open space throughout the District, comparisons with other local authorities and from national guidance. This has been adopted via the 2011 update to the Developer Contributions SPD

14.12 A calculation of costs based on the residential housing targets and the open space standards can be made as follows:

- Current district population at 2009 = 162,500

- Projected district population at 2026 =167,500
- Difference of 5,000
- 5,000 x £1,049 = £5.2m

The OSF includes a high level action plan that sets out identified project to meet deficiencies. This is included at Appendix 6.

- *High Wycombe Local Community Area*

HW/GI1 Linear Park in the Hughenden Quarter

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 1c, 2e, 4a, 4c, 4d, 4e
- Site(s): PS6 Former Compar; PS7 Former De La Rue

14.13 The DSA identifies the opportunity for the delivery of a linear park in the Hughenden Quarter. Opportunities include the enhancement of the Hughenden Stream and wildlife corridor and the provision of a high quality walking and cycling route, linking through from the town centre to the Hughenden Park.

HW/GI2 Open Space in the Desborough Area

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 1c, 2e, 4a, 4c, 4d, 4
- Site(s): Desborough Area sites

14.14 The DSA identifies the opportunity to deliver high quality open space provision within the Desborough area through the redevelopment of sites which currently do not utilise the open space opportunities on site. This would include the creation of a riverside corridor along the Rive Wye and a high quality walking and cycling route along the river from Desborough to the town centre.

HW/GI3 Woodland walk in Deangarden Wood

HW/GI4 Parkland and Sports Facilities at Abbey Barn South

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 1c, 2e, 4a, 4c, 4d, 4e
- Site(s): PS8 RAF Daws Hill; Abbey Barn South

14.15 The DSA identifies the significant opportunities for the provision of green infrastructure in the M40 Gateway area. This could include high quality public parkland in the existing historic woodland ride, the provision of several playing pitches, play and teen facilities, and allotments and the creation of a woodland walk in Deangarden Wood. This would offer improved connectivity with the town centre and recreational opportunities for existing and new residents in this area.

HW/GI5 Green Wedge, at Terriers Farm

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 1c, 2e, 4a, 4c, 4d, 4e
- Site(s): Terriers Farm

14.16 The DSA identifies an opportunity for a strong landscape structure to the any development in this location, and the provision of playing pitches including changing rooms, children/teen play provision, informal natural open space and allotments in accordance with local standards.

HW/GI6 River Wye Corridor Improvements, at Wycombe Marsh

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 1c, 2e, 4a, 4c, 4d, 4e
- Site(s): Wycombe Marsh

14.17 The DSA identifies an opportunity for the retention and enhancement of the landscape setting and amenity of the two river corridors; the provision of a wildlife corridor between the River Wye and Bassetsbury allotments; and the provision of on-site public open space linking the River Wye back to the Back stream. This should include public amenity space and play/teen facilities

14.18 The DSA identifies an opportunity to deliver high quality public open space as part of the development of this site. This should include green corridors, access links, play and teen facilities and sufficient public open space to allow for informal sports use.

- *Princes Risborough LCA*

PRY/GI1 Public amenity space and play in southern Princes Risborough

Objectives, Outcomes & Development Sites achieved through delivery:

- Core Strategy Outcomes: 1c, 2e, 4a, 4c, 4d, 4e
- Site(s): PS13 Picts Lane

14.19 The DSA identifies an opportunity to deliver high quality public open space and play as part of the Picts Lane development. The site is expected to improve the quality of and access to the stream on site, and to deliver public amenity space and a play area.

How will the infrastructure be delivered?

14.20 It is expected that the Green Infrastructure Network will be delivered by a number of parties including Wycombe District Council, Buckinghamshire County Council, private developers and third party sector parties. The network will be delivered in phases as and when funding is available, as identified within the Project Schedule and Plan.

14.21 Developers will be expected to contribute to the delivery of open space facilities in line with the standards set out within WDC's Open Space Framework. The delivery of infrastructure requirements HW/GI1 – HW/GI6, CWY/Gi1 and PR/GI1 will be expected to be implemented in line with development in the area (as set out in site specific policies).

Table 9 Proposed open space for strategic sites

	Strategic Site	Requirement Identified
HW/GI4	Abbey Barn South (+PS8 RAF Daws Hill)	Parkland and sports facilities
HW/GI5	Land at Terriers Farm	Green Wedge
HW/	Slate Meadow	Public open space

Green Infrastructure - Infrastructure Delivery Programme

Scheme	Delivery Agency	Cost		Level of Funding Commitments Identified (£)					Committed?	Phasing	Notes
		Total Cost	Source of Cost	Core Public Sector Funding	Existing S.106 collected	Developer funded direct	Other sources (grants etc)	Net Funding Gap			
SUB-REGIONAL											
SR/G1 Provision and enhancement of the Green Infrastructure Network in Priority Action Area 3 'Wycombe District South & South Bucks'	BCC + WDC; private developers; third sector parties	TBI		Potential	Potential		Potential		Part – Dev. Con.	2011-2016	
DISTRICT WIDE											
DW/G11 Provision and Enhancement of the Green Infrastructure Network, particularly in the identified Opportunity Areas	WDC + BCC; Private developer; third sector parties	£4.4m	WDC estimate	Potential			Potential	£4.4M		2011-2026	
DW/G12 District Wide Tree Planting	WDC	£0.3M	Estimate based on current programme of £20k per annum		£0.07			£0.23M		2011-2026	
DW/G13 Implementation of open space improvements identified within the Open Space Strategy	WDC + BCC; Private developer; third sector parties	£5.2M	Estimate based on local standards	Potential	£0.2M	On larger sites of over 40 dwellings it will be required that a proportion of open space is	Potential	£5M		2011-2026	

Scheme	Delivery Agency	Cost		Level of Funding Commitments Identified (£)				Committed?	Phasing	Notes
		Total Cost	Source of Cost	Core Public Sector Funding	Existing S.106 collected	Developer funded direct	Other sources (grants etc)			
						provided onsite				
TOTAL		£9.9M			£0.27M			£9.63M		

15 Utilities Services

Water

What and Why?

