



South
Derbyshire
District Council
Community and
Planning Services

South Derbyshire Draft Infrastructure Delivery Plan



September 2013

South Derbyshire Changing for the better

1. Introduction

- 1.1. An Infrastructure Delivery Plan (IDP) is a key supporting document in South Derbyshire District Council's Local Plan. It forms part of the evidence base and informed the preparation of the plan itself. It sets out the transport, physical, social and green infrastructure required to support the District's future growth up to 2028.
- 1.2. There will be significant levels of growth in terms of housing, retail and employment and it is essential for the Council and its partners to deliver the services necessary to achieve timely, sustainable and effective infrastructure to meet the needs of all residents in the future.
- 1.3. The information in this document has been produced in collaboration with various infrastructure providers operating in the District and is discussed in more detail in the next chapter.
- 1.4. Local Plans should be supported by an adequate, up-to-date and relevant evidence base about the economic, social and environmental characteristics and prospects of the district. Paragraph 162 of the National Planning Policy Framework (NPPF), states in relation to infrastructure that:

“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.”
- 1.5. The 2008 Planning Act¹ and subsequent Regulations define infrastructure as including roads and 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 other types on infrastructure will be considered as part of this document.
- 1.6. Successful implementation of South Derbyshire's Local Plan depends therefore not only on the actions of the District Council but upon the co-ordinated and sustained action from a wide range of other organisations. This requires shared objectives, and involves ensuring related strategies are consistent with the plan and that there is co-ordinated action to effectively deliver essential physical, social, environmental and economic infrastructure on time.
- 1.7. Therefore the IDP:

¹ <http://www.legislation.gov.uk/ukpga/2008/29/contents>

- Sets out the main infrastructure issues
- Provides an overview of the action required to deliver the Local Plan
- Identifies who is responsible for delivery; and
- Gives a broad indication of phasing, costs and funding mechanisms

1.8. Various Topic Papers and other documents have established a baseline for current infrastructure capacity and helped to identify initial infrastructure needs associated with further growth. They have also improved the understanding of infrastructure issues by a wide range of organisations and have encouraged partnership working, with the focus on delivery. The range of facilities required to support development in the Local Plan has been identified and used to develop an infrastructure schedule.

1.9. This will be a 'living' document, and as such there will be on-going monitoring of infrastructure requirements and dialogue with infrastructure providers, through the Local Plan timescale. Where necessary the IDP will be updated and new priority schemes included.

2. Scope of the Infrastructure Delivery Plan

2.1. The aim of the IDP is to establish what infrastructure needs to be delivered, when and by which provider to support future development. In addition, it considers what the priorities for delivery are. Where appropriate, the source of funding and the possible cost of infrastructure is provided. The costs are based on the best available information at the time of publication and may be subject to change.

2.2. The IDP has to be integrated and co-ordinated with a range of national and more local plans and programmes that impact on spatial planning. The IDP is therefore an evolving document that will be updated regularly.

2.3. The IDP will be the focus for meeting the infrastructure priorities of South Derbyshire. It should not be seen as a 'shopping list' of priorities but as a tool to ensure that the Local Plan and the strategic sites identified in it are deliverable. Every effort is being made to make sure that the Local Plan is viable and consequently it is necessary to establish priorities. The following classification indicates the importance of a scheme to the delivery of the plan:

- High (Fundamental to development, without which the strategy would not be deliverable)
- Medium (Identified as a priority, which would make the strategy sustainable)
- Low (Full range of infrastructure required to create a sustainable place, that would assist in ensuring sustainability of the strategy)

3. Methodology

3.1. In addition, a Derby Housing Market Area Infrastructure Group was established to ensure consistency between each IDP and the County

Council's adopted infrastructure Plan. An officer from Erewash Borough Council also attended.

- 3.2. The process began as a desk-based study to determine existing provision, plans and strategies for each infrastructure provider.
- 3.3. Alongside this, a review of existing planned capital and infrastructure investment, as detailed in various plans and strategies for each infrastructure category, was undertaken to identify existing plans for infrastructure investment and improvement within the City.
- 3.4. This research and review process will continue following the publication of the Local Plan. It is intended that information will be collected from service providers continuously, particularly in respect of specific sites and areas where development may be allocated.
- 3.5. In preparing the Local Plan, the Council has sought to have discussions with all the relevant infrastructure providers. It has been difficult to gain a response from some providers but all reasonable attempts have been made to contact them.

4. Delivery Mechanism

- 4.1. For successful implementation of the IDP a number of challenges need to be overcome:
 - The need for a strong commitment to delivery across a wide range of organisations
 - The need for partner organisations and stakeholders to integrate and co-ordinate their investment decisions
 - The need for improved management of existing physical infrastructure assets and the way new assets are delivered
 - The need for investment in additional infrastructure to meet not only the challenges of growth but also that of deficiencies in existing infrastructure.
- 4.2. With public sector financial cuts and changing funding mechanisms it is less certain what resources will be available to spend on infrastructure in future. Nevertheless, the following possible sources of infrastructure funding have been identified:
 - New Homes Bonus
 - Single Local Growth Fund
 - Business rates and Tax Increment Financing (TIF)
 - Regional Growth Fund
 - Growing Places
 - Service-specific grants
 - Developer contributions

