

**South Derbyshire Local Plan
Examination**

**Position and Delivery Statement
on behalf of
South Derbyshire District Council
and
Hallam Land Management Limited
(respondent ref. 113)**

**Local Plan Policy H15
Wragley Way, Derby**

Revised 27th November 2014

1. Introduction

This Statement has been prepared jointly by Officers from South Derbyshire District Council ('SDDC'), Derby City Council ('DCC') and Hallam Land Management Limited ('HLML'). Its purpose is to provide the Inspector with an update on progress with development proposals for land at Wragley Way (Local Plan Policy H15), the programme of ongoing works that is being undertaken to inform the proposals and to help demonstrate their viability and deliverability, so as to confirm the soundness of the Local Plan ('LP') in respect of the proposed allocation. Reference is made to related proposals that fall within the boundary of Derby City. ATLAS has over the past 3 – 4 months facilitated discussions between involved parties and supported associated progress. It is intended that this document will further evolve and form the basis of agreements between the parties and others in the planning and implementation of the development proposals.

2. Site Selection Rationale

Over the LP Period of 2008 – 2028, South Derbyshire needs to provide 13,454 dwellings, of which over 2,500 dwellings are to enable Derby City to meet its housing needs. The LP proposed allocation for Wragley Way offers a sustainable urban extension to Derby City that sits adjacent to existing main urban area. The site has good access to services and facilities with close proximity to public transport. Accessibility for new and existing residents will be further enhanced by the construction of the planned South Derby Integrated Transport Link road.

3. Collaborative Working

The process that led to the selection of the site as a potential and later preferred allocation, and subsequent further detailed assessment and analysis, was and continues to be informed by joint working between decision makers and other stakeholders including: the developer, landowners, SDDC, DCC, Derbyshire County Council ('DCountyC'), Highways Agency ('HA'). As a cross boundary allocation, the potential for wider impacts and benefits has been given particular consideration.

4. Overview of Proposals

LP Policy H15 proposes to allocate land at Wragley Way for residential development. It is a cross boundary allocation with land also proposed for allocation within the emerging Derby City Local Plan (Policy AC18). All land necessary to deliver development in accordance with the emerging LPs is within the control of HLML. Outline planning permission has been secured for up to 130 dwellings within Derby City on land that will form an early phase of the overall development. Further applications will be submitted in the near future to both SDDC and DCC in the context of a wider, agreed masterplan.

5. Vision

A Vision for the site is emerging through joint working between SDDC and HLML, informed by an understanding of the site's constraints and opportunities. Components of the

emerging Vision include: linked urban and rural spaces; connected wildlife corridors; a community hub; gateways.

An independent review of initial proposals has been undertaken at the request of SDDC and HLML by OPUN (the East Midlands Design Review Panel). OPUN's feedback is informing the conceptualisation and design of the proposals.

The Vision is being translated spatially through an emerging Masterplan and Development Objectives. Draft Development Objectives include:

1. To provide a range of housing types, densities and tenures that offer amenity space both public and private.
2. To mitigate traffic impact of the development through the development of the South Derby Integrated Transport Link and also through the promotion of sustainable modes of transport.
3. To create different character areas that create a sense of place and legibility for new residents.
4. To provide a 'heart of the development' community hub that is anchored by a primary school, recreational and community facilities and neighbourhood retail uses, to create a vibrant location for the existing community at Stenson, Sinfin and new residents.
5. To use the site's natural features to sustainably manage water.
6. To provide a predominantly green corridor network of pedestrian and cycle linkages to connect the site internally and to wider destinations including the Trent and Mersey Canal and Sinfin District Centre.
7. To ensure high quality design.
8. To provide positive integration of the existing communities adjacent to the new development.
9. To successfully use and structure the development of the site around existing landscape and wildlife features

6. Land Uses

Informed by an understanding of the site and its locality, through a masterplan-led process guided by the emerging Vision and Development Objectives, broad land use types, development parameters and locations have been identified. These confirm that the site's capacity is consistent with the proposed LP allocation. Key components of the proposals (across the wider scheme within SD and DC) include:

- around 2,000 dwellings;
- part of the South Derby Integrated Transport Link ('SDITL');
- land reserved for the construction of a new junction to the A50 (should it be required);
- Local Centre(s) with flexibility for inclusion of local retail, healthcare and community uses;

- a two form entry primary school;
- land reserved for expansion of an existing secondary school (if required);
- open space including parks, play areas and sports pitches, allotments and other open space; and
- landscaping; surface water storage ponds and other drainage infrastructure.

These components are being considered in more detail through the masterplanning process (see below). The Indicative Masterplan (Appendix 3) provides a spatial representation of these components.

7. Infrastructure and Community Facility Requirements

The infrastructure and community facilities that will be required to help ensure that the development is an attractive and sustainable location have been identified. Details of the highways and 'abnormal' infrastructure that is likely to be required and their costs are identified in Appendix 2. The **Indicative Masterplan** (Appendix 3) identifies current thinking on where key infrastructure could be located and how it could be integrated into the development. Key infrastructure and community facility requirements and their potential locations include:

- **Transport:** Section of the SDITL through the site. Land reserved for new junction on the A50 at Deep Dale Lane, if required. HLML is working with DCC and DCountyC to provide the SDITL. The indicative alignment of the SDITL can be seen at Appendix 6.
- **'Blue' Infrastructure:** A network of retained watercourses and field ditches enhanced through new SuDS including attenuation ponds throughout the site.
- **'Green' Infrastructure:** A network of retained hedgerows and trees within and linking to a variety of open spaces (formal and informal) throughout the site.
- **Education, Community and Local Services:** A new two form entry primary school located centrally within the site as part of a 'community hub', to also include a new, multi-purpose Community Hall providing a venue and focus for a wide range of community activities. A new Local Centre forming part of the Community Hub offering local retail and other compatible uses.

