

Expression of Interest for Garden Villages

The expression is made by South Derbyshire District Council and Derby City Council.

Infinity Garden Village

Project Objectives, Scale and Planning Status

1.

The Project will create a new sustainable community in the form of a garden village to the south of the City of Derby, which will provide homes, jobs and community facilities in a self-contained settlement that will be distinctive for its high quality of environment.

Three main areas of the village though these are split into different character areas. The three areas are currently referred to as the Wragley Way housing site, Infinity Park Derby employment site and Lowes Farm, a future housing site.

The Garden Village will be a comprehensive development that encompasses the existing Enterprise Zone site designated to the south of Derby at Infinity Park. Infinity Park is part of the 'Nottingham and Derby Enterprise Zone' which aims to create a focus for the further development of advanced manufacturing and related services, especially transport engineering supply chains. The first building in the Enterprise Zone, an innovation centre known as iHub, along with key site access infrastructure including a new road (known as T12) linking into the site from the A50/A514 junction, which was opened in July 2016. The garden village will provide attractive homes with a variety of tenures within walking or cycling distance for workers relocating to the new employment opportunities created at Infinity Park which is Derby's flagship regeneration project. It will also provide additional employment land to enable the ongoing development of the Zone as businesses established in the innovation centre expand and seek to build their own premises. The land is ideally suited to modern business needs with the capability to provide large, flat plots with good access to the A50, East Midlands Airport, the national road network and high speed broadband, plus proximity to global businesses, all in an attractive planned landscape.

Garden cities were intended to be planned, self-contained communities surrounded by 'greenbelt', containing proportionate areas of residences, industry, and agriculture. The area planned for this and the surrounding area will have residences, industry and agriculture and introducing a garden village will help to balance development in the area.

The village will have different character areas not just through the split of housing and employment areas but with areas of character evident through the housing schemes as the site lends itself to areas through the green and blue infrastructure that already exists on site and can be enhanced further. The village will deliver at least 2,000 homes with the potential growth option for a further 1,200 homes. Alongside that will be the continued delivery of Infinity Park Derby (already a £31 million scheme as it stands) which currently includes Rolls Royce Aerospace HQ with an additional 4.7 million sq. ft. of employment space created with upwards of 4,500 jobs generated in the process. The site will deliver large amounts of infrastructure including a South Derby Integrated Transport Link (SDITL) and possible new junction on the A50 which runs east to west adjacent to the south connecting to the M6 and M1.

The New Towns Act 1981, which allows new towns to be designated and built, provides the policy background. We understand that there are proposals to update this to support the delivery of new garden cities, towns and villages for the 21st Century and we are keen to be part of this. Without significant public sector intervention, this development will not proceed as a whole and one of this Government's stated policy objectives is to reduce red tape and barriers to housing growth.

This area specifically has unique issues to address. Derby is experiencing rapid growth, as a result of the expansion of the transport equipment manufacturing sector and the supply of housing is not currently able to keep up with this demand and infrastructure requirements.

Derby is an internationally renowned centre for advanced transport manufacturing, home to the world's second largest aero-engine manufacturer, Rolls-Royce, and Derby Litchurch Lane Works, the UK's only train manufacturer. Toyota Manufacturing UK's automobile headquarters is south west of the city at Burnaston in South Derbyshire. As a result of its engineering base, Derby has the highest average wage levels outside the South East. Rolls-Royce is planning an investment in the region of £150-200m in its new Aerospace Campus. Bombardier and Rolls-Royce continue to win major orders. As a result of this growth, there will also be significant population growth and South Derbyshire is forecast to achieve some of the highest population growth in the country.

Relative to Derbyshire, the East Midlands and England as a whole the population of South Derbyshire is expected to rise by 23% in forecasts from a 2005 population of 88,000 to a 2025 population of 108,600. No other district in Derbyshire is expected to grow at even half this rate. The figures for the East Midlands as whole over this time range is 10.5%. Derby is forecast to grow by only 6%.