15.1 Thames Water is the main water undertaker within the district. Future service provision is planned through 5 Year Business Plans, Water Resources Plan and Sludge Strategy. Service provision is driven by regulatory drivers, housing growth, existing deficiencies and economic and climate change.

15.2 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.

DW/US1 Strategic solutions to tackle capacity problems of wastewater network (as identified)

15.3 Thames Water has identified that the wastewater network is close to capacity. An extensive study is required to determine the most appropriate wastewater network strategic solution is required to serve future growth. Funding has been made available for network investigations and upgrades for period 2010-2015. The study will provide a cost estimate of any proposed works. Any works could potentially be delivered 2016 to 2021 and will need to be phased to ensure the strategic network solution coincides with growth. The proposed study will also establish the potential level of phasing or trigger points.

DW/US2 Localised upgrades of water network (as requirements identified)
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15.4 Based on the current planned locations for future housing growth localised upgrades of the water network will be required. Specific site constraints have been identified through Thames Water's representations to the DSA.

DW/US3 Sludge stream improvements required to Little Marlow Sewerage Treatment Works

15.5 Little Marlow Sewerage Treatment Works has capacity for an additional 10,000 population equivalent up to 2026. Sludge stream improvements will be required over the lifetime of the Plan period due to changes in sludge regulations.

How will the infrastructure be delivered?

15.6 Thames Water would be the main delivery agency for the infrastructure identified. Costs will be identified when the appropriate solutions and infrastructure works have been identified and will be updated within the IDP when available.

Electricity

15.7 National Grid have confirmed that the planned distribution of housing growth in Wycombe district will not have a significant effect upon National Grid's infrastructure, in relation to both gas and electricity transmission and that the existing network should be able to cope with additional demands.

DW/US4 Localised upgrades to electricity infrastructure
--

15.8 Scottish and Southern Energy have confirmed that at the present time the primary infrastructure can support the additional housing growth planned to 2026. However in the following areas (High Wycombe LCA, Chepping Wye Valley LCA and South West Chilterns & Marlow LCA) it may be necessary to install additional 11,000 volt cable circuits from existing primary substations to serve new development areas. If additional loads materialise than some local reinforcements may be required.

15.9 EDF Energy have confirmed that the proposed housing levels 2011-2026 at Princes Risborough should not have a significant impact on the existing infrastructure, on the basis that all homes are gas heated.

Sustainable Energy Supplies

15.10 Wycombe District Council is currently looking at the potential development of a Combined Heat and Power Network within High Wycombe, linking key development sites. The following sites have been identified as potential sites for the use of CHP:

- PS8 RAF Daws Hill & Abbey Barn South
- PS10 Handy Cross Sports Centre
- PS6 Former Compair & PS7 Former De La Rue
- Potential town centre sites (to be identified)

Flood Defences

15.11 Buckinghamshire County Council has identified, through the Surface Water Management Plan for Chesham and High Wycombe (Jacobs, November 2011) a number of schemes to mitigate flood risk within High Wycombe. Further work and development of these schemes is on-going and by the end of April 2012 the level of funding available from DEFRA to fund (or part-fund) these schemes will be known. As further information is available on specific schemes, including costings and available funding sources the Council will consider the inclusion of these schemes within the IDP as it is updated.

15.12 Planning permission has recently been granted for a flood alleviation scheme at Pound Lane / Firview Close, Marlow.

15.13 The Environment Agency issues the discharge consents for the Sewerage Treatment Works and ensures that water quality standards are

met. For information on the capacity of the sewerage network see response from Thames Water above.

Utilities Services - Infrastructure Delivery Programme

Scheme	Delivery Agency	Cost		Level of Funding Commitments Identified (£)					Committed?	Phasing	Notes
		Total Cost	Source of Cost	Core Public Sector Funding	S.106	Developer funded direct	Other sources (grants etc)	Net Funding Gap			
DISTRICT WIDE											
DW/US1 Strategic solutions to tackle capacity problems of wastewater network (as identified)	Thames Water	TBI		OfWAT (Through Business Plan process)					No	2016-2021	Infrastructure is required to ensure that development can be delivered.
DW/US2 Localised upgrades of water network (as identified)	Thames Water	TBI		OfWat					No	2011-2026	Infrastructure is required to ensure that development can be delivered.
DW/US3 Sludge stream improvements required to Little Marlow STW	Thames Water	TBI		OfWat					No	2016-2021	Infrastructure is required to ensure that development can be delivered.
DW/US4 Localised upgrades to electricity infrastructure	Energy provider	TBI		Energy provider					No	2011-2026	Infrastructure is required to ensure that development can be delivered.

APPENDICES

Appendix 1

Core Strategy Outcomes, indicators/targets and related Core Strategy policies⁴³

Core Strategy Outcome		Indicator(s) / Target(s)	Related Core Strategy Policy
1. Community Needs Addressed			
1a	Homes provided to help meet local needs, especially affordable housing	Annual progress against the target of 402.5 net additional dwellings pa in the District. Annual progress in retaining a deliverable supply of housing land in years 1-5 and a deliverable supply in years 6-10 and 11-15. Annual number of affordable housing completions (in terms of dwellings & bedspaces) New-build affordable dwellings & bedspaces (in terms of their annual proportion of all new-build dwellings & bedspaces)	CS2 Locational principles CS8 Reserve locations CS12 Housing provision CS13 Affordable housing and housing mix CS14 Gypsies, travellers & travelling showpeople
1b	Deprivation reduced and regeneration facilitated	Raising communities out of the bottom 25% of the country in relation to specific aspects of the Indices of Multiple Deprivation	CS2 Locational principles CS3 High Wycombe principles CS4 High Wycombe Areas of Change CS6 Princes Risborough CS7 Rural Settlements & Rural Areas
1c	Community Infrastructure provided, improved and protected	New Sports Centre (medium term) Redevelopment & expansion of university college (medium term) New open space – e.g. Desborough area (medium term) Amount of developer contributions	CS3 High Wycombe Principles CS4 High Wycombe Areas of Change CS5 Marlow CS6 Princes Risborough CS7 Rural Settlements & Rural Areas CS15 Community Facilities CS21 Developer Contributions to Community Infrastructure
1d	Public transport etc improved, reliance on car reduced	Targets relevant to the District in the Local Transport Plan	CS2 Locational principles CS3 High Wycombe principles CS4 High Wycombe Areas of Change CS10 Town Centre Hierarchy CS16 Transport CS19 Raising the quality of place-shaping and design

