



DESIGN MIDLANDS in South Derbyshire

Design Review Panel

DMDR047

Strategic Site, Infinity Garden Village
STRA 1

DESIGN MIDLANDS

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1. Introduction

1.1 This Design Review is one of a series of three looking at a possible strategic-scale land releases. Each Design Review will cover a site as one of a number of possible land releases being considered under the emerging Local Plan for South Derbyshire District Council currently at Phase Three towards a preferred strategy (Reg. 18).

1.2 The sites that are subject to review are:

Infinity Garden Village (DMDR047)
South Mickleover (DRDR046)
Former Drakelow Power Station (DMDR048)

1.3 SDDC seeks Panel scrutiny and challenge on how the site being proposed will:

- Deliver a well-designed housing-led sustainable extension of Derby that focuses on cross-boundary green infrastructure including east to west visual linkages and a green infrastructure network designed for active travel and contributes towards the green wedges of Derby city.
- Provide space for a primary school (with room for expansion) and a secondary school.
- Ensure that site creates a sustainable community with high quality public spaces, routes and meeting places with necessary hard and soft infrastructure provided at the right time.
- Deliver multi-user cycle and walking routes with the character of 'green lanes' through the site linking to villages south of the A50 and development within Derby City.
- Consider heritage assets.
- Respond to highways challenges and provides an appraisal of sustainable transport interventions to minimise the reliance on private cars including consideration of connections across the proposed new vehicular link road between the A50 junction access and Infinity Park Way.
- Consider the implications of large-scale employment development in close proximity to residential and other uses (e.g. school) and how these can complement each other.
- Mitigates the impact of flooding and consider drainage implications given the relatively flat topography of the site and reduces the impact of the gas pipeline protection areas.
- Consider the implications arising from the Chesterfield to Willington National Grid proposals.

1.4 For each Design Review the panel receive information from the South Derbyshire District Council and the project team/s prior to the meeting. Each review is then preceded by an accompanied site visit and a presentation from South Derbyshire District Council and the project

team/s. We are grateful for the information provided prior to the meeting, the presentations and the well-organised accompanied site visit - and the helpful way in which participants have engaged in the meeting discussions.

As ever, the Panel's aim is to help maximise the value associated with the development through good design, and by considering potential value holistically, in terms of environmental, societal and economic benefits.

The Panel comprised a mix of disciplines to meet the needs of the site as follows:

Laura Alvarez	Urban Design and social structures
Juliet Bidgood	Architecture/Urban Design/Sustainability (Chair)
Rebecca Byfield	Ecology / Biodiversity net gain
Nick Ebbs	Chartered Surveyor / Regeneration
Fiona Heron	Landscape/POS
Martin Stockley	Transport/Active Travel

2. Scheme Context

2.1 The scheme is outlined as:

Infinity Garden Village (STRA1) is a mixed use site proposed for housing (circa 2000 dwellings), employment land (70 ha), retirement village,

Policy STRA1: Infinity Garden Village

Development within the strategic allocation boundary will be expected to deliver up to 68ha of employment use within Use Classes E(g), B2 and B8, subject to the following:

A Development Requirements

- I) Approximately 2000 new homes;
- II) Approximately 70 hectares of employment generating land;
- III) Explore the provision of a retirement village within the scheme
- IV) The provision of Gypsy and Traveller pitches in line with Policy H21;
- V) Primary vehicle accesses via a new junction on the A50 and junctions via Infinity Park Way

B Social infrastructure / services for the development

A network of interconnected Green Infrastructure which as:

- I) Provision of an appropriate scale of retail, healthcare and community facilities to meet the needs of the new community. It is expected with regard to healthcare that this will comprise a refurbished Sinfin Health Centre.
- II) Contributions towards primary and secondary education, schools and facilities commensurate with the scale of the development, in accordance with INF1, INF12, and the Planning Obligations SPD.

This will include:

- a) The provision within the of site of a two from entry primary school with nursery, with sufficient land for future expansion, and
- b) A new secondary school in the eastern part of the site.

C Green Infrastructure. A network of interconnected Green Infrastructure which as a minimum shall include the following.

- I) The provision of a green infrastructure network, including protection and enhancement of visual linkages from the eastern and western parts of the site.
- II) The green infrastructure network should allow active travel connections through and across the site to points of interest and recreation.
- III) Built development within the Green Infrastructure locations shall be restricted to that ancillary to and necessary to support green infrastructure (such as grounds maintenance huts, small changing rooms etc).
- IV) The continuation of the green wedges from Derby City.