An assessment of the proposals using the HCA's Development Appraisal Tool ('DAT') that has taken account of the costs of providing necessary infrastructure and community facilities has been undertaken by SDDC and the HCA and the outputs can be seen in Appendix 5.

The potential role of other landowners in the delivery of wider infrastructure (including Christ College, Oxford, owner of land to the east of the site) has been considered as part of collaborative working. Letters confirming landowner commitments to joint working towards the delivery of infrastructure have been provided to SDDC (Appendix 7).

8. Implementation and Delivery

The tables and charts in Appendix 2 identify anticipated timeframes for the submission and approval of applications and subsequent delivery of dwellings. Highways and other infrastructure requirements are also identified along with their estimated costs.

An application has already been made to the Growth Deal programme which was received positively given the overall growth package that the link road would bring. It is recognised that the firmer the proposal is the planning process, the more likely it is to succeed in

securing funding. The value for money assessment will be positive, and current work around developer contributions suggests that the Growth Deal ask could be brought down significantly from the previous assumption.

In addition to the delivery identified in that table, dwellings will be delivered within Derby City. The extant outline approval for 130 dwellings is expected to be presented to the market in late 2014. Current local market demand suggests that a house builder will secure reserved matters approval by the end of 2015, with delivery commencing in early 2016. A further outline application for up to 50 dwellings is to be made to Derby City by the end of 2014.

The **Indicative Phasing Plan** in Appendix 4 shows how the site is likely to be built out, commencing in the east and moving westwards. It is anticipated that the first dwellings within South Derbyshire will be completed in 2017.

Discussions are on-going between Hallam Land and officers of all three Councils to ensure development proceeds expediently and in accordance with the vision and relevant policies set out in both Plans. The indicative phasing plan suggests that a number of dwellings could be occupied prior to the opening of the SDITL. Delivery of 200 dwellings by 2020 in South Derbyshire is likely to generate around 120 trips in the AM and PM weekday peak traffic hours. In anticipation of the timely delivery of the SDITL, it would be difficult to justify a technical objection to this on highway impact grounds.

9. Evidence Base

A substantial body of evidence has been prepared between the LPAs and HLML to inform the proposals. Further details of the evidence base are provided in Appendix 1.

10. Masterplanning

Constraints and Opportunities

Through a comprehensive, evidence-based, masterplan-led process, a detailed understanding of the site's constraints and opportunities has been secured.

Key fixed constraints include:

- overhead powerlines;
- underground gas main; and
- ecological values (e.g. trees, hedgerows).

Key constraints that need to be overcome or mitigated include:

- increased traffic flows;
- noise from A50 and railway;
- ecological values (e.g. fauna); and
- flood risk and surface water drainage.

The **Constraints Plan** provided as part of HLML's response to consultation on the Submission Draft LP provide further detail on these issues. That response also included an **Opportunities Plan** setting out how development of the site could result in multiple and significant benefits.

Indicative Masterplan

A selection of plans from the ongoing masterplanning process are attached as Appendix 3. The **Indicative Masterplan** and its components will be further evolved to support additional applications in accordance with the timeframes set out in this Statement.

11. Summary

Proposals for development of land at Wragley Way have and continue to be subject to a process of collaborative working. Part of the wider proposals (within Derby City) has secured outline permission and a masterplanning process continues to allow agreement on proposals for the balance of the cross-boundary site. All critical infrastructure needed to allow the development to be delivered in accordance with the emerging South Derbyshire and Derby City LPs has been identified. A Development Appraisal has confirmed that the site is viable. Allocation of land at Wragley Way as proposed by LP Policy H15 is appropriate and the LP is sound in that respect.

Approved by:



N Sworowski
Planning Policy Manager
SDDC



S Lee
Planning Policy Team Leader
DCC



J Collins
Area Manager
HLML

APPENDIX 1: Evidence Base

The proposals have been informed by a broad base of technical assessments and analysis, prepared by the developer and the LPAs. This evidence base continues to be updated. It has however confirmed that there are no critical constraints or barriers that would prevent delivery of the site in general accordance with the emerging LPs. Appropriate design responses and mitigation measures are available, where necessary. Key elements of the evidence base are identified below. Copies of reports can be made available upon request.

Housing: The SHLAA has confirmed the site as suitable for residential development.

Transport: Network modelling DUA completed 2012. Further update expected November 2014 (SDDC, DCC, DCountyC).

Flooding and Drainage: Flood Risk Assessment (HLML, 2014), Drainage Strategy incl SUDS Options (HLML, 2014).

Ecology: First Phase Surveys (Flora and Fauna incl. Protected Species) completed (HLML, consolidated report due November 2014).

Landscape: Landscape and Visual Impact Baseline Report (HLML, 2014), Green Infrastructure Strategy (HLML, 2014).

Heritage / Archaeology: Archaeological Desk Based Assessment for consented site in Derby City confirms low potential for archaeological resources (HLML, 2013); reports and trial trenching on historic proposals across wider area also confirm low potential (HLML, 2007).

Ground Conditions: Trial pitting within consented site in Derby City confirm no adverse ground conditions; same or similar conditions expected across wider site based on desk based analysis (HLML, 2014).

Air Quality: Air Quality Assessment prepared in support of consented proposals within Derby City confirms no adverse issues (HLML, 2013); impact on design of wider proposals to be considered as part of masterplan-led process.

Noise: Site-wider noise survey and model completed (HLML, 2013).

Health: Existing facilities have capacity or can be expanded (SDDC consultation with NHS through LP process).

Education: DCountyC as LEA has confirmed the proposals should make provision for one, two-form entry primary school (SDDC and HLML communications with LEA).

Community Facilities and Local Services (incl. Retail): Population growth and location of existing community hall-type facilities indicates new facility will be required on site (SDDC standards); distance to existing facilities and commercial assessment confirms local needs services (including retail) will be suitable and commercially viable (HLML).

Utilities: Location and capacity of existing utilities confirmed (HLML 2014); utility upgrade costs confirmed (HLML, 2014).