- 4.3. Reductions in the Council's Budget can have a significant impact on local service delivery. This IDP therefore provides an important means of co-ordinating resources between the Council, partners and developers to ensure timely and efficient delivery of infrastructure to support development.
- 4.4. The majority of funding for infrastructure is anticipated to come from developer contributions. Policies in the Local Plan explain the role of developer contributions. The IDP will inform what contributions towards infrastructure may be sought from development. At present, these are secured through Section 106 planning obligations which, in line with the CIL Regulations 2010, must be:
- Necessary to make the development acceptable in planning terms
 - Directly related to the development
 - Fairly and reasonably related in scale and kind to the development.
- 4.5. Although developer contributions are currently being raised through Section 106 planning obligations, recent changes to the Regulations will reduce the future role of such obligations. Consequently all the HMA Local Authorities have resolved to begin work on producing Community Infrastructure Levy (CIL) Charging Schedules.
- 4.6. The Community Infrastructure Levy will bring several advantages in delivering infrastructure to support development:
- The CIL will be a better mechanism to facilitate the collection of funds towards strategic infrastructure, which is often critical to development of the area, which may be difficult to attribute to a single site
 - Income from CIL is not ring-fenced and will allow the Council and its partners greater flexibility to prioritise and phase infrastructure delivery.
 - The fixed nature of CIL charges brings more certainty to developers and the Council in terms of how much developers will pay, allowing the Council and partners to plan their income and potential expenditure.
 - This could help development to become more viable as it could increase confidence from all partners in ensuring the development is brought forward and should save time and money spent on administration.
 - If the charge is applicable to a certain type of development, e.g. housing, all developers will contribute and the burden of infrastructure is not passed onto another development or developer.
- 4.7. The introduction of CIL has to ensure an appropriate balance between infrastructure needs and development viability. Therefore, further work will be needed to establish the level of CIL that would be economically viable, allowing development to proceed whilst contributing to the provision of the infrastructure that is required in South Derbyshire.
- 4.8. The implementation of the CIL Charging Schedule will require strong governance to prioritise projects, commission and manage delivery and to monitor the process.

- 4.9. New development will be expected to contribute to the provision of associated infrastructure, whether through Section 106, CIL or through on-site design. But it is crucial that current infrastructure deficiencies are also met. Therefore it is important that partners and stakeholders commit resources to implement these programmes and co-ordinate delivery with development.

5. Monitoring and Review Process

- 5.1. The IDP is a living document and will be required to respond to a number of changing factors. It will need to be updated on an annual basis to ensure that new information about plans and programmes is incorporated, to ensure that development continues to remain viable and that infrastructure keeps pace with development.
- 5.2. The baseline position in this IDP will allow the Council, through the Infrastructure Planning Group, and its partners to prioritise investment, decisions and address funding gaps as the Local Plan is developed.
- 5.3. Later iterations of this document will set out in more detail the mechanisms needed to monitor the impact of the IDP. These mechanisms are being established to ensure that:
- Risks are managed
 - Reports on the delivery of infrastructure are produced at regular intervals
 - The Infrastructure Schedule is updated regularly
 - Performance results are included in the Annual Monitoring Report
- 5.4. The reviews will not just be about updating the document, but will also cover the effective implementation of the Duty-to-Cooperate and partnership working. Updating the IDP will also inform the continued advancement of the plan and continuous dialogue of what infrastructure requirements are needed within South Derbyshire.

6. A Spatial Portrait of South Derbyshire

- 6.1. South Derbyshire is a rural district in central England covering an area of over 100 square miles. Its population is growing and currently stands at around 95,000. It adjoins and is heavily influenced by the City of Derby to the north, Burton upon Trent to the west and Ashby-de-la-Zouch to the east. The town of Swadlincote, in the south of the District, is the main urban centre with a population of around 35,000.
- 6.2. For many years the District has been the fastest growing in Derbyshire and it is currently one of the fastest growing areas in England. Official forecasts anticipate the population increasing to over 121,000 by 2026. This reflects the fact that the area offers a high quality of life and is a place people want to live. It means, however, that people are increasingly likely to commute from South Derbyshire to other areas to work.

- 6.3. The population is not just growing – it is also becoming older and more diverse. Whilst not a unique pattern, this ageing of the population is particularly acute in South Derbyshire and raises important questions about the types of housing, facilities and support services that will be needed in the future.
- 6.4. Despite strong population growth, South Derbyshire remains largely rural. Away from Swadlincote, the district is a scattered network of villages of varying sizes. Considerable efforts have been made to conserve the character of the villages and a number, such as Repton, Ticknall and Melbourne are of particular historic value. The district also contains part of the National Forest.