D Mitigation

- I) On site biodiversity net gain in line with national legislation and protection and management of key biodiversity assets such as trees and hedgerows.
- II) Appropriate flood risk management in accordance with policy SD2 across the site and ensure that all more vulnerable development is located wholly within flood zone 1.
- III) SUDS will be provided in accordance with Policy SD3.
- IV) A layout and form of development that respects the landscape character, as well as the character significance and setting of heritage assets.
- V) A layout and form that reduces the impact of gas pipeline protected areas; with the siting of residential development.
- VI) Measures necessary to mitigate the traffic impact of the site, including the use of travel plans to encourage the use of more sustainable transport modes; in accordance with policy F2;
- VII) Ensure that the development is well connected to frequent public transport to Derby centre as well other key designation and that the bus stops and routes are provided through the site to allow for convenient boarding.
- VIII) High quality continuous pedestrian and cycle routes shall be provided between the site and villages to the south of the A50 and development within Derby City and within and across the site, to key centres key centres including employment and education facilities providing segregated links where practical.

This should include enhancement of key cycle routes through the site.

E No dwelling / Phase of development shall be occupied until

- l) The necessary Green Infrastructure including open space, active travel provision, connectivity, community facilities including education and health provision, public transport provision, hard infrastructure including access points and highway improvements where required is provided to service that dwelling/ phase. This is to enable new residents to access the full suite of services and facilities to support the delivery of housing in a safe and convenient manner without relying on the private car.

F The development shall be provided in broad conformity with the plan

Which shall be informed by a Design Review process reflecting the status of the site as a garden village which will also evaluate how the site can accommodate need for self-build plots, supported living accommodation (use class C3) housing with care (use class C3) and care beds (use class C2). This will contribute to a future update of the development framework document.

3. Site Context

3.1 The site is formed by Part 1 housing allocation (west of the site) which is being carried forward, STRA 1 to the east which is a new allocation both of which are within South Derbyshire District Council and land to the north which is within Derby City Council. The combined sites form Infinity Garden Village. NB A planning application has been submitted for site to the west.

3.2 Infinity Garden Village is located to the south of the built conurbation of Derby. The site is bound in part to the north by Wragley Way and the residential area of Sinfin which comprises a number of community facilities including two primary schools, a local centre which includes a large supermarket, a number of smaller retail units and health related facilities. To the northeast the site is bound by open landscape which forms part of Derby City green wedge, Sinfin Moor Park, Derby golf course, Rolls Royce Moor Lane site which comprises a number of buildings. To the east by open landscape which forms part of Derby City green wedge, housing at Eagle Drive and the residential area of Chellaston which includes two primary schools, a secondary, a community centre, supermarket and local shops. To the southern boundary is the A50 / Derby Southern bypass which is a busy and main route which links to the A38, A6 and M1 motorway with open landscape beyond, and to the west is a railway line and open landscape.

3.3 The site itself is predominantly agricultural land /open landscape. Uses within the site include Infinity Park Derby and hub which are accessed from Infinity Park Way which is a new route connecting with the A50 to the southeast and with Rolls Royce to the north. New housing can be found to the north of the site / south of Wragley Way (Lowick Close, Whitsome Road) and to the west of Deep Dale Lane. Ashlea Farm in the southwest corner of the site, Lea Farm adjacent to Infinity Park Derby and Lowes Lane Clay shooting ground to the west.

3.4 There is a network of existing routes within the site which include north – south vehicular routes of Deep Dale Lane, Arleston Lane, Stenson Road, Lowes Lane and Infinity Park Way which provide links to the wide area and beyond. With regard to east - west routes, Sinfin Lane is a cycle / pedestrian route which connects with Derby Infinity Park and Lea Farm.

3.5 Within the site there are existing water courses that run predominantly from west to east including the main drain to Sinfin Moor Lane which includes dykes / mini canals, a network of existing established hedgerows that separate the fields, a number of woodland areas, and a belt of mature landscape to the southern boundary where the site bounds the A50. The site also includes a line of overhead electric cable and pylons that run diagonally from the north east corner of the site towards Arleston Lane, a gas main that runs from west to east across the site. The topography of the site is predominantly flat with a gentle rise from north to south.

4. The Site

4.1 The site is considered to be of significant potential with a number of special features, including employment within and adjacent to the site, heritage assets, established blue and green landscape infrastructure, topography etc. The site is of a scale and character to make for the creation of an exemplary garden village.

5. Collaborative working

5.1 The comprehensive **masterplanning of the site across local authority boundaries** is essential in creating a well-connected, integrated, cohesive place with a strong sense of character and identity. The engagement of officers from both authorities at the design review was welcomed, in particular the shared ambitions for the site, i.e. walking, cycling neighbourhoods, green links and connectivity, carbon neutral etc.