⁴³ Taken from Appendix 5 of the Core Strategy (WDC, 2008)

Core Strategy Outcome		Indicator(s) / Target(s)	Related Core Strategy Policy
			CS20 Transport & Infrastructure CS21 Developer Contributions to Community Infrastructure
1e	Community involvement in planning decisions	----	----
2. Resources Conserved			
2a	Brownfield development optimised and comes before greenfield	Quantities and percentages of new residential and business developments taking place on Brownfield and greenfield sites (respectively) in identified areas in district.	CS2 Locational principles CS9 Green Belt
2b	Sustainable construction & use of renewable energy encouraged. Recycling of all resources encouraged	Significant increase in homes built to BREEAM/ Ecohome standards. Significant increase in installation of renewable energy production facilities.	CS4 High Wycombe Areas of Change CS18 Waste / Natural resources / Pollution
2c	Higher density and higher quality developments achieved at the same time	Quality review of developments. Percentage of new dwellings completed at <30, 30-50 and 50+ dwellings per hectare Average density of new major dwellings (10+ dwellings)	CS4 High Wycombe Areas of Change CS5 Marlow CS6 Princes Risborough CS7 Rural Settlements & Rural Areas CS19 Raising the quality of place-shaping and design
2d	Development focused on town centres and accessible locations	Position of High Wycombe in national retail indices Amount of retail, office and leisure development in and out of town centres. Quantities and percentages of new residential development within: a) Walking distance and b) 30 minutes travel by public transport of a GP/health centre, hospital, primary and secondary schools, and a significant concentration of employment.	CS2 Locational principles CS3 High Wycombe principles CS4 High Wycombe Areas of Change CS5 Marlow CS6 Princes Risborough CS10 Town Centre Hierarchy CS16 Transport CS19 Raising the Quality of Place-Shaping and Design CS20 Transport and Infrastructure Cs21 Developer Contributions to Community Infrastructure
2e	Biodiversity maintained, enhanced, created	Changes in areas and populations of biodiversity importance – by priority habitats and designations	CS4 High Wycombe Areas of Change CS5 Marlow

Core Strategy Outcome		Indicator(s) / Target(s)	Related Core Strategy Policy
			CS17 Environmental Assets CS19 Raising the quality of place-shaping and design
2f	Risk of flooding avoided	No planning permissions granted against Environment Agency advice on flood defence grounds	CS5 Marlow CS18 Waste / Natural resources / Pollution
3. Prosperous Economy			
3a	Jobs, Labour and Housing broadly balanced	65% of local people to work locally	CS4 High Wycombe Areas of Change CS11 Land for Business CS12 Housing provision
3b	Local skills and labour harnessed	See Sustainable Community Strategy quality of life indicators, especially QoL20	CS2 Locational Principles CS11 Land for Business
3c	'Smart' economic growth achieved	Annual gross/net change in different business uses, by location, by former use class and by the typologies set out in Policy CS11	CS2 Locational Principles CS4 High Wycombe Areas of Change CS5 Marlow CS6 Princes Risborough CS11 Land for Business
3d	Congestion minimised and transport improvements secured	Targets relevant to the District in the Local Transport Plan New transport modelling of "MasterPlan" and M40 Gateway transport proposals to determine the most appropriate solutions	CS3 High Wycombe Principles CS4 High Wycombe Areas of Change CS5 Marlow CS6 Princes Risborough CS16 Transport CS21 Developer Contributions to Community Infrastructure
4. Quality Places			
4a	Quality Environments	Quality review of developments – level of positive feedback	CS3-7 Place policies CS10 Town Centre Hierarchies CS19 Raising the quality of place-shaping and design
4b	Countryside protected and enhanced	Quality review of developments – level of positive feedback Amount of peripheral greenfield development	CS2 Locational Principles CS9 Green Belt CS17 Environmental Assets CS19 Raising the quality of place-shaping and design
4c	Greening of the urban area	Net gain/losses of greenspace designations	CS2 Locational Principles

Core Strategy Outcome		Indicator(s) / Target(s)	Related Core Strategy Policy
		Development and implementation of green infrastructure / public realm strategies	CS3 High Wycombe Principles CS4 High Wycombe Areas of Change CS17 Environmental Assets CS19 Raising the quality of place-shaping and design
4d	Places of distinction created, local character and identity protected and enhanced	Quality review of developments – level of positive feedback	CS3-7 Place policies CS19 Raising the quality of place-shaping and design
4e	Our heritage conserved and celebrated	Quality review of developments – level of positive feedback Net gains/losses of designated heritage assets considered at risk Percentage of conservation area appraisals updated in the last 5 years	CS17 Environmental Assets CS19 Raising the quality of place-shaping and design

Appendix 2

Housing & Population Projection Information Sheet – April 2011

See separate appendix.

Source of Population Projections – Bucks Strategic Partnership (BSP) October 2010.