The market failure in the provision of housing is shown below:

There is a shortfall of housing across the two authorities. In the period 2011 to 2016 in South Derbyshire, there were 1,684 dwelling shortfall and in the same period for Derby City there was a 1,237 dwelling shortfall against the housing targets recently set through the Local Plan examination. It is essential that we begin to catch this up. The overall requirement is for Derby City and South Derbyshire is to provide almost 26,000 dwellings across the two authorities of Derby City and South Derbyshire. Derby City is capacity capped and unable to provide for all of its own needs within its boundary with its unmet need (5,388 dwellings) being met by South Derbyshire and Amber Valley.

A Savills report on the Derby Housing Zone 2016 identified 'Derby has been under delivering on the number of new homes. Compared with comparable local authorities, new homes completed as a proportion of total stock represent only 0.31%. It is reasonable to expect Derby to achieve between 0.53% and 0.59% of total stock.'

It is clear that if the population grows as expected and Derby continues to under-deliver on new homes, this will put an increasing strain on housing supply and resources in general. One of the reasons for Derby's inability to deliver has been that some of the new housing developments will require significant infrastructure to unlock them and our project is designed to address this.

As a result of this growth in both employment and population, Derby City Council, South Derbyshire District Council and Derbyshire County Council, in its role as Highways Authority, have been working together for some time to mitigate the impact and ensure there is sufficient land available.

The Strategic Economic Plan (SEP) for D2N2 (Derby, Derbyshire, Nottingham and Nottinghamshire LEP) contains an aspiration for 55,000 new jobs and 77,000 new homes across the area. One of the priorities within the Midland Engine pitch book was the delivery of Infinity Park which will contribute to D2N2's targets. Further details on the SEP can be found at:

http://www.d2n2lep.org/write/Documents/D2N2_SEP_March_31st.pdf.

The entire village except for the potential further housing growth site is allocated in either South Derbyshire's or Derby City's Local Plans. The additional housing area was not considered further through the South Derbyshire Plan as it was not required to help meet housing need at this stage.

	<p>Information on the Local Plans can be found at: http://www.south-derbys.gov.uk/planning_and_building_control/planning_policy/local_plan/local_plan_part1/default.asp for South Derbyshire and http://www.derby.gov.uk/environment-and-planning/planning/localplanpart1corestrategyexamination/ for Derby City. For the Derby Housing Market Area (HMA) which also includes Amber Valley there is a requirement to deliver 33,388 dwellings and 276 hectares (gross) of employment land by end the end the plan period which is 2028.</p> <p>Further strategies within the local area include the Derbyshire Economic Strategy Statement which can be viewed at: http://www.derbyshireeconomicpartnership.org.uk/websitefiles/DESS_A4_medres_artwork3.pdf. The South Zone within the statement aligns with the Derby HMA within which the village falls. One of the strategic objectives is to ensure that there is investment into infrastructure to improve connectivity, increase accessibility and create the conditions for economic growth, whilst the key infrastructure projects includes the SDITL.</p>	
<p>2.</p>	<p>The village is a cross boundary site between SDDC and DCC. The attractive and well-designed village will predominantly offer housing, employment and a new integrated transport link. Around 2,000 homes will be provided on a recently allocated site within South Derbyshire together with a small site within the City that is set to be allocated shortly. Employment opportunities already exist within the village but through allocations this area will grow significantly both within the City and in South Derbyshire to over 70 hectares of high quality employment space, targeted at the transport equipment manufacturing and aerospace industries located between Rolls-Royce aerospace HQ at Sinfin and the A50. The village also includes the potential for further housing expansion to the east.</p> <p>The services and facilities within the village will enable it to be freestanding in terms of its impacts on surrounding services. These will include a new 'South Derby integrated transport link', green space including green wedges, doctor, village hall, school, place of worship, cycle links and consideration of a new junction onto the A50 and also a rail station.</p> <p>The 'South Derby integrated transport link' will be provided within the village but the longer term plan is that phase 2 of the road will run to the west of the village to allow for further development and create better links into Derby City and towards the M1 and A38 allowing for free movement of traffic.</p> <p>The garden village will feature a neighbourhood centre and a range of community facilities, capable of</p>	