5.2 Attention was drawn to the need to continue working closely with stakeholders including Derbyshire County Council (Highways) landowners and Homes England, to produce **a framework for the overall site**. This will ensure the boundaries / edges of the individual local authorities and landowners sites do not restrict opportunities, enabling the successful

realisation of shared ambitions. The Panel considered the Framework should address movement within and outwith the site; green and blue infrastructure; ecology / biodiversity etc. as discussed in detail below.

6. Creating a 21st C Garden Village

6.1 The Panel emphasised the significant opportunities the proposed development could create providing **an exemplary Garden Village ‘of its time’** (much more than an urban extension) and this needs to be pursued with rigour from the strategic to the finer details to ensure the delivery of a distinctive / exemplary place.

6.2 The development has the potential to provide an exemplar development which could offer ways of living relevant to current and future circumstances and specifically with regard to the climate emergency.

6.3 Work needs to be undertaken to develop **a clear vision and narrative** to ensure a distinctive development with a strong sense of place - What is special about this area? What constellation places will be created here? Encouragement was given to develop a well-defined narrative utilising and embracing the existing features of the site which include the landscape (green and blue), connections, context etc. ensuring that these factors integrate and work with each other to create a strong design vision. This vision could then be usefully captured in a simple concept diagram.

6.4 Defining place identity and using this to inform the branding and marketing of the scheme is important not merely for commercial viability but to root the plans in the context of their place and time. The Panel encouraged work to be undertaken in developing the ‘brand’ around the principles of the place, explaining and clearly communicating, the proposals. What is there for me if I come to live here? How will I be able to develop my future here in a sustainable way? What provision is there for a diverse community to remain and develop their lives here? What is the physical character, what are the local destinations and what is that makes it special within its environment?

6.5 This is about explaining why this is a sustainable environment in which people can flourish in a diverse range of ways.

7. Designing for Modal Shift

7.1 The Panel highlighted the danger of replicating the suburban development of the surrounding context which has a form and layout which is car orientated and road dominated comprising the duplication of highways, private drives, parking etc. all of which take up a significant amount of land as well as the amount of carbon required for highways. A more forward thinking approach to the streets and layout would assist in

a reduction in carbon drive a more efficient use of space and potentially achieve a saving in costs.

7.2 The Panel strongly urged **a real step change** by creating a truly mixed use development, which prioritises pedestrians and cyclists first, and cars second from the outset which will reduce the need to travel by car and the need for vehicle specific infrastructure within the development. This approach will change the structure of the development resulting in a scheme which can be walked, cycled and is sustainable with high levels of internalisation. Reference was made to national guidance in particular **Local Transport Note 1/20 (2020)**, **Gear Change (2020)** and **Manual for Streets 2 (2010)**. These documents set out the characteristics, design tools and policy context to create and achieve high quality streets and places.

7.3 A development designed to **prioritise cycling and walking** from the onset will inform the character of the development including higher density more compact neighbourhoods with a high level of internalisation. An understanding on the characteristics of places where this approach has been undertaken i.e. densities, structures, distribution of uses, etc.; and the behaviour of communities which have enabled the targets to be met would be constructive in informing the Infinity Garden Village. This is not in order to simply copy those patterns but to understand how the specific arrangement of those factors in that place contribute to making the whole work well.

7.4 The site and surrounding site context was noted to be predominantly flat providing **a significant opportunity to design for and actively promote cycling** – a development where a bike is the primary choice vehicle for movement. Cycling infrastructure is low cost and not land hungry. The approach to cycle parking also needs to be considered and must be integrated within the development i.e. safe, accessible and functional cycle parking to the front of houses.

7.5 It is understood bus services in the area are poor. Work needs to be undertaken to strengthen and consider bus services in detail to ensure the delivery of **sustainable services** which also have an associated long term financial plan. The provision of denser neighbourhoods comprising direct routes and shorter journeys would support bus services and be accessible to a wider community.

7.6 The provision of **a strategy for cars** which reinforces the above is crucial to realising the vision. The Panel recommended a creative approach be undertaken which includes moving away from traditional parking standards and to explore a range of options which include limiting parking to one space per house, setting up a car club / share scheme which would provide an alternative option for those who need to drive, whilst reducing the need for parking spaces and provision of a range of parking solutions including a three storey car barn which is

close to homes and supports electrical vehicle charging.

7.7 A more **compact development with a mix of internalisation, externalisation** and dispersal of movement focusing on sustainable transport – walking, cycling and bus was recommended.