These projections are not suitable to calculate developer contributions for school places which will use more localised data. They must be used alongside the guidance documentation provided on the BSP website:

<http://www.buckinghamshirepartnership.gov.uk/partnership/BSP/partners.population.page?>

Appendix 3 Infrastructure Providers

Infrastructure Sector	Infrastructure Element	Service Provider
Transport & Accessibility	Highways Infrastructure & Improvements	Buckinghamshire County Council
	Public Transport	
	Walking & Cycling	
	Strategic Highway Network	Highways Agency
	Rail Network	Chiltern Railways First Great Western Network Rail
High Wycombe Town Centre Masterplan		Wycombe District Council Buckinghamshire County Council
Affordable Housing	Affordable Housing	Registered Providers in partnership with WDC Housing Department
Education	Higher	Bucks New University
	Further	Amersham & Wycombe College
	Primary & Secondary	BCC – Education
	Special Needs	BCC – Education
Health Care	Acute	Bucks NHS Trust
	Primary	Bucks Primary Care Trust
	Mental	Oxfordshire & Buckinghamshire Mental Health NHS Foundation Trust
Emergency Services	Police	Thames Valley Police
	Fire	Bucks Fire Service
	Ambulance	South Central Ambulance Service NHS Trust
Social Infrastructure	Adult Social Care	BCC – Social Care
	Children & Young People (Social care)	BCC – Social Care
	Community & Youth	BCC – Leisure & Culture
	Adult Learning	BCC – Culture & Learning
	Arts & Culture	WDC – Community Services
	Community Halls	WDC – Community Services
	Sports Centres	WDC – Community Services
Public Services	Crematoria & Burial Grounds	WDC – Community Services
	Libraries	BCC – Culture & Learning
	Archive	BCC – Culture & Learning
	Drug treatment centres	Buckinghamshire Drug & Alcohol Action Team
	Refuse Collection & Recycling	WDC – Environmental Services
	Waste Disposal	BCC – Waste
Green Infrastructure		WDC – Community Services WDC – Spatial Planning BCC – Natural Environment Team
Utilities Services	Water	Thames Water
		Veolia Water Central
	Electricity	National Grid
		Scottish & Southern Electric EDF Energy
	Gas	British Gas
Telecommunications	British Telecom	
Flood Defences		Environment Agency

Appendix 4 Identifying Funding Sources

1.1 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. Predicting future levels of funding beyond the short-term is difficult and it is particularly problematic in the current economic and funding climate, where spending cuts and changes to funding regimes make it extremely difficult to predict the availability of funding to support growth.

1.2 In light of service providers being unable to predict confidently what funding sources may be available to them in the future, this chapter looks briefly at possible levels of funding based on previous budget profiles and external grants and funding opportunities. Due to the nature of this exercise, the identification of any potential funds in this chapter have not been replicated within the main body of the IDP (within the Infrastructure Delivery Programmes) as they are not committed funds, nor do they represent a commitment from any of the funding bodies listed below, and would therefore distort the committed funding sources and the subsequent identified funding gap.

Funding availability from Wycombe District Council

1.3 The IDP identifies the following costs for WDC-led infrastructure provision (where WDC is the sole/main service provider). It also identifies where there is committed funding for projects and subsequently the existing funding gap.

Portfolio	WDC Service	Lifetime of the IDP 2011-2026		First Five Years 2011-2016	
		Total Infrastructure Cost	Total Funding Gap	Infrastructure Cost	Funding Gap
Younger & Older People	Community Facilities	£1.95M	£1.15M	£1.25M	£0.45M
	Sports Facilities	£41.65M	£1.4M	£20.55M	£0.28M
	Open Space	£5.2M	£5M	£1.7M	£1.5M
	Green Infrastructure	£4.7M	£4.63M	£1.6M	£1.5M
		£53.5M	£12.43M	£25.1M	£3.73M
-	High Wycombe Town Centre Masterplan	£12.0-19.1M	£6.7-15.4M	£7.3-8.5M	£2.5-5.3M
TOTAL		£65.5-72.6M	£19.13-27.83M	£32.4-33.6M	£6.23-9.03M

WDC Capital Programme

1.4 The Council's current capital programme runs from 2008-09 to 2012-13. The funding available for the first three years of the capital programme 2008/09-2010/11 can be identified as such:

Funding	£000s
Investment Income	8,000
Apply Borrowing	8,000
RDR Balance	4,400
Capital Receipts	2,400
Other sources including s.106, government grants and LABGI	8,851
Total	31,651

A total of £31.651M over three years equates to an average of £10.5M per year.

1.5 The programme demonstrates a clear decline in capital funding throughout the whole period (2009/09 – 2012/13) reflecting the current economic climate, with substantially less funding available at the later stages of the programme period. Therefore it would not be appropriate to consider that this level of funding could be sustained into future years.

1.6 In addition not all of this funding would be available for the types of projects identified within the IDP. The table sets out the full capital programme allocated to the service areas of the Council that could deliver future WDC projects identified in the IDP.

Portfolio	Total Capital Programme (2008/09 – 2012/13) £000s
(1) Younger & Older People	£4,501
(a) Section 106 Open Space schemes	£517
(b) Section 106 Community Facilities	£727
(2) Well Being & Neighbourhoods	£1,700
(3) Economic Development & Transportation	£4,582
(a) Section 106 HW Transport Schemes	£4,071
(b) Section 106 Marlow Transport schemes	£480

1.7 The capital programme identifies Section 106 monies as part of the funding available for projects. In the light of a CIL being introduced the majority of the current Section 106 regime would be replaced and therefore these monies would no longer be available.

1.8 Although the current funding situation is uncertain it would be appropriate to consider that some level of funding may be available to help contribute to the funding of infrastructure. The current capital programme budget allocation for the Younger & Older People portfolio amounted to £4,501,000 for five years. Taking away the S.106 element of this which amounts to £1.2M (1(a) and 1(b) identified in the table above) this leaves a total of £3.3M. Assuming a continuation of the trend of decreasing capital budgets, the following sensitivity analysis has been undertaken:

- If 75% of the funding was available in the next capital programme (2013/14 – 2017/18), this would equate to £ 2,805,850
- If 50% of the funding was available in the next capital programme (2013/14 – 2017/18), this would equate to £ 1,650,500
- If 25% of the funding was available in the next capital programme (2013/14 – 2017/18), this would equate to £ 495,150

1.9 In all scenarios this would be less than the £3.73M funding gap identified for infrastructure projects identified within the Younger and Older People portfolio for the first five years (2012-16) of the IDP.