Design and Townscape: Masterplanning process (HLML, SDDC and DCC officer input, OPUN Design Review, ongoing).

Engagement: Derby City consented proposals subject to public scrutiny through application process and pre-application community consultation (DCC, HLML leaflet drop and website,

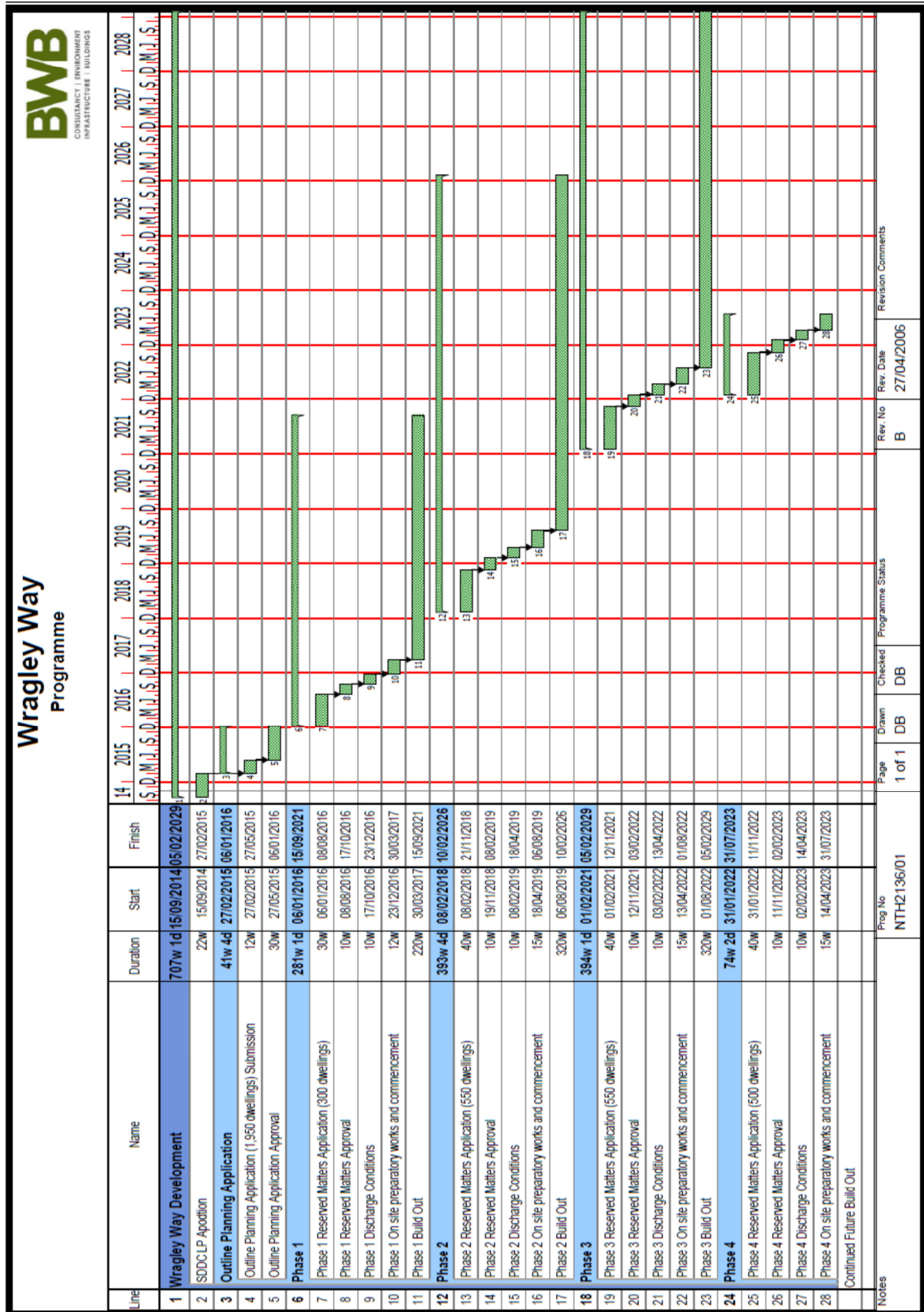
2013); 'Vision' document submitted as part of earlier LP consultation stages (HLML, 2012); further applications will be subject to community consultation (HLML 2014 onwards).

APPENDIX 2: Delivery of Development and Infrastructure Provision

The table below identifies the anticipated timeframe for key actions leading to the delivery of development on the site.

Phase / Action	Number of Dwellings in Application / Phase	Number of Dwellings Applied For / Phased (Cumulative)	Year(s)
SDDC Local Plan period 0-5 years: 2015/6 – 2019/20			
SDDC Local Plan Adoption			Early 2015
Outline Planning Application Submission	(1,950 dwellings)		Spring 2015
Outline Planning Permission Granted			Winter 2015 / Early 2016
Phase 1			
Phase 1 Reserved Matters Planning Application	300	300	Summer 2016
Phase 1 Reserved Matters Permission Granted			Winter 2016
Discharge Conditions			End 2016
On Site Preparatory Works and Commencement			Early 2017
Phase 2			
Phase 2 Reserved Matters Planning Application incl. Primary School and Link Road	600	900	2018
Phase 2 Reserved Matters Permission Granted			2019
Commencement of Development			2019/20
SDDC Local Plan Remainder: 2020/21 – 2027/28			
Phase 3			
Phase 3 Reserved Matters Planning Application	550	1450	2021
Phase 3 Reserved Matters Permission Granted			2021/22
Potential Commencement of Development			2022
Phase 4			
Phase 4 Reserved Matters Planning Application	500	1950	2022
Phase 4 Reserved Matters Permission Granted			2023
Consistent delivery of dwellings @120 dwellings per annum			from 2020/21
Beyond SDDC Local Plan period: Post 2028			
Delivery beyond 2028	790 dwellings		

Based on the same timeframes, the chart below presents a programme of statutory approvals and site build out.