8. Integration with the City

8.1 Connections outside of the site are very important in ensuring the development is integrated / knitted into the fabric of the existing community which includes community facilities and employment i.e. Rolls Royce to the north. The Panel noted the radial routes connecting with the existing community are established, however the **lateral/ east-west routes** to connect the radial routes are poor and need to be strengthened and enhanced to ensure connections within and outside of the development are provided to safely connect across the site and into and from existing communities.

8.2 The streets are tools for placemaking and an identifiable street hierarchy, **clear street typologies informed by the landscape** is important. The Panel encouraged a movement framework be produced and utilised in informing the design approach to the streets and how the scheme sits, contributes and enhances the existing movement and landscape framework.

8.3 The **design of streets** is a fundamental component of the scheme not only in providing a movement function and supporting active travel, but also in creating a sense of identity and place. The Panel recommended a forward-thinking and place based approach to all the streets (including primary streets) which would assist in more efficient use of space. The design detail of streets to include continuous pavements at crossings, tight radii, direct crossings, 18 mph design speeds throughout the development, etc. all of which accord with national guidance. Dialogue with Derbyshire County Council who have recently published a new streets design guide is recommended in order to achieve this.

9. The A50 Link Route

9.1 The proposals for the site include the A50 link route which runs from north (Infinity Park Derby) to the south (A50) through the site. The A50 link route has been developed in advance of the Garden Village.

9.2 Concerns were expressed on the design of the route which comprises four roundabouts which are an unnecessary highway intervention prioritising cars and impeding pedestrian and cycle movement and the potential of the route to divide / split the allocation resulting in poor **connectivity between the east and west of the Garden Village**

especially for pedestrians and cyclists. While the need to get slow moving vehicles onto a higher speed route (A50) was appreciated, encouragement was given to undertaking **a bolder approach which supports active travel**. The Panel reiterated the streets are tools for placemaking and the need for a forward-thinking and place based approach to all the streets including the A50 link route which must be integrated within and form part of the development.

9.3 The Panel made reference to **Poynton in Cheshire** where all the traffic lights were removed and replaced with an informal junction involving two inter-connected roundels which significantly reduced speeds and created a more responsive environment for pedestrians, cyclists and drivers.

9.4 While it was understood design of the A50 is at an advanced stage, the Panel drew attention to the opportunities to work within the parameters of the approved design and undertake a place making approach for the A50 link route. One example is the provision of hard landscape squares which are designed to support pedestrians and cyclists, whilst also supporting vehicle movements. The Panel suggested a **Shaping Streets** design review be undertaken for the A50 link route with key stakeholders to ensure the design of the routes supports east – west connections and pedestrian and cycle movement.

10. Integrating Employment Use

10.1 To ensure a truly sustainable development, Infinity Garden Village needs to be **a place where people live and work** – with places of work mixed with homes. The location of Infinity Park Derby within the site and Rolls Royce to the north of the site present a unique opportunity to create employment for the future which is sustainable, integrated and **an attractive place** to work - setting a benchmark for this type of use. Reference was made to Poundbury in Dorset which has been designed with employment interspersed throughout the development with one job per home and 1 in 3 **people walking and cycling to work**. The opportunity to re-imagine the approach to employment use was recommended with a framework which supports employment integrated with the development enabling a true mixed use scheme to be delivered. The above will also enable potential for the employment use to become an attractive place to work and will assist in internalising movement.

10.2 The **interface / relationship of the employment units with the residential** needs to be carefully considered, moving away from the traditional hard separation move to soft integration. This should include a sensitive and well considered approach to the neighbouring residential development for example the provision of mixed medium sized units to the housing, buildings which directly front onto and are accessed from the streets creating a stronger sense of place and enlivening the street

frontage, using the landscape infrastructure to integrate and connect the uses; provision of safe, attractive and direct walking and cycling routes between the residential and employment uses; and provision of sustainable buildings. Strategic drivers for the site i.e. green and blue infrastructure, active travel, active streets etc. should be embedded within a Design Code for the site which are key to integrating the commercial / employment with the housing.

10.3 The Panel encouraged employment that not only has a strong landscape led / sustainable vision but also provides a great place to work for the proposed workforce. Opportunities should be explored to create **attractive and characterful outdoor spaces**, including exploring the potential for commercial facilities such as a café, sandwich bar, etc. The commercial /employment uses must positively interact with the housing. In addition to being a place of employment, consideration needs to be given on what other **functions / facilities can be provided which will benefit the residents and the wider community** as well as the employees. For example, what commercial / employment uses are being considered for the development? How can the employment support the principles / ambitions for the Garden Village i.e. could the employment area provide parking for the wider development / housing, is there an opportunity for a café which will be used by workers and residents etc. The Panel cited Barratts Haddon Hall scheme, where small scale employment and a café is integrated and is managed by a Community Land Trust together with the public realm and landscape.