Generation of Capital Receipts

1.10 The future capacity and resources of the Wycombe District Council to generate capital receipts to spend on infrastructure schemes will be limited. The Council receives only £445,000 per annum in direct government grant funding on capital scheme and this is primarily used for Disabled Facility Grants for private homes. The Council has transferred its Housing Stock externally to Red Kite Housing and therefore will no longer generate capital receipts through Right to Buy sales. Any receipt generated by the Council in the transfer of its housing stock will be required to cover residual costs and ensure that the Council can fund an Indemnity should it be required in the first 10 years. Therefore no assumptions can be made about potential availability of resources for additional funding.

1.11 The Council also has limited ability to generate capital from the assets it holds and it is difficult to predict what receipts could be generated from this. For example a potential range of £0-£20M in the period 2011/12 – 2015/16 has been identified which offers limited certainty. In addition the Council has also made a commitment to replace the existing Wycombe Sports Centre which is being funded from specific asset disposals. It is not yet known whether this can generate sufficient capital resources and will require additional funds to be raised.

External Funding Sources

1.12 The Council has previously received funding from one-off capital grants such as Playbuilder and funding from English Heritage for conservation-led projects, but these are very limited and tend to deliver capital funding for specific small-scale projects. As per the introduction to this chapter it is difficult to predict which funding sources would be available in the future and whether bids for monies would be successful.

New Homes Bonus

1.13 Another potential source of funding that could be utilised for funding is the New Homes Bonus. It is anticipated that this could generate up to £2.8M per annum, which over a five year period equates to £14M. The following sensitivity analysis shows what funding may be available:

- If 75% of the income generated through New Homes Bonus was available for infrastructure projects, this would equate to £ 11.9M
- If 50% of the funding was available in the next capital programme, this would equate to £ 7M
- If 25% of the funding was available in the next capital programme, this would equate to £ 2.1M

1.14 However there has been no formal decision from the Council as to how this money could be spent and as it will be accompanied by a similar reduction in Formula Grant, it may not be available in its entirety or at all for infrastructure projects.

Existing Section 106 Contributions

1.15 Where the Council already holds existing monies collected from Section 106 contributions these have been taken into account in the individual Infrastructure Delivery Programmes within this IDP.

Conclusions

1.16 Given the uncertainty around the availability of future funding sources it is difficult to predict what funding sources will be available. However based on known assumptions regarding funding (both past and future values) it can be seen that levels of funding generated internally will not meet the costs of the infrastructure projects identified.

Funding availability from Buckinghamshire County Council

1.17 The IDP identifies the following costs for BCC-led infrastructure provision (where BCC is the sole/main service provider). It also identifies where there is committed funding for projects and subsequently the existing funding gap.

Portfolio	BCC Service*	Lifetime of the IDP 2011-2026		First Five Years 2011-2016	
		Total Infrastructure Cost	Total Funding Gap	Infrastructure Cost	Funding Gap
	Education	£ 34.75M	£ 20.85M	£ 15.44M	£ 9.6M
	Transport	£ 46.27M	£ 43.54M	£35.96M	£ 33.26M
	Adult Social Care	£10.8M	£ 5.4M	£ 3.6M	£ 1.8M
	Libraries, Adult Learning & Archives	£ 1.12M	£ 1.12M	£ 0	£ 0
	Waste Disposal	£ 12.7M	£0.64M	£7 M	£ 0
	TOTAL	£105.64M	£ 71.55 M	£ 12.5M	£ 44.66M

* Green infrastructure is omitted to avoid double-counting with WDC at this stage.

BCC Capital Programme

1.18 In February 2012 Buckinghamshire County Council approved its capital funding programme for 2012/13 to 2014/15.⁴⁴ The programme reflects the decline in funding available to the Council over the coming years. The budget identifies that funding from Government to BCC is increasing by less than £1m from 2011/12 to 2012/13. This combined with no increase in Council Tax means that available resources are at a virtual standstill. Beyond 2012/13 the position is less clear as the Government are still considering responses to its consultation on an overhaul of the local government funding system. However in setting the Medium Term Plan, BCC have assumed a 5% reduction in Formula Grant (or its equivalent) in each of 2013/14 and 2014/15. This will have a significant impact on available capital resources as the majority of the Council's capital budget is made up of Grants and Contributions (90% of the 2011/12 Capital Programme)⁴⁵.

⁴⁴ See www.buckscc.gov.uk/bb/finance/budget.page?

⁴⁵ See BCC Financial Plan 2011/12 (BCC, Feb 2011)

1.19 As an example the current estimates for available capital funding for Education show a funding shortfall of approximately £19M for the years 2012-13 to 2014-15.⁴⁶ The proposed capital programme for these years does not contain any Wycombe specific education schemes. Changes to the way capital education programmes are funded may be brought forward when the Government proposes its detailed response to the James Review, which included reviewing how capital funding is allocated and targeted over the next Spending Review period (2011-12 to 2014-15). The review was published in April 2011.

1.20 The current transportation capital programme to 2014/15 also shows a significant decline in funding and does not specify the location with the County where capital monies will be spent over this period.

1.21 In light of this anticipated funding profile no BCC capital monies have been allocated to the schemes within the IDP. The Medium Term plans are indicative and if and when capital monies are allocated towards the delivery of schemes identified within the IDP, then the IDP will be amended appropriately. However, it is very unlikely that any capital monies made available will meet the identified funding gap for services delivered by BCC and it is therefore likely that a significant funding gap will remain.

Funding availability from external agencies

1.22 Where external agencies have identified allocated or committed funding for infrastructure projects this has been identified within the IDP. Further analysis of capital programmes of external agencies have not been analysed as part of this process, but it is anticipated from discussions with service providers during the infrastructure planning process that they will also be experiencing a decline in core mainstream funding.