	<p>satisfying the day-to-day needs of residents. This will include a school, retail outlets and doctors surgery.</p> <p>The new garden village will be served by local bus routes linking in to the main bus station in Derby, and land will be safeguarded for the creation of a new railway station at Stenson on the Burton-Derby line. Residents moving to the village will be provided with a bus pass to promote the use of public transport for longer journeys. Within the village walking and cycling will be promoted with safe routes and cycle storage at destinations.</p> <p>Summary:</p> <p>Site size: over 180 hectares Proposed number of homes – 2,000 and a further potential 1,000. Schools – 1 primary school with the possibility of a new secondary school on Lowes Farm Employment space – 4.7m sq. ft. extension of Infinity Park Derby in Derby and a further 30 hectares in South Derbyshire. Green space area to be determined.</p>	
<p>3.</p>	<p>A location plan of the village can be seen in the appendix A. The village is free standing in terms of its functionality and the services and facilities to be provided on the site particularly the mix of housing and employment will allow for a reduced need to travel or if required options for more sustainable modes of transport will be possible. It will act like a satellite village to Derby as was part of the initial garden city movement.</p>	
<p>4.</p>	<p>The planning status across the village is varied (B, C, D and E) though all is allocated in the Local Plans of SDDC (adopted - June 2016) and Derby (Modifications consultation stage - August 2016) has some status except for the potential housing site at Lowes Farm.</p> <p>Wragley Way</p> <ul style="list-style-type: none"> • 130 dwellings with planning permission in Derby City • 50 dwellings application pending in Derby City • Remainder is allocated with SDDC Local Plan for 1,950 homes. <p>Infinity Park</p> <ul style="list-style-type: none"> • 1.4 million square foot has planning permission granted • Remainder is allocated in either SDDC Local Plan or Derby City's Local Plan. <p>Lowes Farm</p>	

	<ul style="list-style-type: none"> • Has been promoted and identified in SDDC's SHLAA for housing development 	
<p>5.</p>	<p>Nearby Sinfin is one of the most deprived areas of Derby and is regularly in the bottom 20% of wards in the Index of Multiple Deprivation. The following is taken from the Sinfin Neighbourhood Profile 2011-12:</p> <p>The 2011 Census identified that Sinfin consists of just fewer than 45 % owner occupied properties, 17% lower than the city average. The proportion of Derby Homes properties in the area is over double the city average.</p> <p>In terms of crime statistics, Sinfin is among the 20% most deprived in the country and is ranked the fifth most deprived of all Derby wards,</p> <p>Sinfin has a higher number of serious collisions, slight collisions and collisions involving children compared to the Derby average. The Neighbourhood Profile points out that 'There are no (public transport) routes operating through the core of the Osmaston area, only along the peripheral routes.' Clearly then, in an area which is growing quickly in economic and housing terms, there are a need for improved and safer transport needs.</p> <p>The village offers housing and employment together that is accessible with some employment existing. The site will also offer a considerable amount of green and blue infrastructure across the site including the continuation of the green wedge policy from Derby City through the rest of the site into South Derbyshire. The Village coming forward together will allow sustainable transport links with the delivery of the South Derby Integrated Transport link that will allow for better access into the village by car, bus, cycling and walking within the village but will also offer great links to existing areas within both authorities. Further consideration will also be given to the establishment of a railways station on the railway line that runs west of the site. This has a policy status within South Derbyshire's Local Plan.</p> <p>There will be an overall vision for the garden village in terms of the location and nature of green spaces, common landscape features, and planting guidelines. The Masterplan will integrate the new settlement with adjacent countryside and existing green spaces in neighbouring areas (e.g. Sinfin Golf Course). It will encompass landscape buffers to uses such as main roads (e.g. A50) and between residential and commercial areas, with the aim of reducing noise, dust and visual intrusion. The chosen site is of relatively limited countryside or habitat value; however existing features such as hedgerows and brooks will be integrated into the Plan. The aim will be to create a network of green spaces based upon segregated footways and cycle ways that link residential and commercial areas with the neighbourhood</p>	

centre and out into the adjacent countryside and the existing Sustrans routes. Community facilities such as sports pitches, play areas and allotments will be a key element of the Masterplan.