10.4 As mentioned above the importance of Infinity Garden Village in undertaking innovative approach and **setting a high benchmark** was highlighted, this should include the employment / commercial uses. Encouragement was given to liaise with existing employers i.e. Rolls Royce to explore opportunities for innovation. Sustainability and good design also need to be a guiding principle driving adaptable buildings that have well structured landscape settings and good solar orientation.

11. Landscape Strategy

11.1 The existing landscape infrastructure (green and blue) is an important and defining characteristic of the site from the hedgerows, groups of trees / woodland, the dykes / mini canals etc. A **strategic and site wide approach** will need to be undertaken for the green and blue infrastructure which will greatly assist in creating a development with a strong identity.

11.2 The Panel highlighted the importance of an integrated, connected and **cohesive landscape strategy** which supports biodiversity, ecology and creates a strong sense of character. The Panel reiterated the importance of the Vision in setting out the ambitions and aspiration for the green infrastructure to ensure the proposals go beyond the norm and

align with Garden Village principles.

11.3 It's important to build **a sound evidence base** of supporting information which includes undertaking a comprehensive assessment of the landscape assets within the site i.e. tree survey, woods, green space, open spaces, ecology etc. As well as identifying the assets, the information should be utilised in providing a set of **design principles** for the site to ensure important existing landscape features are protected, enhanced and inform the overall proposals which is key in achieving the Garden Village themes. The information should also strengthen and identify additional green routes to connect open spaces, provision hierarchy of multi-functional open spaces including clarifying the form, function and character of the open spaces; how the spaces connect with each other as part of hierarchy of spaces within the development, how different users will use the spaces etc.

11.4 The landscape should contribute to sustainability, built form, highways, **ensuring legibility and creating interest and local distinctiveness**. Consideration should be given to the experience for pedestrians and cyclists moving around and within the area, in order to convey a greater sense of green and blue routes and infrastructure for example blocks of green infrastructure within the housing parcels.

11.5 A **'Tree Strategy'** should inform the approach to existing trees and the planting of new trees. This should include identifying the locations of existing trees and their value / contribution. The locations for and species of trees to be newly planted also needs to be identified, including trees to the primary, secondary and tertiary streets to strengthen the street hierarchy; trees which assist in framing views; and large signature trees at key focal points to aid navigation and break up the skyline. Such a strategy will be crucial in establishing the Garden City credentials of new development and its delivery will need to be ensured through master planning, detailed landscape design and a design code.

11.6 The site includes **'green wedge'** to the north of the site. The development will need to ensure these spaces are linked through to open countryside to the south and are animated and occupied. In general, there are a series of opportunities to create north south and east west landscape connectivity.

12. Blue Infrastructure

12.1 Effective surface water management (blue infrastructure) is an important component in creating a successful development of the site. It is critical to have **a water and drainage strategy** that is integral to the blue and green infrastructure for the development, with a strong emphasis on 'place-making', maximising opportunities for biodiversity net gain (BNG) and creating a range of multifunctional spaces with

recreation and amenity value, as well as dealing with flood attenuation.

12.2 The Panel therefore considered the most efficient and effective approach would be to provide a drainage strategy that combines both 'green' and 'blue' infrastructure and maximises amenity value for play and learning.

12.3 Water is an important and character defining feature of the site and needs to drive the scheme. The existing drainage patterns within the landscape is a flat wetland comprised of dykes / mini canals to the field boundaries provide an interesting character to the landscape, as well as addressing drainage within the site. The Panel emphasised the need to ensure the drainage is designed to respond to the site conditions and climate change. An exemplary and holistic approach to water pattern / network of new dykes / mini canals within the development management was recommended which enhances the ability to hold water by utilising techniques that are already in place and for any water management proposals to include and reference this by setting out a pattern / network of new dykes / mini canals within the development including water within the streets which would animate and add interest to the street, strengthen the street hierarchy in particular in connecting open spaces.

12.4 Water within the local centres which will assist in creating a sense of nature / destination at the heart of the development and further reference the characteristics of water within the site. Adopting exemplary water sensitive drainage solutions, marrying urban design and water management at all levels throughout the development with the proposals going beyond the current standards will ensure water continues to be a defining feature of the site.

12.5 The proposals will also need to work at holding rainwater in the drainage process from the point where it is collected i.e. at the plot / parcel level. The aim is to absorb and slow the movement of rainwater to reduce volume and slowing the whole water cycle.