7. Development Strategy for South Derbyshire

- 7.1. The agreed position is for a minimum of 35,354 dwellings within the Derby Housing Market Area between 2008 and 2028, of which 13,454 dwellings would be provided within South Derbyshire.
- 7.2. In planning for 13,454 additional dwellings in South Derbyshire, the Council needs to take into account the following:-
- Completed dwellings since 2008,
 - Existing planning permissions for housing as at 1/4/2013
 - Sites already allocated for housing in the adopted Local Plan that have not yet come forward for development
 - Making an allowance for housing on land which cannot be readily identified in advance (known as ‘windfall’)
 - An allowance for estimated future losses of the existing dwelling stock
- 7.3. This means that the Council needs to identify additional sites to provide around 6,400 dwellings, in order to meet the requirement for 13,454 dwellings up to 2028. The majority of this housing will be allocated on strategic sites in Part 1 of the Local Plan. The remainder will be allocated on smaller sites (600 homes) in Part 2 and via an allowance for “windfalls” (450 homes).
- 7.4. The strategic sites allocated for housing in Part 1 of the plan are :
- Boulton Moor Phases 2 and 3 (700 & 190 dwellings)
 - Chellaston Fields (500 dwellings)
 - Wragley Way (1,950 dwellings of which 1,180 within Plan period)
 - Primula Way (366 dwellings)
 - Stenson Fields (98 dwellings)
 - Land off Holmleigh Way (150 dwellings)
 - Hackwood Farm (290 dwellings)
 - Broomy Farm (400 dwellings)
 - Land to the north east of Hatton (400 dwellings)
 - Land near Church St/Bridge St & Gresley FC (400 dwellings)
 - Land north of William Nadin Way (600 dwellings)

- Land off The Mease, Hilton (375 dwellings)
- Land off Longlands, Repton (100 dwellings)
- Willington Road, Etwall (100 dwellings)
- Aston Hall Hospital, Aston-on-Trent (100 dwellings)

7.5. The draft plan also identifies three alternative locations (Lowes Farm, Newhouse Farm and Woodville Regeneration Area) for a strategic reserve site, in order to give the plan resilience, in the event that one of the strategic allocations included within the Plan does not come forward.

Background into Water and Flooding Infrastructure in South Derbyshire

Infrastructure Type	Water and Flooding
Providers/Partners	South Derbyshire District Council, Severn Trent Water, South Staffordshire Water, Environment Agency
Existing capacity and recent provision	<p>South Derbyshire is a key area at risk of flooding due to the surrounding flat topography. Most of the district is located within the River Trent corridor and therefore the flood risk to the majority of this area is high from fluvial as well as other sources. Nevertheless, an overview of flood risk in Derbyshire in 2011 assessed only 29% of the district's 395 kilometer grid squares as being at risk of future flooding. This is the lowest percentage in the county and South Derbyshire's overall flood risk ranking is the lowest of the eight Derbyshire districts/boroughs.</p> <p>The major reservoirs in the Derbyshire Derwent and Dove valleys augmented by a transfer from Rutland Reservoir (Anglian Water) and several river abstractions provide most of the water to the Derby HMA. The Environment Agency's Catchment Abstraction Management Strategies (CAMS) shows that the East Midlands resource situation is significantly constrained. The Derby Housing Market Area Water Cycle Study (2010) shows that the vast majority of resource management units in the study area have no water available or are over licensed or over abstracted.</p> <p>The Outline Water Cycle Study (OWCS) found that many watercourses in South Derbyshire, including the River Mease, which is a Special Area of Conservation (SAC) under the European Habitats Directive, are failing to meet water quality standards under the Water Framework Directive, due to elevated phosphate levels.</p>
Specific Provision initiatives	<p>In terms of wastewater treatment, the works at Coton Park, Milton and Findern are already at capacity and those at Stanton and Melbourne will potentially exceed their consented flow by 2015. The OWCS recommended that STWA concentrate their assessments of growth and investment at the Stanton and Melbourne works.</p> <p>Discussions have taken place between Derby HMA and water companies to explore the use of Sustainable Urban Drainage Systems (SuDS) to reduce the amount of surface water run-off.</p>
Underlying demand trend	<p>In terms of water supply, treatment and quality there is a clear pressure on water resources and to support the water companies' management plans more should be done to increase water efficiency.</p> <p>Due to the risk of exceeding water quality standards, measures are required to be in place before additional housing can be delivered. This is especially the case in the River Mease catchment area.</p>
Non-developer funding sources	Various public and private bodies that are involved in the sector. Possibly some support from Derbyshire County Council's own resources, although there are budget restraints which have to be taken into account during these times of fiscal reform.
Developer funding arrangements in place	River Mease Developer Contribution Scheme Individual contributions from planning applications

Infrastructure Delivery Schedule of Water and Flooding Infrastructure within South Derbyshire

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timescale	Delivery Partners	Link to Local Plan Policies	Level of Priority	Funding Source			Notes
								Section 106	CIL	Onsite/ Other	
Waste water treatment works at Stanton has capacity issues	Water Cycle Study (2010)	Unknown	Unknown	Post-2015	Severn Trent Water, Environment Agency & SDDC		High			X	Assessment indicates that the works are nearly at capacity. However, investment may be planned. Further clarification needed from Severn Trent Water if this treatment works is needed to serve any proposed growth locations.
Waste water treatment works at Melbourne has capacity issues	Water Cycle Study (2010)	Unknown	Unknown	Post-2015	Severn Trent Water, Environment Agency & SDDC		High			X	Assessment indicates that the works are nearly at capacity. However, investment may be planned. Further clarification needed from Severn Trent Water if this treatment works is needed to serve any proposed growth locations.
Waste water treatment works at Coton Park has capacity issues	Water Cycle Study (2010)	Unknown	Unknown	Unknown	Severn Trent Water, Environment Agency & SDDC		Medium			X	Assessment indicates that the works are at capacity Further clarification needed from Severn Trent Water