We took a look at the design principles one of the early garden cities, Letchworth and it was clear from their guide that good design principles are embedded in order to maintain the garden village character; therefore, we will aim to do the same with any development and infrastructure that impacts on the area.

There will be a need for additional schooling in the area. This will be built in to Section 106 agreements with developers for the creation of a new primary school an initially contributions towards the extension of an existing secondary school with future consideration to be given to a site for a new secondary school on the Lowes Farm site.

It is our intention to create a Business Improvement District (BID) for businesses that are located at Infinity Park. Derby has good experience of this – Derby’s Cathedral Quarter BID was recently voted best in the country.

One of the main aims of the BID would be to improve the environment of the area for the benefit of residents, businesses, developers, DCC and others, which mirrors the main aim of the Cathedral Quarter BID.

We will develop a number of objectives with the bid, which might include:

1. Community safety.
2. Corporate Social Responsibility.
3. Health and Well-Being.
4. Parking.
5. Business/Resident groups.

More formal street trees will be used to demark main routes through the new village, whilst planting will be more informal elsewhere. The design will be informed by the local authority’s experience of developing The National Forest in an area of historically low woodland cover and of enhancing the habitat value of the Trent Valley following aggregate extraction. The Masterplan will also be inspired by

	the international links that exist between Derby & Derbyshire and Toyota City in Japan, with the inclusion of, for example, flowering blossom and maple trees.	
Governance Proposals		
6.	<p>The key project partners are:</p> <ul style="list-style-type: none"> • Local Planning Authorities – SDDC and DCC. The village helps address South Derbyshire and also Derby City housing need alongside further development, regeneration and employment growth area to the south of Derby City. • Derbyshire County Council – responsible for transport and education across much of the site. This represents a significant growth area in the County. • D2N2 LEP – IPD is a priority action of the D2N2 SEP and it has been involved with ongoing discussion to bring forward the wider development aims. • Government Agencies - ATLAS have been involved in the housing site, at Wragley Way and Highways England are currently involved in discussions for the SDITL and the potential for a new A50 junction. There has also been involvement from BIS involvement in IPD. • Landowners – fully on board with development across the village • Developers – keen to be involved in partnership with the Local Authorities. • The diagram below shows the current thinking of the governance arrangement for the project. The steering group is already meeting to bring forward the project which includes representation from the HCA and D2N2. <p>A plan is shown at Appendix B of the possible structure.</p>	
7.	The site is in full control of the project partners. No part of the site is owned by either Local Authority though Derby City is a partner in part of IPD. The site does not include any brownfield land but is low grade agricultural land. There is a collaboration agreement between the landowners and developers for the Wragley Way area and the part of Infinity Park that lies within SDDC. There is a partnership agreement (Infinity Park Derby LLP) in place for the delivery of infrastructure on Infinity Park that is between the City Council and developers of the site.	
8.	There have been numerous public consultations through the Local Plans of both South Derbyshire and Derby City regarding the allocations at Wragley Way and Infinity Park. Also, a large part of Infinity Park has been subjected to a planning application process that also involves consultation. Through the Local Plan consultations concerns was raised that new infrastructure would be required in order to provide the quantum of development suggested which is what the garden village will deliver through a cross boundary approach.	