12.6 In addition to providing water management, the above will assist in providing a range of character areas within the development that are drawn from context, support legibility and support a range of habitats.

13. Ecology / Biodiversity Net Gain

13.1 To create an exemplar Garden Village, the **aspirations / ambitions for BNG** should be a key driver in informing the proposals with BNG developed in conjunction with the landscape and water strategy to ensure a collaborative, integrated and sensitive approach that supports nature recovery.

13.2 The holistic and strategic approach needs to be undertaken which will require **a detailed understanding of the existing wildlife (flora and fauna) within the site** and in the wider area i.e. hedgerows, trees, dykes etc. This information should then be utilised to inform the design approach to BNG including an understanding of what you have on the site and what / where you need to focus, identifying the opportunities and constraints for BNG for example the dykes / mini canals are a key feature of the site and provide a unique opportunity for BNG including the co benefit of habitats which are best suited for water attenuation; the creation of a range and mosaic of habitats - street trees, woodland and wetland for different fauna and flora including birdlife, insects etc. support existing and encourage new wildlife species across the wider area.

13.3 BNG should not be restricted to the landscape and the opportunity biodiversity as part of the building design i.e. green roofs to both commercial and residential buildings, rain gardens etc. also need to be pursued.

13.4 **Enjoyment and engagement of the local ecology** should also form part of the wider recreational strategies referred to elsewhere.

13.5 **A lighting strategy** should also be developed at an early stage to provide not only safety but also to enhance legibility and identity, this will need to be designed to ensure a sensitive response to the ecology i.e. lighting the cycle route at Sinfin Lane which is adjacent to the existing dykes.

14. Social Infrastructure

14.1 The Panel highlighted the importance of ensuring a cohesive community which connects both physically and conceptually with Sinfin, Chellaston and Derby while also being self-contained. It was suggested an exercise be undertaken to **map the social infrastructure of the development and the surrounding context**, identifying existing community facilities and those which are missing, and locating how and where the communities will connect / interact at the strategic, allocation and parcel level.

14.2 Two local centres are proposed as part of the allocation, one to the west and another to the east. Information on the role and functions for each of the local centres will need to be provided. Connections between the centres also needs to be clarified with the Panel reiterating previous comments on the need to ensure the proposed A50 link route does not create a barrier within the development and supports east – west pedestrian and cycle movement.

14.3 The information should be overlaid with the connectivity plan and

landscape framework / infrastructure plan to identify the key nodes and frontages to the proposed social infrastructure and mixed uses to highlight where / how this can be a strong element in shaping **legible well and safely connected places**.

15. Energy Strategy / Sustainability

15.1 The proposals for a new Garden Village provide a significant opportunity to provide an exemplary development with a scale of ambition extending beyond existing building regulations / standards. There was strength of feeling expressed by the Panel, that the Energy Strategy should be a key driver for the design and layout of the scheme.

15.2 The need for a clear and compelling Energy Strategy, along with greater clarity in terms of aspirations and benchmark targets. The Energy Strategy should be a key driver for the design and layout of the scheme.

15.3 This should include addressing key questions such as:

- What is the anticipated demand for energy?
- Has community energy been considered?
- How does the layout/orientation help to minimise demand for energy?
- Are there synergies between residential and employment energy use?
- How micro-climates work?
- How does the building design minimise energy consumption?
- How has the development been designed to encourage walking / cycling and to minimise vehicular movements?

15.4 A whole life carbon approach should be taken with benchmarks set for operational and embodied carbon.

16. Heritage Assets

16.1 The opportunity for heritage to contribute to placemaking needs to be explored, including identifying the **significance of heritage assets within, close to, and further from the site** that could help to define a positive character for Infinity Garden Village. The Panel noted an interesting cluster of listed buildings around the grade II* listed Chellaston Church of Saint Peter, the significance of which needs to be understood; **Chellaston** was historically part of the Hundred of Repton and Gresley and the significance of this needs to be understood as it could assist in strengthening local identity. For example, could the buildings and spaces of the historic village of **Repton** provide cues in relation to a design code for Infinity Garden Village?

16.2 It is a design objective to create a Garden Village and as such a study of town planning and design principles applied at historic garden villages, such as **Bourneville, Saltaire, Port Sunlight** etc. could help to inform the proposed development. Interconnectivity between the employment and residential areas, and green areas, both physical and visual, needs careful consideration and again the study of historic garden villages, such as Bourneville, Saltaire, Port Sunlight etc could assist with this. An analysis of historic landscape design in this part of Derbyshire could help to inform the creation of new landscapes. For example, might the landscape design principles applied at **Elvaston Castle, Kedleston Hall, and Calke Abbey** be of assistance?