Funding availability from external sources

1.23 Due to the number of different delivery agencies involved in service delivery, including WDC, BCC and external agencies, there are a range of potential funding sources available. These are listed below:

- Department for Transport funding for major schemes (over £5m)
- Mainstream transport funding through the LTP process. Funding is not available to support individual schemes over £5million. Investment tends to focus on overcoming existing problems although such schemes can also benefit growth.
- Mainstream education funding to support growth.
- Other central government funding streams (such as the Regional Growth Fund) to support growth may be available but are not predictable
- Legislation/regulation to allow Tax Increment Funding is being introduced but the potential impact on the local areas is unclear
- New Homes Bonus may provide some investment for infrastructure but no commitment has been made by WDC as to how this fund will be spent
- A large amount of infrastructure, principally utilities, is funded through relevant Asset Management Plans agreed by the respective Regulator. It is anticipated that utilities investment will continue to be largely funded through the AMP process.
- Existing Section 106 monies
- One-off government grants

⁴⁶ Appendix 4 Capital Programme 2012+, BCC Draft Revenue & Capital Budgets (BCC, Dec 2011)

- Funding sources available to external agencies

1.24 There are no certainties on the availability of these funding sources and a key part of attracting future funding will be to co-ordinate funding bids between authorities and external agencies. Only funds which have already been allocated or committed have been included as funding sources in the IDP.

Appendix 5 Green Infrastructure Opportunity Areas

For further detail on the actions outlined below see the Green Networks and Infrastructure Background Paper (WDC, July 2011).

Ref.	Area	Works	Estimated Cost
1	West Wycombe Road to Downley	Tree planting, native shrub planting, informal footpath, signage	£15,678
2.	River Wye east of town centre	Tree planting, native shrub planting, fence repairs, river works	£114,985
3.	Town centre to Hughenden Park	Tree planting, hedge planting, native shrub planting, wetland enhancements	£21,580
4.	Town centre to Tinker's Wood	Tree planting, native hedge planting, native shrub planting, signage	£15,210
5.	Green Hill to Four Ashes	Tree planting, native hedge planting, new footpath, signage	£7,020
6.	Terriers to town centre	Footpath repairs	£15,600
7.	Kings Wood to the Rye	Signage, footpath repairs, new footpaths, native shrub planting, tree planting	£30,290
8.	Hazlemere to King's Wood	Tree planting, native shrub planting, new footpaths, legal costs for new public right of way	£221,520
9.	Tylers Green to Little Gomm's Wood	Tree planting, native shrub planting	£7,722
10.	Tylers Green to Loudwater	Tree planting, native hedge planting, signage, legal cost for new public right of way	£224,965
11.	River Wye west of town centre	Tree works, native shrub planting, benches, enhancements to river environment including weir removal	£190,265
12.	Disused railway and back stream	Native shrub planting, shared cycleway, signage, benches, enhancements to river environment including removal of concrete channel	£633,802
13.	Wooburn Green to Mill Wood	Tree planting, native shrub planting, signage, legal costs for new public right of way	£10,465
14.	East Flackwell Heath to Little Marlow Gravel Pits	Tree planting, native shrub planting, signage, legal costs for new public right of way	£186,030
15.	East Flackwell Heath to Little Marlow Gravel Pits	Tree planting, native hedge planting, shared cycleway, legal costs for new public right of way	£475,636
16.	West Flackwell Heath to Little Marlow Gravel Pits	Tree planting, native hedge planting, signage	£42,965
17.	Bloom Wood to Little Marlow gravel Pits	Tree planting, native hedge planting, signage	£53,885
18.	Handy Cross to Booker Common	Tree planting, native shrub planting	£12,545
19.	Holmers Farm to	Tree planting, native shrub planting, legal	£208,195

Ref.	Area	Works	Estimated Cost
	Booker	cots for new public right of way	
20.	Marlow to Little Marlow Gravel Pits	Tree planting, shared cycleway, signage	£57,109
21.	Marlow Bottom to Marlow	Tree planting, native hedge planting, footpath repairs, signage	£20,605
22.	Little Marlow Gravel Pits	Stiles, new footpaths, tree planting, native hedge planting, native shrub planting, shared cycleway, signage	£1,843,959
			£4,410,000

Appendix 6

Open Space Framework High Level Action Plan

Based on the general principles for the Council's open space planning this section highlights the general actions with regard to the different open space typologies as well as specific projects that will help to address the open space deficiencies that have become apparent through the Council's open space work.

It is also important to note that many of the outlined actions are likely to be long-term projects as it might take some years to accumulate sufficient funds. Many projects are also dependent on S106 funding/CIL and might therefore only happen if and when development occurs in the locality or alternative funding is found. Inclusion of schemes in this action plan does not represent a commitment to implement these by the Council; the Council will also consider alternative schemes that meet the same identified need. The list of schemes will be considered as part of the regular review of infrastructure needs, so as to reflect changes in circumstances.

The following list of actions has been developed from:

- analysis when local standards are applied;
- recommendations and information from previous open space reports;
- information from parish councils / town councils;
- information from other council services responsible for maintaining open spaces.

These will be developed further into detailed action plans as part of the regular developer contributions review. The more detailed action plan will be based on CABI guidance for open space strategies and will be SMART (specific, measurable, achievable, realistic and time-specific), agree who will implement action, will make clear who will lead and take responsibility for delivery and define priorities (see appendix 5).

The projects outlined in the list below vary greatly in scale and detail, because it contains open space provisions and/or improvements that:

- have previously been considered;
- have been approved as part of planning permissions or are highlighted in development briefs;
- have been highlighted in previous policy documents;
- have been highlighted by open space providers;
- are suggestions on how deficiencies could be addressed.

The high level action plan has been structured into two sections, one outlining general actions based on the analysis and principles outlined in the previous chapters and another outlining some specific projects, which will address the general principles.