Infrastructure Delivery Schedule of Water and Flooding Infrastructure within South Derbyshire

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timescale	Delivery Partners	Link to Local Plan Policies	Level of Priority	Funding Source			Notes
Waste water treatment works at Milton has capacity issues	Water Cycle Study (2010)	Unknown	Unknown	Unknown	Severn Trent Water, Environment Agency & SDDC		Medium			X	Assessment indicates that the works are at capacity Further clarification needed from Severn Trent Water
Waste water treatment works at Findern has capacity issues	Water Cycle Study (2010)	Unknown	Unknown	Unknown	Severn Trent Water, Environment Agency & SDDC		Medium			X	Assessment indicates that the works are at capacity Further clarification needed from Severn Trent Water
Need to implement a Surface Water Management Plan	Water Cycle Study (2010)	Unknown	Unknown	Unknown	SDDC, Developers		Low			X	The Water Cycle Study has identified the possible needed for the Council to apply for funding to complete a Surface Water Management Plan, to assess surface water flooding.
Provision of sustainable drainage measures	Water Cycle Study (2010)	Unknown	Unknown	Unknown	SDDC, Developers		Low	X			The Water Cycle Study has identified the need for such measures to be put in place to provide multiple benefits such as providing amenity, environmental benefits, reducing pressures on the drainage system and storage of rainwater.
Local flood defence schemes to	Derbyshire County Council	£300,000	None	2012-2013	Derbyshire County Council		Medium			X	The Derbyshire County Council Infrastructure Plan states that the

Infrastructure Delivery Schedule of Water and Flooding Infrastructure within South Derbyshire

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timescale	Delivery Partners	Link to Local Plan Policies	Level of Priority	Funding Source			Notes
reduce risk of surface water flooding	Infrastructure Plan 2012										<p>County Council is taking Forward work on a Preliminary Flood Risk Assessment (PFRA) through District and Parish level assessments.</p> <p>One area in S Derbyshire has been identified as an initial pilot study (Ticknall). This assessment will identify potential management options. Rather than implementing large and expensive flood defence or relief schemes, future management of flood risk by the County Council is likely to focus on smaller scale prevention and resilience measures</p>
River Mease Water Quality Improvements	River Mease Water Quality Management Plan	Unknown		2012-2017	Severn Trent Water, Environment Agency, Natural England, SDDC		High	X			<p>Adopted October 2012. The integrity of the River is affected by elevated levels of phosphates, of which a key source is discharges from treatment works. In the absence of a contribution to offset impacts new development would not be possible</p>

Background into Waste Infrastructure in South Derbyshire

Infrastructure Type	Waste
Providers/Partners	South Derbyshire District Council, Derbyshire County Council, Private contractors?
Existing capacity and recent provision	<p>South Derbyshire District Council is a waste collection authority and is responsible for collecting the household waste. Derbyshire County Council is responsible for waste disposal.</p> <p>South Derbyshire's kerbside collections are currently carried out in-house.</p> <p>There is one household waste and recycling centre in South Derbyshire at Newhall, Swadlincote. This site is considered to be operating over capacity. The Council also provides a free "waste freighter" service on Saturdays for areas that are more than five miles away from the Newhall civic amenity site.</p> <p>There are six recycling sites in South Derbyshire.</p> <p>Bulky household waste can be removed by requesting such action by South Derbyshire District Council. The Council also offers a non-hazardous trade waste collection service</p> <p>Clinical waste is also collected by the authority and transferred to an incinerator or a suitable landfill site. No incinerators for clinical waste are located in Derbyshire.</p>
Specific Provision initiatives	<p>The Waste Strategy produced by Derbyshire County Council for a number of districts was adopted in 2006 and is reviewed every five years, the first review will be completed by 2013.</p> <p>The County Council is currently considering new policies/initiatives to deal with waste at the top end of the waste hierarchy, via the promotion of waste minimisation and prevention. This work is being developed through the joint Derby City and Derbyshire County Waste Plan.</p>
Underlying demand trend	<p>South Derbyshire operates a fortnightly refuse collection service, with compost bins and dry recyclable materials collected on the same day in the intervening weeks</p> <p>The only household waste and recycling centre in South Derbyshire at Newhall, is over-capacity.</p> <p>With the level of housing proposed in South Derbyshire, there is a need to re-assess the waste capacity of the district and attempt to increase the infrastructure capacity.</p>
Non-developer funding sources	Derbyshire County Council, Private Organisations
Developer funding arrangements in place	Individual negotiations from planning applications

Infrastructure Delivery Schedule of Waste Infrastructure within South Derbyshire

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timescale	Delivery Partners	Link to Local Plan Policies	Funding Source			Level of Priority	Notes
							Section 106	CIL	Onsite/ Other		
Additional capacity is required to accommodate growth in S Derbyshire. A new HWRC is required as the existing site at Newhall is over capacity and there is no scope for expansion.	Derbyshire County Council	Unknown	Unknown	Unknown	Derbyshire County Council				X	Medium	
Waste Treatment Plant for Derby and Derbyshire at Sinfyn, Derby City (subject to legal challenges)	Derbyshire CC, Derby CC	£150,000,000		2013/17	DCC; Waste Contractor, 8 District/ Borough Councils				X	High	