Based on the same timeframes, the chart below identifies 'abnormal' infrastructure requirements within each of the indicative phases of development of the site and estimated costs (see Appendix 4 for Phasing Plan).

Wragley Way Abnormal Infrastructure Trigger Points Programme



Line	Name	Cost	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
1	Wragley Way Abnormal Trigger Points	£6,448,923.00	F	M	A	N	F	M	A	N	F	M	A	N
2	Phase 1 Build Out	£2,053,368.00	1											
3	Full Site Terminal Foul Pumping Station	£480,000.00	1											
4	Project Costs	£480,000.00	1											
5	Full Site Terminal Foul Pumping Station Rising Main	£44,400.00	1											
6	Project Costs	£44,400.00	1											
7	On-site Attenuation	£407,769.00	1											
8	Project Costs	£407,769.00	1											
9	Electricity Distribution	£126,924.00	1											
10	Project Costs	£126,924.00	1											
11	Water Distribution	£16,925.00	1											
12	Project Costs	£16,925.00	1											
13	Electricity Reinforcement Works	£833,600.00	1											
14	Project Costs	£833,600.00	1											
15	Gas Reinforcement Works	£343,750.00	1											
16	Project Costs	£343,750.00	1											
17	Phase 2	£2,012,963.00	1											
18	Phase 2 Build Out	£0.00	1											
19	Allowance for temp works during STW upgrades	£300,000.00	1											
20	Project Costs	£300,000.00	1											
21	On-site Attenuation	£747,579.00	1											
22	Project Costs	£747,579.00	1											
23	Electricity Distribution	£232,892.00	1											
24	Project Costs	£232,892.00	1											
25	Water Distribution	£31,025.00	1											
26	Project Costs	£31,025.00	1											
27	Electricity Diversion Works	£289,167.00	1											
28	Project Costs	£289,167.00	1											
29	BT Diversion Works	£412,500.00	1											
30	Project Costs	£412,500.00	1											
31	Phase 3	£1,371,296.00	1											
32	Phase 3 Build Out	£0.00	1											
33	Area 2 Foul Pumping Station	£300,000.00	1											
34	Project Costs	£300,000.00	1											
35	Area 2 Foul Pumping Station Rising Main	£60,000.00	1											
36	Project Costs	£60,000.00	1											
37	On-site Attenuation	£747,579.00	1											
38	Project Costs	£747,579.00	1											
39	Electricity Distribution	£232,892.00	1											
40	Project Costs	£232,892.00	1											
41	Water Distribution	£31,025.00	1											
42	Project Costs	£31,025.00	1											
43	Phase 4	£1,011,296.00	1											
44	Continued Future Build Out	£0.00	1											
45	On-site Attenuation	£747,579.00	1											
46	Project Costs	£747,579.00	1											
47	Electricity Distribution	£232,892.00	1											
48	Project Costs	£232,892.00	1											
49	Water Distribution	£31,025.00	1											
50	Project Costs	£31,025.00	1											
51	Notes													

Programme Status	Page	Drawn	Checked	Rev. No	Rev. Date	Revision Comments
	1 of 1	DB	DB	A	13/11/2014	

Highway Infrastructure and Costs

Based on the emerging Indicative Masterplan, key elements of highway infrastructure required to serve the proposed development are identified below along with their estimated costs.

Site road network:

- New Spine Road between Deep Dale Lane, Stenson Road and west to the existing railway line.
- Diversion of Wragley Way close to its junction with Stenson Road.
- New roundabout at the junction of the new spine road and Stenson Road.
- New roundabout at the junction of the new spine road and Deep Dale Lane.
- Downgrading of section of Arleston Lane, south of Wragley Way, to provide a pedestrian/cycle route.
- Provision of spur from new spine road eastwards to provide connection with T12/SDITL.
- Improvement to the existing Chellaston/A50 junction including part signalisation and road widening.

Estimated cost of the road network to serve the site (excluding downgrading of Arleston Lane and improvements to Chellaston/A50 junction): **£3.5m**.

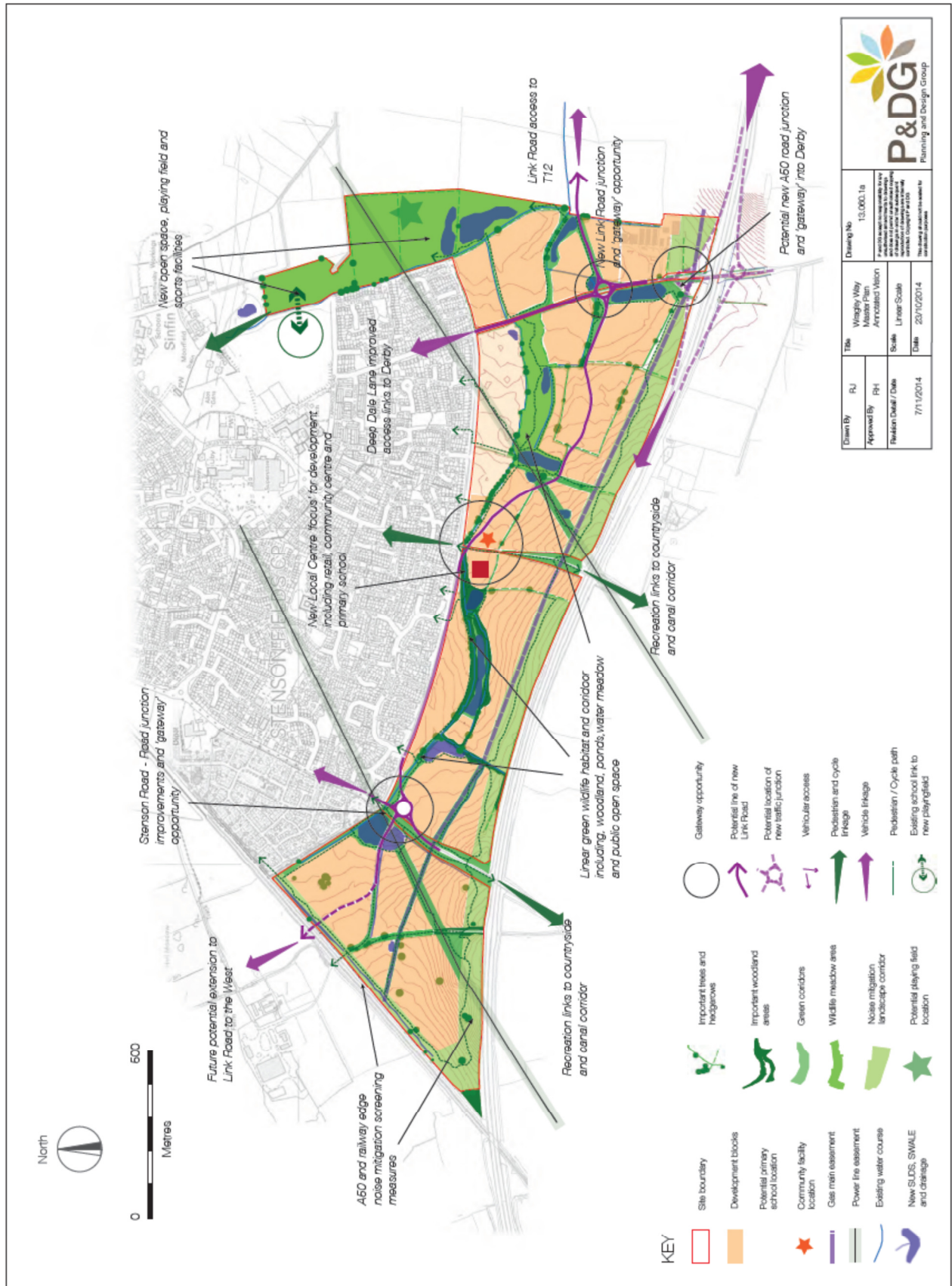
The above proposed new highway infrastructure accommodates the provision of a new junction on to the A50 at Deep Dale Lane, if required in the longer term.