2010 Open Spaces Framework High Level Action Plan

	Local Community Area (LCA)	Action (numbers in brackets refer to OS Framework site ID)	Town / settlements	Ward/parish	Delivery mechanism	Deficiency/issue to be addressed	Source for action
General actions (district-wide)							
		<u>Allotments:</u> Improve quality of allotments; Provide additional allotments in HW; Review need for further allotment capacity in coming years in light of 'grow your own' trend	Whole district	All	S106, CIL, capital funding	Allotments	DA, PC/TC, Com, PMP2
		<u>Amenity Space:</u> Create larger amenity spaces as part of larger developments Improve quality	Whole District	All	Capital funds, S106,	Amenity Space (public)	DA, PMP2
		<u>Churchyards:</u> Encourage management that encourages biodiversity	Whole District	All	Capital funds, S106	Churchyards/ cemeteries	DA, PMP2
		<u>Commons:</u> Improve quality through improved management to encourage biodiversity	Whole District	All	Capital funds, S106, CIL	Common / Greens	DA, PMP2
		<u>Gardens:</u> Create gardens in larger built-up areas, e.g. Princes Risborough, if confirmed by the local community. Maintain quality	Whole district	All	S106, capital funding, CIL	Gardens	DA, PMP2
		<u>Green corridors:</u> Enhance green links as part of Green Infrastructure process	Whole district	All	S106, capital funding, CIL	Green Corridors	DA, PMP2
		<u>Natural/semi-natural open space:</u> Maintain existing standard of provision. Additional sites should be sought in urban environments where little natural space exists, Improve quality of sites especially in the HW area. Quality improvements are likely to require	Whole district	All	S106, capital funding, CIL	Natural and semi-natural greenspace	DA, PMP2

	Local Community Area (LCA)	Action (numbers in brackets refer to OS Framework site ID)	Town / settlements	Ward/parish	Delivery mechanism	Deficiency/issue to be addressed	Source for action
		improved management regimes.					
		<p><u>Parks:</u> Maintain and improve accessibility to and quality of multi-functional open spaces such as parks throughout the district. Address localised deficiencies; addressing deficiencies is likely to focus on qualitative and access improvements as opportunities for creating new sites are limited.</p>	Whole district	All	S106, capital funding, CIL	Parks	DA, PMP2
		<p><u>Public Outdoor Sport:</u> Retain and increase publicly available outdoor sport throughout the district but in particular in High Wycombe and the South East through:</p> <ul style="list-style-type: none"> • creating new sites wherever possible, e.g. as part of reserved sites; and/or • improving access to restricted access sites, e.g. school grounds; and/or • improving capacity of sites through qualitative improvements, e.g. improvements to pitches improved facilities or similar. <p>A focus should be given to the creation of STP's in the major settlements of the district to enable intensification of use. Support the improvement and development of key sport-specific facilities, especially if these include community use</p>	Whole district	All	S106, capital funding, CIL	Outdoor Sports (public)	DA, PMP1, PMP2, SFS
		<p><u>Playgrounds and Teen facilities:</u> Improve quality throughout in particular where no new facilities are likely to be created. Increase number of play areas and teen facilities where none exist in the vicinity in particular in densely populated areas such as HW and the SE. Retain and improve play and teen facilities in rural areas to improve quality of provision.</p>	Whole district	All	S106, capital funding, CIL	Playgrounds	DA, PMP2

	Local Community Area (LCA)	Action (numbers in brackets refer to OS Framework site ID)	Town / settlements	Ward/parish	Delivery mechanism	Deficiency/issue to be addressed	Source for action
		<p><u>Access:</u> As a general rule improve quality of and access to open spaces to address deficiencies where limited opportunities for new open space exist.</p> <p>Improve access to and quality of the Public Rights of Way network (PROW), particularly in areas of open space deficiency or where little public semi-natural open space exists</p>	Whole district	All	S106, capital funding, CIL		
		<p><u>Biodiversity:</u> Adopt management regimes that maximise the benefit of nature conservation wherever possible and appropriate, in particular in semi-natural sites, Commons/Greens and larger multi-functional open space where opportunities exist.</p>	Whole district	All			Pol, PMP2
Area Specific Actions							
	High Wycombe (HW)	Provide changing rooms and public toilets at Desborough Recreation Ground to increase its capacity for sports use and general use (1105)	HW - Desborough	Sands	S106, capital funding	Teen facilities, localised deficiency	DA, SA
		Create Multi-Use Games Area (MUGA) at Green Street school (1104)	HW - Desborough	Oakridge & Castlefield	S106, capital funding, DSA	Teen facilities, localised deficiency	DSA, SA, SW
		Improve quality of and access to River Wye in Desborough Area (includes Grafton Street development)	HW - Desborough	Oakridge & Castlefield, Sands	DSA policy framework, S106, part of development	Localised deficiency, semi-natural space, public amenity space	ECO, GI, Pol, SA,
		Improve quality of and access to Carrington Land (1748) / Tom Burts Hill West (1741) to address open space deficiencies in Desborough.	HW – HWSW, HW-Desborough	Abbey	S106	Localised deficiency, semi-natural space, public amenity space	DA, SA
		Improve the usability, interest and appearance of Frogmoor civic space. This could include additional planting, play sculptures or similar.	HW – Town Centre	Abbey	S106, capital funding	Public open space (informal recreation)	SA, SW,
		Repairs to the weir on the Rye and landscape improvements to the waterfall	HW - SE	Ryemead	S106, capital funding	Parks, semi-natural spaces	Com, Eco, GI

	Local Community Area (LCA)	Action (numbers in brackets refer to OS Framework site ID)	Town / settlements	Ward/parish	Delivery mechanism	Deficiency/issue to be addressed	Source for action
		Increase outdoor sport provision in the area by improving quality of and access to restricted access sites, e.g. Downley School site at Faulkner Way (1504)	HW – NW HW	Downley, Disraeli	S106 funding	Outdoor sports	DA, SA, PC
		Create an additional facility for older children / teens in the Hughenden Valley	HW – NW HW	Disraeli	S106, capital funding	Play facilities/ Teen facility	Com, SA, PC
		Increase allotment capacity in NW part of High Wycombe. Potential approaches could include: extend allotment site at Hughenden Park (1305), extend allotment site at Downley Common allotments (1527), create new allotment site near Pedestal playing field (2002) or NW of Downley School (1504)	HW – NW HW	Downley, Disraeli	S106, capital funding	Allotments	Com, DA, PC
		Provide public open space and play as part of Bellfield School development (1506)	HW – NW HW	Downley, Disraeli	Part of development	Play facilities, Public amenity space	Pol, SA
		Create linear park between town centre and Hughenden Park	HW – Hughenden Valley	Disraeli	Part of development	Informal recreation, semi-natural	ECO, GI, Pol, SA
		Extend Castlefield allotments	HW – SW HW	Sands, Oakridge & Castlefield	S106, capital funding	Outdoor sports	Com, DA
		Create additional STP in HW area either in one of the larger existing public open spaces or one of the school sites.	HW – SW HW	Booker & Cressex	S106, capital funding	Outdoor sports	DA, PMP1, SFS
		Improve Redman Road play area (1728) to compensate for closure of Shrimpton Rd play area. Improvements could include provision of additional/different play structures including toddler play	HW – SW HW	Booker & Cressex	S106, capital funding	Play facilities	Ho, SA
		Improvements to Totteridge Recreation Ground	HW – NE	Terriers & Amersham Hill	S106 (already agreed)	Parks	Com, SA
		Improve access to Oakwood play area (208)	HW - NE	Terriers & Amersham		Play facilities	