Background to transport Infrastructure in South Derbyshire

Infrastructure Type	Transport
Providers/Partners	South Derbyshire District Council, Highways Agency, Derbyshire County Council, Department for Transport
Existing capacity and recent provision	<p>The key road infrastructure within South Derbyshire is: A50, A38, A511, A512, A444, A5132, A516 and A514 but outside the district M1 (Junctions 22 to 24A) and A42/M42 are also very important.</p> <p>The Derby HMA suffers a one of the highest levels of congestion in the region. Particular issues occur at the A38 Derby junctions and congestion is expected to be a growing problem at the A50/A38 and A50/A514 junctions. Major portions of the M1 also suffer from congestion, with the A50 connection at Junction 24 being of particular relevance to South Derbyshire.</p> <p>The urban areas beyond the district boundary are badly affected by congestion, particularly at the A511 and A444 bridges over the River Trent and on some radial routes leading toward the centre of Derby. Within the district capacity is highly constrained at the A511/A514 “Clock” roundabout in Swadlincote.</p> <p>The Derby to Birmingham and Derby to Crewe railway lines run through the district but there are only 2 minor stations, at Hatton and Willington. The nearest station to Swadlincote is Burton upon Trent. The preferred route for HS2 will run to the east of the district, with the nearest station at Toton Sidings on the outskirts of Nottingham.</p> <p>South Derbyshire is well served by airports, with Nottingham East Midlands Airport just outside the district to the east and Birmingham Airport about 40 kms to the south via the A42/M42.</p> <p>Derbyshire County Council runs community transport schemes (Dial-a-bus/ride) through the district for people who cannot use conventional transport.</p> <p>Six bus routes run through the District, providing connections to Swadlincote, Derby, Burton upon Trent and Leicester.</p>
Specific Provision initiatives	<p>A number of schemes are being proposed by the Department for Transport and Derbyshire County Council that could impact and support the Local Plan in delivering the needed infrastructure in an area where traffic congestion is high within the Derby HMA</p> <p>Derbyshire County Council implemented their LTP3 in 2011. The Rights of Way Plan 2012-2017 sets out proposals to improve footpaths and recreational pathways.</p> <p>East Midlands Airport Master Plan 2006-2030 sets out a vision to meet demand for air travel and to support the UK economy.</p>

Underlying demand trend	<p>There is a general underlying trend of increased congestion around the major junctions along the A38, around Derby and at connections to the M1.</p> <p>Congestion is already a feature of many of the roads in the HMA and the large strategic sites being proposed through the Derby City and South Derbyshire Core Strategies will increase demand on the roads around Derby. Consequently, to make the schemes deliverable, further modelling, testing and analysis of potential improvements to the road network will be necessary.</p> <p>The larger railway stations of Nottingham and Derby are both heavily congested at peak times. Improvements to Nottingham Station are due to be completed in 2013.</p>
Non-developer funding sources	Highways Agency, Derbyshire County Council, Department for Transport
Developer funding arrangements in place	Individual negotiations from planning applications in terms of Section 106. Some have been committed to CIL by Derbyshire County Council if a Charging Schedule is adopted.

Infrastructure Delivery Schedule of Transport Infrastructure within South Derbyshire

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timetable	Delivery Partners	Link to Local Plan Policies	Funding Source			Level of Priority	Notes
							Section 106	CIL	Onsite/ Other		
Potential requirement for additional highway capacity to accommodate development at Swadlincote-Woodville Regeneration Route (possibly with extension to Ashby bypass, subject to testing)	Derbyshire County Council, Highways Agency	£5,000,000	Yes	2014 - 2015	Derbyshire County Council, Highways Agency				X	High	
Potential requirement for additional highway capacity to accommodate development on the edge of Derby (potentially – Swarkestone causeway bypass, subject to testing)	Derbyshire County Council	£20,000,000	Yes	2014 – 2015 onwards??				X	None identified	High	Funding gap; Scheduled Monument and Grade 1 Listed Building status
Completion of the T12 Link Road. Construction of a new link road	Derby City Council's Transport Engineers	£15 million	Unknown	Completion 2015/16	Derby City Council		X		X	High	Construction programmed to start mid November 2013

Infrastructure Delivery Schedule of Transport Infrastructure within South Derbyshire

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timetable	Delivery Partners	Link to Local Plan Policies	Funding Source			Level of Priority	Notes
between Holmeigh Way and Wilmore Road											for completion before Christmas 2014
Multimodal junction Improvements required to support Boulton Moor and related developments	Derby City Council's Transport Engineers	£3.75 million		Unknown	Developers, Derby City Council, Derbyshire County Council		X		X	Medium	Multimodal junction Improvements and public transport enhancements including park and ride.
South Derby Integrated Transport Link required to support Wragley Way	Derby City Council's Transport Engineers	£11 to £14 million		Unknown	Developers, Derby City Council, Derbyshire County Council		X		X	Medium	Integrated transport link from Stenson Road to T12 providing a link for all modes between strategic housing and employment sites. Alignment to be confirmed
A50 Junction Improvements Local Plan Mitigation to the south of Derby	Derby City Council's Transport Engineers	>£1 million			Highways Agency, Derby City Council, Derbyshire County Council		X		X	Medium	A potential scheme is to be agreed with the Highways Agency.

