



South
Derbyshire
District Council
Community and
Planning
Services

South Derbyshire Infrastructure Delivery Plan



January 2018
People | Place | Progress

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South Derbyshire District Council

Infrastructure Delivery Plan December 2017

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1 Introduction

- 1.1. An Infrastructure Delivery Plan (IDP) is a key supporting document in South Derbyshire District Council's Local Plan, ensuring that the Local Plan is robust and deliverable. The IDP 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, as discussed in more detail in section 8.
- 1.4. 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; other types of infrastructure will be considered as part of this document.
- 1.5. 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.
- 1.6. Therefore the IDP:
 - 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 <http://www.legislation.gov.uk/ukpga/2008/29/contents>

- 1.7 The Derbyshire Infrastructure Delivery Plan and the South Derbyshire Core Strategy Infrastructure Topic Paper established a baseline for infrastructure capacity during preparation of the Part 1 Local Plan and helped to identify initial infrastructure needs associated with further growth. This initial scoping work also improved the understanding of infrastructure issues faced by a wide range of organisations and has encouraged partnership working, with the focus on delivery. The range of facilities required to support development in the Development Plan has been identified and used to develop an infrastructure schedule.
- 1.8 The IDP is a 'living' document which evolves in response to on-going monitoring of infrastructure requirements and dialogue with infrastructure providers up to 2028. This iteration of the IDP updates information previously published in the 2014.

2. National Policy Context

- 2.1. Infrastructure Delivery Plans were required under the now deleted PPS12, as an essential part of the evidence base in developing a sound Core Strategy. The National Planning Policy Framework (NPPF), which when published in March 2012 replaced all Planning Policy Statements and Guidance Notes, sets out that 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 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.”

- 2.2 The NPPF goes on to state in paragraph 173 in relation to viability and deliverability that:

“Pursuing sustainable development requires careful attention to viability and costs in plan-making and decision-taking. Plans should be deliverable. Therefore, the sites and the scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements

should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.”

- 2.3 The NPPF sets out 12 Core Planning Principles, the last of which is of particular relevance to this Infrastructure Delivery Plan; it is that planning should “take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.”

3. Local Policy Context

- 3.1 South Derbyshire’s Sustainable Community Strategy 2009-2029: 2017 Refresh (SCS), produced by the South Derbyshire Partnership, sets out a vision, strategy and associated challenges for the District over four themes: children and young people; healthier communities, safer and stronger communities and sustainable development and. For each of the four themes priorities are identified and those relevant to the Development Plan and this IDP include:

- Young people’s aspirations are raised and they are supported to achieve their potential
- Health inequalities between different communities are reduced
- People make choices in their lifestyles that improve their physical and mental wellbeing.
- Older people, people with dementia and other long term conditions and their carers have good quality of life, retain their independence for as long as possible, and receive the support they need at the end of their lives
- More people feel safe and secure in their home and in the community, particularly those who are most vulnerable
- A more prosperous, better connected, increasingly resilient and competitive South Derbyshire economy
- A better place to live, work and visit at the heart of the National Forest

4. Local Plan Strategic Objectives

- 4.1 The Draft Local Plan sets out 13 objectives for the Local Plan itself. In brief these are to: ensure development is sustainable, achieving design excellence, addressing climate change and reducing waste and pollution; meet the needs of the whole population; strengthen and diversify the economy whilst respecting the environment and natural resources; ensure the District’s housing stock is fit for purpose; ensure communities are a good and beneficial place to live; promote sustainable living and working; reduce the need to

travel, encouraging necessary travel by sustainable modes; ensure infrastructure necessary to support development is provided; respect and enhance what makes our District unique; utilise opportunities provided by the District's location within the National Forest, promoting leisure and tourism; make optimum use of previously used land and buildings; enhance and develop Swadlincote Town Centre and; ensure growth is co-ordinated with development in adjoining areas.

- 4.2 This Infrastructure Delivery Plan is to enable the achievement of Local Plan Objective 8 and Objective 13. In full these policies seek:
- To ensure the social, physical and green infrastructure needed to support strong growth levels is provided at an appropriate time and accessible to our communities.
 - To ensure growth in South Derbyshire is coordinated with the development of adjoining areas both within and outside of the HMA.