16.3 The concept of an estate village may also be helpful, (for example, as found nearby at **Ticknall**), where the design of buildings and spaces is informed by a coherent vision, repeated design elements, and carefully considered palette of materials, resulting in a strong local identity.

16.4 The Trent Valley includes Neolithic and Bronze Age **scheduled monuments**, some of which are in close proximity to the site, the significance and setting of which needs to be understood and respected. The setting and significance of non-designated heritage assets within or close to the site also need to be given appropriate weight and consideration.

16.5 The **cultural heritage associated with the Rolls Royce**, including the pursuit of design and engineering excellence, should be a positive source of inspiration given the proximity of their works.

17. Architecture / Housing Typologies

17.1 The site provides an opportunity to create an exciting and new housing offer in keeping with the ambitions for a Garden Village. It was suggested that there may be merit in seeking a **high performance, innovative / inventive new, exciting, housing / typologies**, promoting the concept of low energy living. The importance of housing typologies which cater for the local demographic and future residents / workforce need be explored, it was suggested undertaking dialogue with local groups / people, exploring best practise precedents and design standards (e.g. Housing Design and RIBA Awards and Building for a Healthy Life and Streets for a Healthy Life).

17.2 With regard to the **retirement village**, the expectations and requirements of those seeking retirement housing (accustomed to a high standard of accommodation and moving from large family homes with gardens) is for **high quality, distinctive accommodation**. Exploring a housing model and precedents as suggested above, with appropriate levels of care / support integral to the offer – to provide housing, which is adaptable, accessible and appealing etc.

17.3 Attention was drawn to the **self-build and/or custom-build** opportunities. The Panel supported the introduction of self-build plots within the development. The self-build plots will add value to the development with no risk, provide something different to the development and the locality which is difficult for a large scale developer to provide and positively respond to the immediate context. The Panel recommended ensuring the self-build plots are 'locked in' as part of the design principles / ambitions for Infinity Garden Village.

18. Density and Massing

18.1 It is important to maximise the use of land. As stated above the Panel highlighted the advantages of neighbourhoods in supporting active travel and enabling a higher level of internalisation to be achieved making amenities more sustainable. More compact development also supports better energy efficiency more easily. Encouragement was given to study densities within the existing villages for example how do they achieve compact forms and define a sense of place.

18.2 Infinity Garden Village will be a mixed use development with employment integrated with housing, providing an opportunity to do something different including the approach to massing for example where and how do you go higher? How could contrasts in form be creatively worked with?

19. Design Codes

19.1 The Panel suggested work be undertaken at the early stage in producing a Design Code to enshrine ideas and communicate and deliver the Vision and Masterplan, including matters such as land use, street hierarchy, parking, building density, building height, open spaces, landscape, etc.