	<p>A Liaison Group including neighbouring residents, businesses, developers and all Local Authorities would be established to consider further proposals and masterplan across the village. In terms of political support then the SDDC Local Plan including the allocations has been adopted by Members and the DCC Plan is currently waiting to undertake a modifications consultation on a plan approved to be submitted to the Inspectorate by Members. Applications have also been approved in the City to allow for development on IPD and also on the first phase of housing on Wragley Way.</p> <p>A Management Company would be established to oversee the development of the village. This would initially bring together the local authorities, land owners and developers to co-ordinate the creation of the village and engagement with government agencies and the local community. As development of the village progressed, representatives from the community and local business would be sought to be involved in the management. Ultimately, the resident and business representatives would take a leading role in the management company. The company would have an ongoing role in overseeing the collection of the management fee and the implementation of maintenance works to the environment, together with associated community activities and events.</p>	
9.	A Management Company would be proposed to manage the proposals for the village.	
Delivery		
10.	The preferred project delivery mechanism is a Public Private Joint Venture which has already been successful in bringing forward the first part of IPD. A Public Private steering group has already been put in place to consider the village concentrating on the SDITL. This may be similar to the partnership established for Infinity Park – Infinity Park Derby Limited Liability Partnership (LLP), which involves Derby City Council, landowners and developer partners.	
11.	<p>The existing land Values – information on Stenson Fields Farm? In the viability report it suggests £500,000 per hectare for residential and £400,000 per hectare for industrial as set out in the Plan Wide Viability Review undertaken for South Derbyshire Local Plan examination.</p> <p>Housing demand within the area is significant as between South Derbyshire and Derby City a requirement of 25,993 dwellings has been established. Derby’s housing need is 16,388 dwellings of which 5,388 dwellings cannot be accommodated within the City boundary. Of this 5,388 dwellings shortfall, South Derbyshire has agreed to accommodate 3,013 dwellings within the District. The village will help provide nearly 65% of that additional housing in South Derbyshire. Prior to 2014 there had</p>	

	<p>been essentially no housing growth in the area (in SDDC) so there is pent up demand which has been shown through the sales of surrounding sites as there are high levels of shortfalls to meet. Derby has the highest average wage levels outside of the South East and with the employment opportunities set to grow within the area, this can further develop Derby's status.</p> <p>Across both SDDC and DCC a 30% affordable housing rate is being sought across all sites (subject to viability). There is a requirement across the Derby HMA to provide 1,723 affordable homes each year. A combination of housing will be provided across the site to help deliver market and also much needed affordable homes with a variety of tenures.</p>	
<p>12.</p>	<p>The planning and delivery of the site has started and parts of the employment area and associated areas are already in place. Housing is expected to start on site from 2017 on the small site granted permission within the City with the bulk of the site starting in late 2018/2019. A village of this size will require several years (15 – 20 years) to fully complete and considerable amounts of infrastructure also to be provided.</p>	
<p>13.</p>	<p>Our funding package is expected to include the following:</p> <ul style="list-style-type: none"> a. Private sector contributions to feasibility work – this work is already started. We expect this to be in the region of £0.5m-£1m. b. Local Transport Majors Fund seed funding – DCC and SDDC have applied for £3.75m seed funding to support feasibility work for projects including this. Our share will be around £1.25m. c. Local Transport Majors Fund capital funding – subject to detailed cost plans, we expect the capital cost to be over £50m - to support essential infrastructure, including the Southern Derby Integrated Transport Link (SDITL) - £37.5m, additional A50 junction - £9m, associated costs, including fees £5m. d. Private sector contributions to capital funding – all landowners are on board. One of the partners is leading on putting together a mechanism to calculate contributions from each of the landowners, based on land share and value. We used this approach successfully for Infinity Park Derby (IPD). e. Recycled business rates. As an Enterprise Zone, Infinity Park Derby (IPD) offers discretionary rate relief to occupiers. We are currently exploring ways of recycling business rates into other infrastructure, for discussion with D2N2 Local Enterprise Partnership (LEP). <p>Our partnership has an excellent track record of attracting public and private sector investment to the</p>	

	area; Local Growth Fund (LGF) - £13 million and Developer Funding £4.6m and growing.	
14.	<p>Homeowners and businesses located in the garden village will be obliged to pay a small annual fee towards the upkeep of the environment in public areas within the village. This will follow the well-established model adopted in locations such as Bournville in Birmingham. Links will be developed with local educational institutions to create opportunities for the development of horticultural skills (e.g. apprenticeships). Meanwhile residents will be encouraged to grow their own produce in their gardens or by taking allotments.</p> <p>Housebuilders contributing to the garden village will be obliged to pro-actively contribute to the development of the local construction sector, through a pledge to use a percentage of local procurement and to develop construction skills amongst young people from the wider area (e.g. apprenticeships). High environmental standards will be set for the homes constructed on the site and opportunities will be made available for those wanting to self-build with plots 'ready to go'.</p> <p>The Travel Plan for the village will offer all residents and businesses the information on the ways in which they can travel more sustainably and offer incentives such as free bus passes, ensuring there is sufficient cycle parking and electric charging points. Whilst wanting to reduce car usage, it must be accepted that it will only be a reduction so ensuring that parking is considered and designed into the village by integrating parking within the street scene and not allowing large parking courts.</p>	
15.	<p>Support is required in the following areas:</p> <ol style="list-style-type: none"> a. Feasibility, survey and design work with further support from ATLAS. b. Sustainable transport links are key to this project being a success. c. Access to government funding streams for housing and transport 	