Background into Energy Infrastructure in South Derbyshire

Infrastructure Type	Energy
Providers/Partners	South Derbyshire District Council,
Existing capacity and recent provision	<p>The HMA Cleaner, Greener Energy Study states that South Derbyshire consumes around the same energy as Amber Valley, with 12% of its properties not connected to gas (the highest percentage in the HMA). In 2007, South Derbyshire had installed renewable energy capacity of around 3,318 kW, with landfill gas, biomass and small wind power contributing to those figures. The Study suggests that South Derbyshire has the greatest potential for renewable energy generation in the HMA (particularly from wind and biomass), potentially providing more than 50% of its energy by 2021.</p> <p>Weston Power has highlighted some potential infrastructure and capacity constraints on the key strategic sites, which will need to be overcome to deliver the sites.</p>
Specific Provision initiatives	
Underlying demand trend	In 2007 South Derbyshire had lower per capita CO2 emissions for domestic use than the East Midlands as a whole. There is a trend across the UK for a more sustainable energy future and this is expressed throughout the HMA and its evidence base.
Non-developer funding sources	UK Government Sources, National Grid, Derbyshire County Council, South Derbyshire District Council, Weston Power
Developer funding arrangements in place	Individual negotiations from planning applications in terms of Section 106 and CIL.

Infrastructure Delivery Schedule of Energy Infrastructure within South Derbyshire

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timetable	Delivery Partners	Link to Local Plan Policies	Funding Source			Level of Priority	Notes
							Section 106	CIL	Onsite/ Other		
The proposed development at Hackwood Farm will require a new high voltage cable, running from Derby City Centre to the west of the City	Discussions with Western Power	Unknown	Unknown	Time and early dialogue will be required	Western Power & Developers		X		X	High	
The proposed developments at Boulton Moor have a 132,000 volt overhead line through the site. Costs to relocate could be prohibitive. Assuming development and construction works would avoid infringing the safety distances.	Discussions with Western Power	Unknown	Unknown	Time and early dialogue will be required	Western Power & Developers		X		X	High	

Background into Communications Infrastructure in South Derbyshire

Infrastructure Type	Communications
Providers/Partners	South Derbyshire District Council, BT, Derbyshire County Council, Virgin Media
Existing capacity and recent provision	Broadband coverage is patchy. Although much of the district is within 4 kms of one or more of the 20 exchanges within or adjacent to South Derbyshire, there are some “white zones” more than 4 kms from an exchange. These areas are in the north west of the district (Church Broughton, Thurvaston & Trusley) and the south west (Caldwell, Coton in the Elms & Rosliston). Only 8 of the 20 exchanges serving South Derbyshire currently have or are planned to have, “superfast” fibre broadband.
Specific Provision initiatives	<p>Derbyshire Digital have secured £7.39 million to improve broadband around the county, this money needs to be matched by private or public finances</p> <p>Derbyshire County Council has a Broadband Delivery Plan.</p> <p>BT is planning to upgrade a number of telephone exchanges in the HMA, including Melbourne & Repton to increase connectivity and speed.</p>
Underlying demand trend	Broadband coverage in the district is fair, with BDUK indicating that most of the district is within 4 kms of an exchange but only 40% of those exchanges are currently planned to have fibre broadband and parts of the north west and south west of the district have a poor broadband service.
Non-developer funding sources	Derbyshire Digital, BT, Virgin Media, Derbyshire County Council
Developer funding arrangements in place	Individual negotiations from planning applications in terms of Section 106 and CIL. Derbyshire County Council has highlighted Broadband as a key priority in it Developer Contribution Protocol

Infrastructure Delivery Schedule of Communications Infrastructure within South Derbyshire

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing	Delivery Partners	Link to Local Plan Policies	Funding Source			Level of Priority	Notes
							Section 106	CIL	Onsite/ Other		
To improve the provision of Broadband Infrastructure in South Derbyshire	Derbyshire County Council IDP	£15,000,000+ (£7,390,000 from BDUK, £2,500,000 from ERDF, £4,890,000 from DCC)	(requires match funding)	2011-2013	BDUK, BT, Derbyshire County Council, Private Sector		x		x	Medium	There is currently a funding gap, the BDUK Funding has been secured but to ensure that high quality broadband is rolled out around the county and especially in places with infrastructure deficiencies, matching fund will be sought from public or private finances.