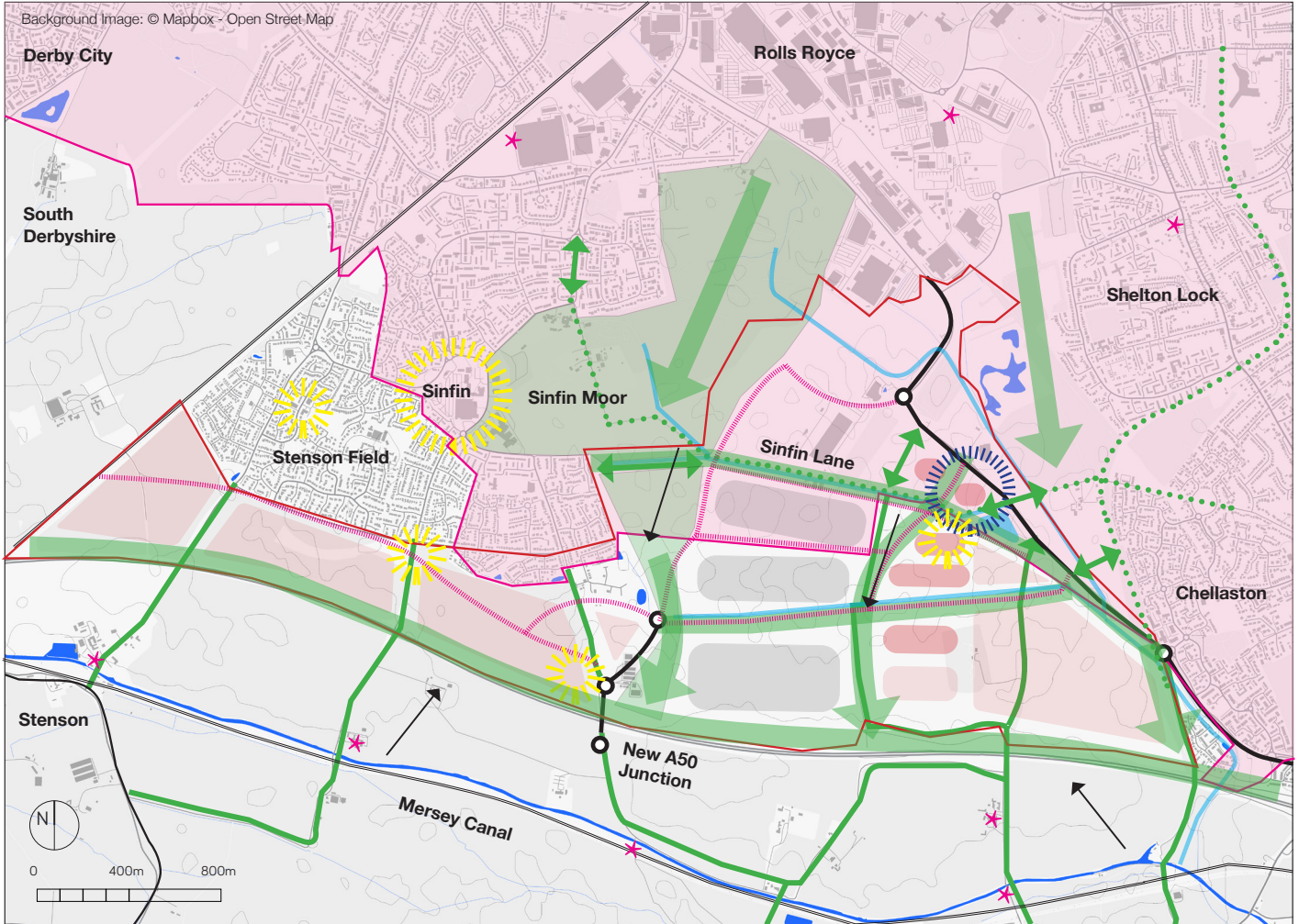
20. CONCLUSIONS

20.1 We appreciated seeing the scheme at an early stage and applaud SDDC for pressing this. We would be glad to see the scheme once progressed in due course.

- The site is considered to have considerable potential to create an exemplary Garden Village.
- A site specific and aspirational Vision needs to be produced.
- The collaborative approach undertaken by the local authorities, landowners and clients and Homes England is supported and should be further developed to ensure the ambitions for the garden village are realised.
- A high level framework / masterplan should set out the parameters and principles for the development supported by best practice examples / precedents.
- Strengthen links to the existing community by focusing on the lateral / east – west routes to connect the radial routes to ensure connections within and outside of the development are provided.
- Review the proposals for the A50 link route to ensure the route is integrated within the development and designed to support active travel in particular east – west connections.
- Pursue a development which prioritises pedestrians and cyclists first, and cars second from the outset including compact neighbourhoods, internalise movement etc.
- Provision of a truly mixed use development with employment sensitively integrated with the housing to support a range of work and life choices in particular Derby Infinity Park.
- A landscape strategy which is informed by the existing site context and assets from the flat landscape, established hedgerows, dykes, should lead the layout being multifunctional combining water management, ecology and the existing landscape.
- Celebrating the existing water infrastructure / dykes on the site and utilise to drive the scheme proposals i.e. a water management approach which reinforces this unique character.
- Utilise historic examples of garden villages such as Bourneville, Saltaire, Port Sunlight which integrated working and living.
- Provision of typologies for current and future ways of living including engagement with locals and sourcing best practise examples
- Provision of an Energy Strategy which to drive the design and layout of the development at the strategic to the detail.

STRA 1: Draft Derby Infinity Village, Mixed Use Allocation

Illustration broadly locating site features discussed in the Design Review.



Key

	Allocation Boundary		Green Infrastructure	Note - The illustration describes the strategic approaches discussed at the Design Review. It not intended to fix these but highlight their potential for further testing and development.
	Derby City		Blue Infrastructure	
	Extending Green Wedges		Local Centres & Mobility Hubs	
	Existing / Proposed Roads		Learning and Recreation	
	Potential for Multifunctional Streets		Listed Buildings	
	Existing Green Lanes/Active Travel		Rail Lines	
	Existing Footpath / Cyclepath		Residential and Mixed Uses	
	Key Views		Residential	
	Area Retained as Parkland		Employment	