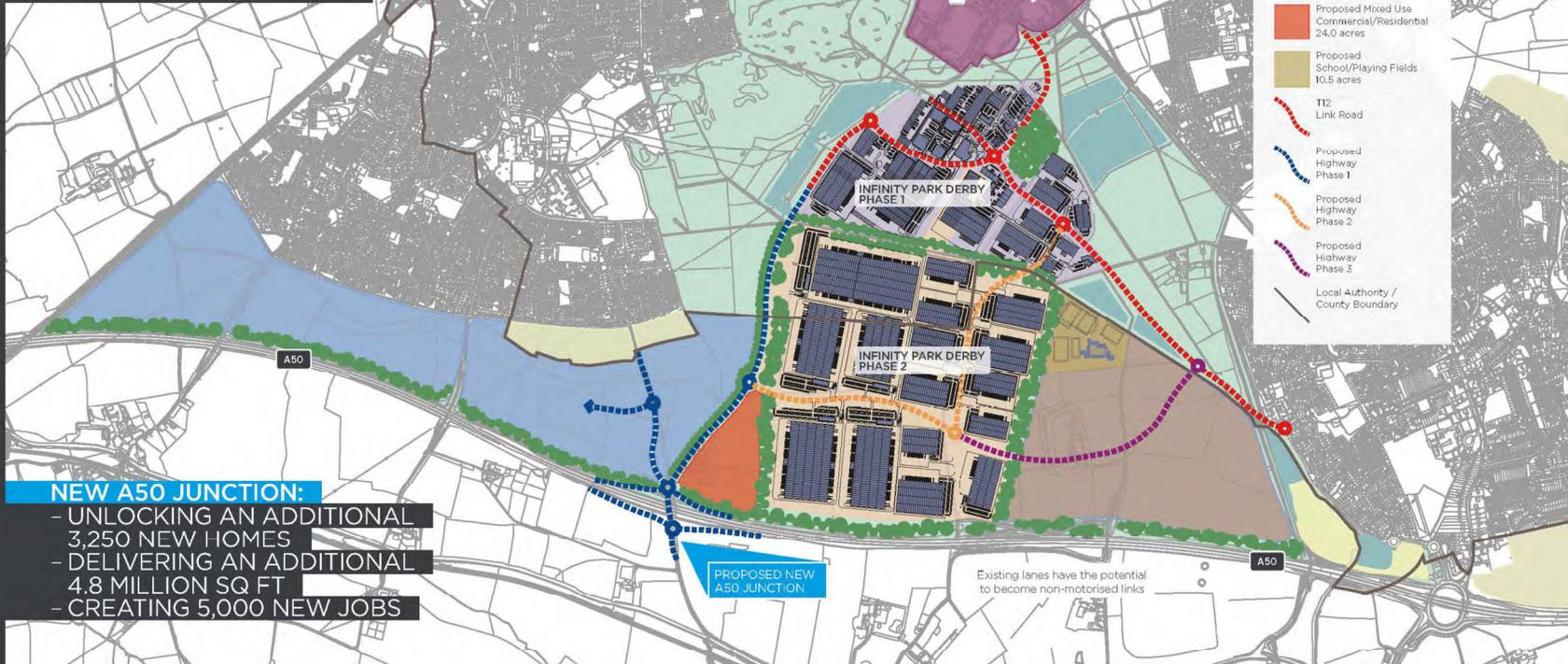
Appendix

A Spatial Plan of Village

SOUTH DERBY GROWTH ZONE [A50 LINK ROAD]