Other off-site highway improvements are likely to include improvements to local junctions to improve network capacity, details of which are yet to be agreed.

Estimated cost of SDITL from edge of Wragley Way site to T12 road and connection onto T12 road

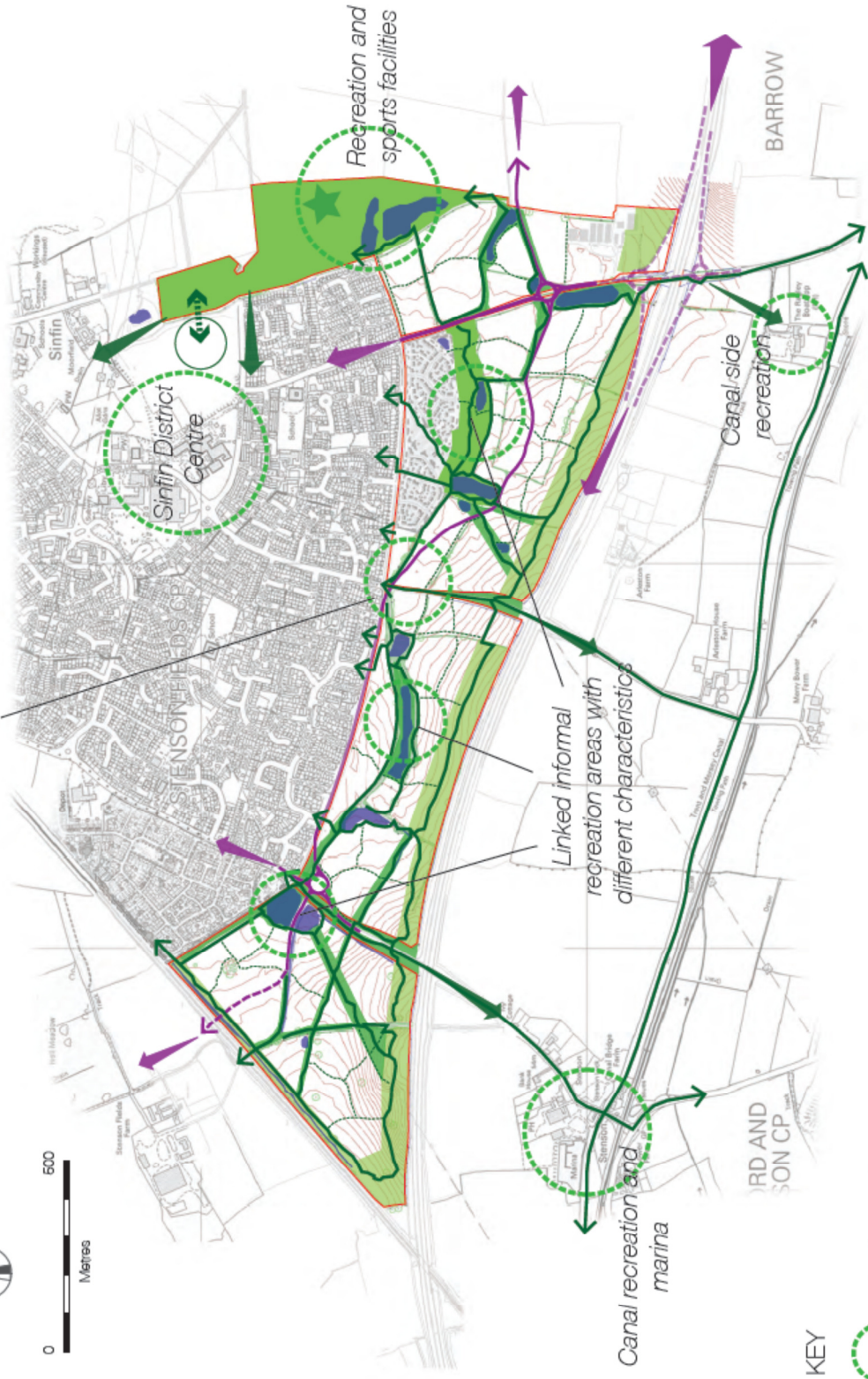
£6 million plus land costs.