Background into Social Infrastructure in South Derbyshire

Infrastructure Type	Social
Providers/Partners	South Derbyshire District Council,
Existing capacity and recent provision	<p>Swadlincote market operates on Tuesdays, Fridays and Saturdays, with a farmers' market on the last Thursday of each month.</p> <p>There are a number of cultural and leisure facilities, including four libraries (Etwall, Melbourne, Swadlincote & Woodville) and two leisure centres (Etwall & Swadlincote)</p> <p>Within the district there is provision for swimming, golf, cricket, football, tennis, hockey, rugby union and dry-slope skiing, plus a number of private facilities and clubs</p> <p>There are a number of Christian places of worship in the district, but none for other faith groups.</p>
Specific Provision initiatives	
Underlying demand trend	Data from Sport England shows that the demand for sports halls and swimming pools is met in the district with 38% of adults participating in sport or other physical activity for at least 4 sessions of at least moderate intensity for at least 30 minutes in the previous 28 days.
Non-developer funding sources	Sport England
Developer funding arrangements in place	Individual negotiations from planning applications in terms of Section 106 and CIL

Infrastructure Delivery Schedule of Social Infrastructure within South Derbyshire

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timescale	Delivery Partners	Link to Local Plan Policies	Funding Source			Level of Priority	Notes
							Section 106	CIL	Onsite/ Other		

Background into Health and Emergency Services Infrastructure in South Derbyshire

Infrastructure Type	Health and Emergency Services
Providers/Partners	South Derbyshire District Council, NHS Southern Derbyshire CCG, East Midlands Ambulance Service NHS Trust (EMAS), Derbyshire Fire and Rescue Service, Derbyshire Constabulary and Derbyshire Probation Service
Existing capacity and recent provision	<p>There are no hospitals or community hospitals in South Derbyshire, the nearest ones being Queens Hospital, Burton upon Trent and Royal Derby Hospital and London Road Community Hospital both in Derby. There are two health centres at Repton and Swadlincote.</p> <p>The EMAS covers Derbyshire, Leicestershire, Rutland, Lincolnshire, Northamptonshire and Nottinghamshire providing urgent 999 care and patient transport services.</p> <p>The Fire service has one whole time station in Swadlincote and one retained station located at Melbourne.</p> <p>Derbyshire Constabulary has a police station in Swadlincote plus a team office in Melbourne.</p>
Specific Provision initiatives	All of these different emergency services work closely together and have formed partnerships to pursue various initiatives to make South Derbyshire a safer place to live.
Underlying demand trend	There is a sense of budget cuts and a need to work differently from all the public sector organisations above and therefore there will be great pressures on maintaining and producing new infrastructure to meet the growing needs of South Derbyshire as the development strategy increases the number of homes in the district.
Non-developer funding sources	NHS Southern Derbyshire CCG, East Midlands Ambulance Service NHS Trust (EMAS), Derbyshire Fire and Rescue Service, Derbyshire Constabulary and Derbyshire Probation Service
Developer funding arrangements in place	Individual negotiations from planning applications in terms of Section 106 and CIL

Infrastructure Delivery Schedule of Health and Emergency Infrastructure within South Derbyshire

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timetable	Delivery Partners	Link to Local Plan Policies	Funding Source			Level of Priority	Notes
							Section 106	CIL	Onsite/ Other		

Background into Education Infrastructure in South Derbyshire

Infrastructure Type	Education
Providers/Partners	South Derbyshire District Council, Derbyshire County Council, Department for Education, Derby Adult Learning Services,
Existing capacity and recent provision	<p>There are currently 4 secondary schools in South Derbyshire. In terms of primary education, there are 25 primary schools in the district with 6 individual infant/nursery schools and 5 individual junior schools.</p> <p>Derbyshire County Council runs 5 Childrens/Sure Start Centres in South Derbyshire. There are 23 preschools/playgroups in the district, supplemented by registered child minders and other private childcare services.</p> <p>There are a number of special needs schools in South Derbyshire</p> <p>There are 4 Adult Community Education Centres in South Derbyshire</p>
Specific Provision initiatives	There are number of modernisation schemes in place at the moment to improve the condition of schools in South Derbyshire (See below)
Underlying demand trend	Current projections for pupils indicate that growing numbers of pupils at infant and primary school will increase pressure for places in primary education over the next 5 years. This underlying trend is corroborated by the figures for nursery children, which shows that an oversupply of places for both 3 and 4 year olds and 2 year olds.
Non-developer funding sources	Government's Primary Capital Programme (ended but still projects in progress), Priority Schools Building Programme, Private Funding Initiative,
Developer funding arrangements in place	Individual negotiations from planning applications in terms of Section 106 and CIL.

Infrastructure Delivery Schedule of Education Infrastructure within South Derbyshire

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timetable	Delivery Partners	Link to Local Plan Policies	Funding Source			Level of Priority	Notes
							Section 106	CIL	Onsite/ Other		
Hilton Primary School basic needs - new temporary double classroom	Derbyshire County Council	£240,000		2011-12 (committed)	Education Department, Derbyshire County Council			x	High/Medium/Low		
New school to replace existing Church Gresley Infant and Nursery School	Derbyshire County Council	£6,600,000		2011-12 (under construction)	Education Department, Derbyshire County Council			X	High/Medium/Low		
Newhall Junior School – improvements to safeguarding, ICT provision and outdoor areas	Derbyshire County Council	£65,000		2012-2013	Education Department, Derbyshire County Council			X	High/Medium/Low		
A new secondary school in the Derby Urban Area	Derbyshire County Council, Derby City Council	£20,000,000		??	Education Department, Derbyshire County Council, Education Department, Derby City Council			X	High/Medium/Low		
Potential requirement for a new primary school at Drakelow , if further development (in addition to	Derbyshire County Council	£6,000,000		??	Education Department, Derbyshire County Council, Education Department, Derby City			X	High/Medium/Low		