THE NEXT MAJOR DEVELOPMENT OPPORTUNITY

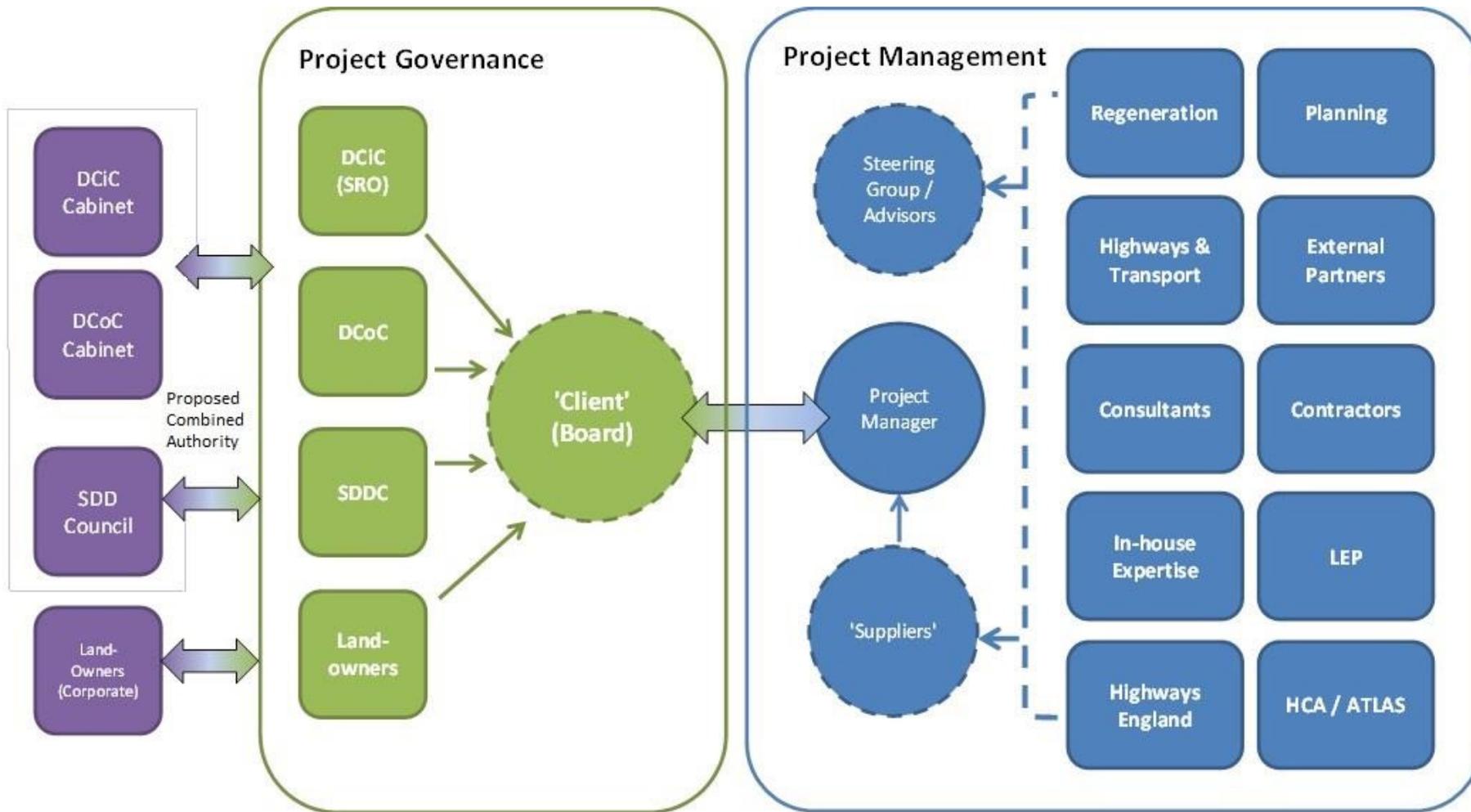
PROPOSED LAND USE



NEW A50 JUNCTION:

- UNLOCKING AN ADDITIONAL 3,250 NEW HOMES
- DELIVERING AN ADDITIONAL 4.8 MILLION SQ FT
- CREATING 5,000 NEW JOBS

Existing lanes have the potential to become non-motorised links



Appendix B