5. A Spatial Portrait of South Derbyshire

- 5.1 South Derbyshire is a rural District in central England covering an area of over 112 square miles. 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 37,000.
- 5.2 For many years the District has been the fastest growing in Derbyshire and is currently one of the fastest growing areas in England. Its population is growing from the current 100,334² and is anticipated to be over 111,000 by 2028. The population is also becoming older and more diverse. Whilst this is not a unique pattern, this ageing of the population raises important questions about the types of housing, facilities and support services that will be needed in the future.
- 5.3 Despite strong population growth, South Derbyshire remains largely rural. Away from Swadlincote, the District is a scattered network of villages of varying sizes. South Derbyshire is home to 22 Conservation Areas including the Trent and Mersey Canal. The District also contains part of The National Forest.

² 2016 mid-year population estimate for South Derbyshire

6. Local Plan: The Spatial Strategy

- 6.1 The Local Plan Part 1 states that “the Plan’s Strategy is about harnessing the energy and opportunities of sustainable growth to secure positive benefits for the District’s residents and employers. This means using development as a means of delivering not just much needed homes and business accommodation, but also other important community benefits where they are most needed such as reclaiming derelict land, supporting local shops and services, improving the local environment, providing required infrastructure and addressing the causes and effects of climate change.”
- 6.2 The Local Plan contains policies regarding the amount of and locations for future large-scale development for both housing and employment. The overall strategy is one of ambitious growth and reflects the NPPF’s requirement for a general presumption in favour of sustainable development. Derby City is unable to meet all of its housing needs within its own boundary. Around 3,000 new homes will be built in South Derbyshire to accommodate Derby City’s housing needs. The overall strategy for the distribution of housing has been guided by the Settlement Hierarchy, which has been produced following an analysis of the settlements within the District in terms of what services each provides.

7. Scope of the Infrastructure Delivery Plan

- 7.1. The aim of the IDP is to establish what infrastructure needs to be delivered, when, and by which provider, to support future development, primarily as set out in the Local Plan. The best information available with regards to the sources of funding together with the possible cost of infrastructure is provided.
- 7.2. The IDP has to be integrated and co-ordinated with a range of national and local plans and programmes that impact on spatial planning. The IDP will be the instrument 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.

8. Methodology

- 8.1 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.

- 8.2 The process began as a desk-based study to determine existing provision, plans and strategies for each infrastructure provider.
- 8.3 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 Derby City.
- 8.4 Whilst the Council has sought to identify infrastructure needs to inform plan making during preparation of the Development Plan. This research and review process remains ongoing. It is intended that information will be updated continuously and dialogue with key infrastructure providers, particularly in respect of specific sites and areas where development may be allocated will need to continue as sites come forward for development throughout the Plan period.

9. Delivery Mechanism

- 9.1 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.
- 9.2 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

9.3 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.

9.4 Significant funding for infrastructure is anticipated to come from developer contributions. Policies in the Local Plan Part 1 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.

9.5 Although developer contributions are currently being raised through Section 106 planning obligations, the Council continues to keep under review the need to move towards a Community Infrastructure Levy based approach to collecting funds towards infrastructure.

9.6 A Community Infrastructure Levy could 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.
- 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.

9.7 The implementation of the CIL Charging Schedule will require strong governance to prioritise projects, commission and manage delivery and to monitor the process.

9.8 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.

10. Monitoring and Review Process

10.1. As previously noted, 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.

10.2. In short the purpose of ongoing monitoring is 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

10.3. This and subsequent reviews of the IDP 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 planning documents brought forward by the Council and ongoing dialogue with infrastructure providers of what infrastructure requirements are needed within South Derbyshire.