APPENDIX 3: Masterplanning





LOCAL CENTRE



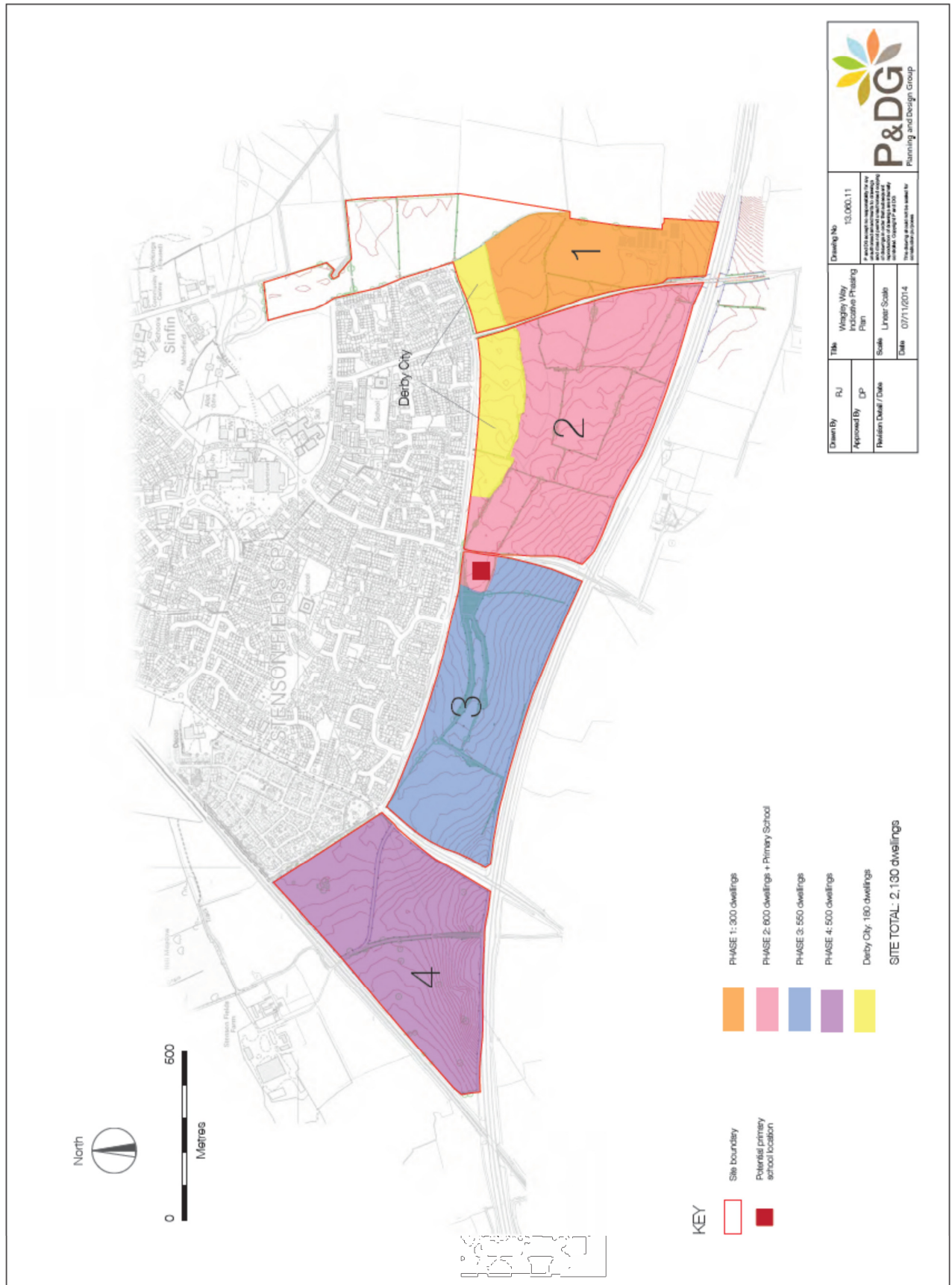
KEY

- Attraction opportunity
- Potential line of new Link Road
- Potential location of new traffic junction
- Vehicular access
- Pedestrian and cycle linkage
- Vehicle linkage
- Primary pedestrian / cycle path
- Secondary pedestrian path
- Existing school link to new playground

Drawn By	RJ	Title	Widley Way Cycle/Pedestrian Link Hierarchy	Drawing No	13.000.10
Approved By	pp	Scale	Linear Scale	<small>It should be noted that responsibility for the accuracy of the information contained in this drawing rests with the client. The drawing is provided as a guide only and is not intended to be used for any other purpose.</small>	
Revision Detail / Date		Date	4/11/2014		