Infrastructure Delivery Schedule of Education Infrastructure within South Derbyshire

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timetable	Delivery Partners	Link to Local Plan Policies	Funding Source			Level of Priority	Notes
existing consent) proposed					Council						

Background into Environmental Infrastructure in South Derbyshire

Infrastructure Type	Environmental
Providers/Partners	South Derbyshire District Council, Town and Parish Councils and Derbyshire County Council, Derbyshire Wildlife Trust, Leicestershire and Rutland Wildlife Trust, Natural England, The National Trust, The Canal and River Trust, Derby & Sandiacre Canal Trust
Existing capacity and recent provision	<p>The National Playing Field Association recommends provision of 2.43 ha of recreational open space provision per 1000 population. This compares to the present level of 1.95 ha per 1000.</p> <p>The current level of informal leisure open space provision in the District is 0.73 ha per 1000 population, representing a deficit of 0.32 ha per 1000.</p> <p>The current level of formal open space provision is 1.17 ha per 1000 population, representing a deficit of 0.13 ha per 1000.</p> <p>The current level of play space provision is 0.05 ha per 1000 population, representing a shortfall of 0.14 ha per 1000.</p> <p>Therefore, based on existing open space provision, there is a requirement for 2.54 ha per 1000 population for new development.</p> <p>South Derbyshire District council manages 8 local allotment sites, which have over 180 plots. Other allotments are managed by some of the parish councils.</p> <p>There are 45 play areas managed by South Derbyshire District Council, with others managed by parish councils.</p> <p>South Derbyshire District Council manages 6 cemeteries, which apart from providing a community service can also be a valued in terms of wildlife conservation and biodiversity. The district is also served by the privately run Bretby Crematorium.</p> <p>There are 5 designated SSSI in South Derbyshire – Calke Park, Carvers Rocks, Hilton Gravel Pits, Ticknall Quarries and the River Mease (which is also an SAC). There is one National Nature Reserve (Calke Park), one Local Nature Reserve – Elvaston and four locations managed as wildlife sites by Derbyshire Wildlife Trust: Hilton Gravel Pits SSSI; Carvers Rocks SSSI (owned by Severn Trent Water); Willington Gravel Pits; and Spring Wood (partly in South Derbyshire). Dimminsdale, which is owned by Severn Trent Water and managed by the Leicestershire and Rutland Wildlife Trust, also falls partly within South Derbyshire.</p>

	<p>The area of Local Nature Reserve in South Derbyshire is a long way below the recommended target of 1ha of LNR per 1,000 population. Just under 10ha of LNR is designated, whereas the target should be 86.5ha.</p> <p>There are 5 historic gardens in South Derbyshire, covering 620.64 ha. These are Calke Abbey, Bretby Hall, Melbourne Hall, Swarkestone Old Hall and Elvaston Castle.</p> <p>There are 22 Conservation Areas in South Derbyshire and 711 listed buildings, of which 48 are Grade 1 (including Calke Abbey) and 47 are Grade 2*. There are 20 scheduled ancient monuments in South Derbyshire District, including Swarkestone Bridge.</p> <p>The historic Trent and Mersey Canal, which opened in 1771, runs through the north of the district. The Derby & Sandiacre Canal, which closed during the 1960s, ran from the Trent & Mersey Canal at Swarkestone to Sandiacre on the Erewash canal, with a branch to the river Derwent in Derby city centre. The Derby & Sandiacre Canal Trust aims to restore the canal to a fully navigable route with an associated multi-user towpath.</p>
Specific Provision initiatives	<p>An open space strategy has been adopted by the council to encourage open space provision.</p> <p>The Lowland Derbyshire Biodiversity Action Plan (2011-2020) holds all data on biodiversity and relates to combating the ecological issues in the area. This will be accompanied by a Species Action Plan to provide more guidance on local trends and distributions and actions to aid conservation. The area falls within the</p> <p>Derbyshire Wildlife Trust Living Landscape approach in the Derwent Valley, Northern Peak Fringe and Linacre, works with landscapes where the Trust have identified areas of key habitat and species action as part of their strategic development plan</p>
Underlying demand trend	<p>There is a shortage of open space and existing provision is not evenly distributed.</p> <p>There is a current demand for allotments in the District.</p>
Non-developer funding sources	Derbyshire County Council
Developer funding arrangements in place	Individual negotiations from planning applications in terms of Section 106 and CIL.

Infrastructure Delivery Schedule of Environment Infrastructure within South Derbyshire

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing /Timescale	Delivery Partners	Link to Local Plan Policies	Funding Source			Level of Priority	Notes
							Section 106	CIL	Onsite/ Other		
Restoration of the Derby and Sandiacre Canal encompassing route from Swarkestone to Shelton Lock Canals	Derbyshire CC	£1,500,000		5 years	Sandiacre Canal Trust; Derby City					High/Medium/Low	Funding gap; ownership; planning permission are all constraints
New Greenway and Cycle routes including National Cycle Route 63 between Swadlincote and Burton-on-Trent and another connecting the Conkers circuit to Rosliston Forestry Centre.	Derbyshire CC	Unknown		Unknown	DCC, SDDC, National Forest Company						