	Local Community Area (LCA)	Action (numbers in brackets refer to OS Framework site ID)	Town / settlements	Ward/parish	Delivery mechanism	Deficiency/issue to be addressed	Source for action
				Hill			
		Refurbish Queensmead play area (1604) or consider alternative open space use if more appropriate (consult local residents).	HW - SE	Tylers Green & Loudwater	S106	Play facilities (Park, allotments?)	Ho
	Chepping Wye Valley (SE)	Improve pitches at Hazlemere Recreation Ground to increase capacity for outdoor sport	Hazlemere North	Hazlemere	S106, capital funding	Outdoor sports	DA, PMP1, SA, SFS
		Improve teen facility at Hazlemere Recreation Ground, e.g. by providing MUGA	Hazlemere North	Hazlemere	S106, capital funding	Teen facilities	DA, SA, PMP1
		Increase allotment capacity to address shortfalls in HW either by creation of allotments at Ashwells (top of Gomm Valley) or by converting smaller lesser used open spaces where appropriate	Hazlemere South/ Tylers Green	Chepping Wycombe	S106, capital funding	Allotments	Com, DA
		Create Teen facility in Wooburn Park (1915)	Wooburn		S106, Capital funding	Teen facilities	Com
		Support parish council's play area and teen facility replacement plans through professional advice and S106 funding if and when this becomes available	Tylers Green, Flackwell Heath	Chepping Wycombe	S106	Play and teen facilities	PC
		Create NEAP (Neighbourhood Equipped Area of Play) in SE either upgrading an existing play facility or by creating a new play facility in one of the larger sites.	Wooburn. Bourne End	Chepping Wycombe	S106, capital funding	Play and teen facilities	DA, SA
		Improve Derehams Lane Sports Ground (1603) to enable increased sport use.	South East High Wycombe	Chepping Wycombe	S106	Outdoor sport	DA, PC, SA
		Create new park as part of Slate Meadow if the site is allocated for development	Bourne End		DSA policy	Parks, play facilities, teen facilities	DA
	South West Chilterns and Marlow	Improve quality of Seymour Recreation Ground by improving site for outdoor sport use	Marlow		S106, capital funding	Play facilities, outdoor sport	Com, PMP2, SW, SA, SFS
		Improve pitches at Gosmore Lane Recreation Ground to increase capacity	Marlow		S106	Outdoor sport	DA, PMP1, SA, SFS
		Improve Riley Recreation ground by upgrading	Marlow		S106	Play facilities, outdoor	DA, SA, SW,

	Local Community Area (LCA)	Action (numbers in brackets refer to OS Framework site ID)	Town / settlements	Ward/parish	Delivery mechanism	Deficiency/issue to be addressed	Source for action
		play area and potentially intensifying sport use.				sport	SFS
		Improve access to and within Little Marlow Lakes area and along the Thames, e.g. improvements to PROW (upgrade surfacing), improved access across A404 including non-step access over the A404 footbridge	Marlow		S106	Informal recreation	DA, Pol, SW, SA, GI
		Improve Wlthshire Road (437) teen facilities	Marlow		S106	Teen facilities	DA, Pol, SW, SA, GI
		Improve opportunities for play, e.g. by improving quality of park and existing play facilities at Lane End playing field (312).	Lane End		S106	Play/teen facilities	PC, PMP2, SW, SA,
		Create facility for older children / teens at Eastern part of Stokenchurch as part of development of former Stokenchurch Middle school site (804)	Stokenchurch		Part of development	Play/teen facilities	Pol, PC, SA
		Create play in Hambleden Valley area	Rural site		S106, capital funding	Play/teen facilities	SA, PMP1, PC
		Create outdoor sport site in Hambleden Valley area.	Rural site		S106, capital funding	Outdoor sports	SA, PMP1, PC
	North West Chilterns	Ensure provision of open space and play facility in southern part of Princes Risborough as part of redevelopment Hypnos site.	Princes Risborough		As part of development	Play/teen facilities	DA, Pol, SA,
		Improve quality of play and teen provision, e.g. by creating a BMX track on the Earl Mitchell playing field	Princes Risborough		S106	Play/Teen facilities	Da, PC/TC, SA, SW
		Improve publicly available sports provision in PR by either improving access to restricted sites, e.g. school sites or by improving existing pitch quality to intensify use. Consider creation of STP.	Princes Risborough		S106	Outdoor sports	PMP2, SFS

Key:

PMP1 – Outdoor Sports Facilities Audit and Gap Analysis (PMP, 2008)

Com - Feedback from Community Services
CIL – Community Infrastructure Levy
DA – District Analysis
DSA – Delivery and Site Allocation DPD
ECO – Ecology/BAP (Biodiversity Action Plan)
GI – Green Infrastructure
HO – Feedback from Housing
PC/TC – Parish Council / Town Council feedback (2010)

PMP2 – Open Space Study Standard Setting (PMP, 2009)
Pol – Legal requirements and supporting policies
OSDefR – Open space deficiency report (2007)
SA - Settlement Analysis
SFS – Sports Facilities Strategy (WDC, 2009)
SW – Scott Wilson Study (SW, 2005)
S106 – Developer Contributions funding