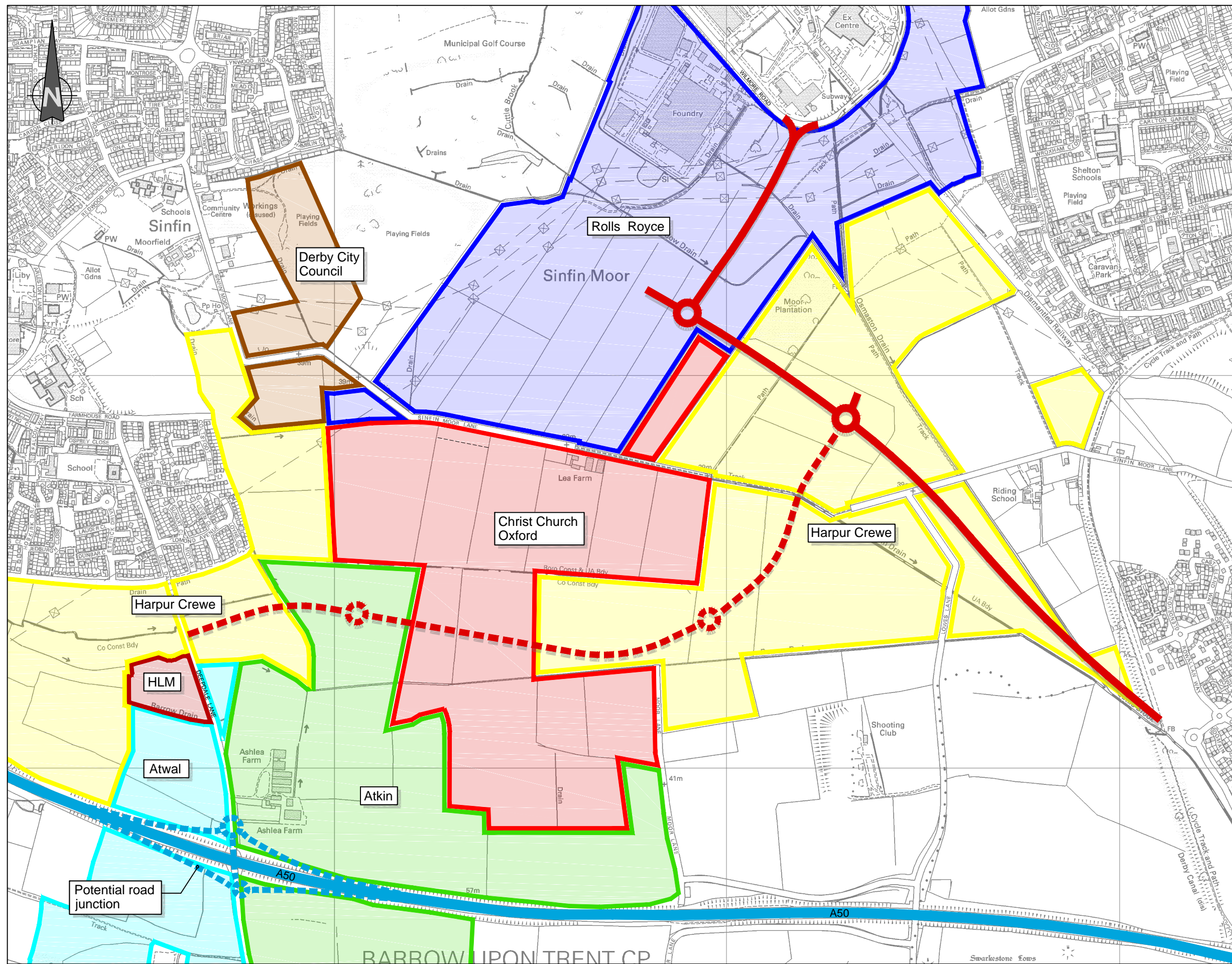


APPENDIX 4: Indicative Phasing Plan



Residual Land Valuation @ 1/1/2016		£979,285	
HCA DEVELOPMENT APPRAISAL TOOL			
		SUMMARY	DETAIL
SCHEME			
Site Address	Wragley Way, Derby.	Date of appraisal	01/01/2016
Site Reference		Net Residential Site Area	58.2
File Source		Author & Organisation	Jayne Lomas HCA ATLAS
Scheme Description		Registered Provider (whe 0	
CAPITAL VALUE OF OPEN MARKET HOUSING			£365,411,574 £ 2,017 psqm
BUILD COST OF OPEN MARKET HOUSING inc Contingency	£118,912,804	£ 656 psqm	
CONTRIBUTION TO SCHEME COSTS FROM OPEN MARKET HOUSING			£246,498,770
CAPITAL VALUE OF ALL AFFORDABLE HOUSING (EXCLUDING OTHER FUNDING)			£16,920,096
OTHER SOURCES OF AFFORDABLE HOUSING FUNDING			£0
CAPITAL VALUE OF ALL AFFORDABLE HOUSING (INCLUDING OTHER FUNDING)			£16,920,096
BUILD COST OF AFFORDABLE HOUSING inc Contingency	£11,203,992	£ 504 psqm	
CONTRIBUTION TO SCHEME COSTS FROM AFFORDABLE HOUSING			£5,716,104
Value of Residential Car Parking			£0
Car Parking Build Costs	£0		
Capitalised Annual Ground Rents			£0
TOTAL CAPITAL VALUE OF RESIDENTIAL SCHEME			£382,331,670
TOTAL BUILD COST OF RESIDENTIAL SCHEME	£130,116,796		
TOTAL CONTRIBUTION OF RESIDENTIAL SCHEME			£252,214,874
CAPITAL VALUE OF NON-RESIDENTIAL SCHEME			£0
COSTS OF NON-RESIDENTIAL SCHEME	£0		
CONTRIBUTION TO SCHEME COSTS FROM NON-RESIDENTIAL			£0
GROSS DEVELOPMENT VALUE OF SCHEME			£382,331,670
TOTAL BUILD COSTS	£130,116,796		
TOTAL CONTRIBUTION TO SCHEME COSTS			£252,214,874
External Works & Infrastructure Costs (£)			
Site Preparation/Demolition	£727,612	Per unit 383	Inf budget tab 11 /4
External works	£33,384,744	17,571	Dev App summary/
Abnormal services infrastructure	£6,448,923	3,394	See trigger point st
Infrastructure	£21,645,860	11,393	Plot externals less :
£0	£0		
Services	£0		Inc in external work
Site Specific Sustainability	£6,690,736	3,521	Part L 2016 allowa
Plot abnormalities	£6,502,748	3,422	Plot abnormalities/EO
Fees and certification	£6,239,776	3,284	From dev app sumi
Prelims	£18,069,980	9,511	
	£99,710,379		
Other site costs			
Fees and certification	0.0%	£0	
Other Acquisition Costs (£)		£0	
Site Abnormals (£)			
Site abnormalities	£0		
0	£0		
Other	£0		
Other 2	£0		
Other 3	£0		
Other 4	£0		
Other 5	£0		
	£0		
Total Site Costs inc Fees	£99,710,379	52,479	
Statutory 106 costs	£18,402,108	9,685	
Total Marketing Costs	£13,472,605		
Total Direct Costs		£261,701,888	
Finance and acquisition costs			
Land Payment	£40,783,289	23,878 per OM home	21,465 per home
Arrangement Fee	£0	0.0% of interest	
Misc Fees (Surveyors etc)	£0	0.00% of scheme value	
Agents Fees	£1,427,415		
Legal Fees	£0		
Stamp Duty	£0		
Total Interest Paid	£10,923,577		
Total Finance and Acquisition Costs		£53,134,281	
Total Operating Profit		£65,774,083	
(i.e. profit after deducting sales and site specific finance costs but before deducting developer overheads and taxation)			
TOTAL COST		£380,610,253	
Surplus/(Deficit) at completion 1/3/2035		£1,721,417	
Present Value of Surplus (Deficit) at 1/1/2016		£979,285	
Scheme Investment IRR	6.7%	(before Developer's returns and interest to avoid double counting returns)	
Site Value as a Percentage of Total Scheme Value	10.7%	Peak Cash Requirement	-£43,477,025
Site Value per hectare	£29,578 per hectare	£11,970 per acre	

Appendix 6: Land Ownership and indicative alignment of SDITL



KEY

-  Rolls Royce
-  Harpur Crewe
-  Christ Church Oxford
-  Atkin
-  Atwal
-  HLM
-  Derby City Council

-  T12 as shown on Local Plan
-  SDITL indicative route
-  Potential road junction on A50

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FCH/JAH
10 October 2014

Ms N Sworowski
Planning Policy Manager
Community and Planning
South Derbyshire District Council
Civic Offices
Civic Way
Swadlincote
Derbyshire
DE11 0AH



Dear Ms Sworowski

Housing Allocation at Wragley Way, Sinfin

I am writing on behalf of the Atkin family who own part of the land identified for housing in the emerging local plan to the south of Sinfin, including part of the land that could be used for an A50 junction.

Hallam Land Management Limited (HLM) have been promoting the land on behalf of Atkin family and the other landowners for many years. The family have always wanted the site to come forward for development and are very pleased that the site has been identified in this emerging plan. Through HLM and me, they are keen to work collaboratively with the other landowners to deliver the site.

I understand that you need to demonstrate that the site is deliverable at the forthcoming examination in public (EiP) and the family would be happy for you to submit this letter to the inspector to show that they are working positively to deliver the site.

Yours sincerely

F C Hollis

FC HOLLIS FRICS CAAV

CATTLE MARKET, CHEQUERS ROAD, DERBY, DE21 6EP

TELEPHONE: (01332) 349307

FAX: (01332) 385812

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Our Ref: JL/SG/3218

7 October 2014

P Burton Esq
Hallam Land Management
Banner Cross Gall
SHEFFIELD
S11 9PD

Dear Mr Burton,

Christ Church - Lea Farm, Sinfin Moor, Derby - T12 'Plus'

I have been forwarded your plan detailing the proposed route of the new T12 'Plus' Southern Link road. I can confirm on behalf of Christ Church that we would be happy to assist with the delivery of this scheme and would welcome continued co-operation with Hallam Land Management and the neighbouring landowners of Messrs and Atwal and Atkins and Harpur Crewe Estates.

The proposed route would greatly improve communications in the area but it is of course imperative that the design specification of the road and the new junctions take full account of the likely increase in traffic volume from the proposed employment development of Christ Church's land in accordance with Local Plan Part 1 Policy E4.

Yours sincerely,



James Lawrie
Treasurer

James Lawrie, Treasurer

Direct Line: 01865 276177 · Fax: 01865 286333 · E-mail: james.lawrie@chch.ox.ac.uk

Registered Charity Number: 1143423



Nicola Sworowski
Planning Policy Manager
Community and Planning
South Derbyshire District Council
Civic Offices
Civic Way
Swadlincote
Derbyshire DE11 0AH

Our Ref: AMW/VG/HAC721

Your Ref:

8th October 2014

Dear Ms Sworowski,

Housing Allocation at Wragley Way, Sinfin

I am writing as agent for and on behalf of the Harpur Crewe Limited Liability Company (Harpur Crewe), who own the majority of the land identified for housing in the emerging local plan to the south of Sinfin, including part of the land that could be used for an A50 junction.

Hallam Land Management Limited (HLM) have been promoting the land on behalf of Harpur Crewe and the other landowners for many years. The owners have always wanted the site to come forward for development and are very pleased that the site has been identified in this emerging plan. Through HLM my clients are keen to work collaboratively with the other landowners to deliver the site.

I understand that you need to demonstrate that the site is deliverable at the forthcoming Examination in Public (EiP) and my clients would be happy for you to submit this letter to the Inspector to show that they are working positively with HLM and the other landowners to deliver the site.

Yours sincerely

A M WARD
Director
Mather Jamie

E-mail: martin.ward@matherjamie.co.uk



GERALDEVE

Nicola Sworowski
Planning Policy Manager
Community and Planning
South Derbyshire District Council
Civic Offices,
Civic Way,
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13 October 2014

Our ref: AFG/awo/G3179

Dear Ms Sworowski

Housing Allocation at Wragley Way, Sinfin

I am writing on behalf of the Atwal family who own part of the land identified for housing in the emerging local plan to the south of Sinfin, including part of the land that could be used for an A50 junction.

Hallam Land Management Limited (HLM) have been promoting the land on behalf of Atwal family and the other landowners for many years. The family have always wanted the site to come forward for development and are very pleased that the site has been identified in this emerging plan. Through HLM and me, they are keen to work collaboratively with the other landowners to deliver the site.

I understand that you need to demonstrate that the site is deliverable at the forth coming examination in public (EiP) and the family would be happy for you to submit this letter to the inspector to show that they are working positively to deliver the site.

Yours sincerely

J Alexander F Gillington
Partner

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