11. Development Strategy for South Derbyshire

- 11.1. The agreed position is for a minimum of 33,388 dwellings within the Derby Housing Market Area between 2011 and 2028, of which 12,618 dwellings would be provided within South Derbyshire. In planning for 12,618 additional dwellings in South Derbyshire, the Council had regard to the following:-
- Completed dwellings since 2011,
 - Existing planning permissions for housing as at 01/04/2017
 - Sites already allocated for housing in the adopted Local Plan Part 1 and Part 2 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
- 11.2. In order to ensure that the Authority could demonstrate a five year supply of housing the Development Plan (the Local Plan Part 1 and Local Plan Part 2) has identified a range of housing sites across South Derbyshire to meet our own need as well as a proportion of unmet need arising in Derby City. The majority of this housing provision is allocated on 18 strategic sites in the Part 1 of the Local Plan. The remainder is allocated on 14 smaller sites in the Part 2 Local Plan and via an allowance for "windfalls" (23 per annum).
- 11.3. The strategic sites allocated for housing in Part 1 Local Plan are:
- Boulton Moor (around 1,950 dwellings)
 - Chellaston Fields (around 500 dwellings)
 - Hackwood Farm (around 290 dwellings)
 - Highfields Farm (around 1,041 dwellings)
 - Land off Holmleigh Way (around 120 dwellings)
 - Land West of Mickleover (around 1,650 dwellings of which 1,400 within Plan period)
 - Primula Way (around 500 dwellings)
 - Wragley Way (around 1,950 dwellings of which 1,000 within Plan period)
 - Aston Hall Hospital, Aston-on-Trent (around 74 dwellings)
 - Broomy Farm (around 400 dwellings)
 - Council Depot (around 158 dwellings)
 - Drakelow Park (around 2,239 dwellings of which 1,200 within Plan period)

- Land to the north east of Hatton (around 400 dwellings)
- Land near Church St/Bridge St & Gresley FC (around 350 dwellings)
- Land north of William Nadin Way (600 dwellings)
- Land off The Mease, Hilton (around 485 dwellings)
- Land off Longlands, Repton (124 dwellings)
- Willington Road, Etwall (199 dwellings)

11.4. The non-strategic sites allocated for housing in Part 2 Local Plan are:

- Moor Lane, Aston on Trent (around 42 dwellings)
- Jacksons Lane, Etwall (around 50 dwellings)
- Derby Road, Hilton (around 43 dwellings)
- Station Road Melbourne (around 46 dwellings)
- Acresford Road, Overseal (around 70 dwellings)
- Valley Road, Overseal (around 64 dwellings)
- Milton Road, Repton (around 25 dwellings)
- Mount Pleasant Road, Repton (around 24 dwellings)
- Off Kingfisher Way, Willington (around 50 dwellings)
- Oak Close. Castle Gresley (around 55 dwellings)
- Midland Road, Swadlincote (around 57 dwellings)
- Land north of Scropton Road, Scropton (around 10 dwellings)
- Montracon (around 95 dwellings)
- Stenson Fields (around 70 dwellings)

12. Water and Flooding Infrastructure

Main providers/partners: South Derbyshire District Council, Severn Trent Water, South Staffordshire Water, Environment Agency and Developers

Existing capacity and recent provision: South Derbyshire is an area at risk of flooding. Much of the District is located within the River Trent, Dove or Derwent corridors 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.

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 Licencing Abstraction Strategies show that the East Midlands water resource situation is significantly constrained. The Derby Housing Market Area Water Cycle Study: Scoping and Outline 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.

The Water Cycle Study 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.

Specific provision initiatives: In terms of wastewater treatment, a number of waste water treatment works were identified as lacking headroom to accommodate new growth without further investment.

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.

The Environment Agency do not believe there to be spare capacity at Repton Sewage Pumping Station, which could affect sites H4 (Land at Broomy Farm, Woodville) and H9 (Land at Longlands, Repton). Furthermore the Environment Agency have identified issues concerning inadequate sewerage infrastructure that will serve the strategic sites to the south of Derby. This issue is particularly relevant for the following development sites - H12 (Highfields Farm); H13 (Boulton Moor); H14 (Chellaston Fields); H15

(Wragley Way); H16 (Primula Way); H17 (Holmleigh Way), H18 (Hackwood Farm), H19 (Land West of Mickleover), H23N (Stenson Fields) and; E4 (Strategic Location for Sinfin Moor Employment Site Extension).

Severn Trent Water state that the significant levels of planned new development to the South-East and South of Derby will require improvement work to the sewerage system to ensure the additional flows do not increase sewer flood risk or increased spills from sewer overflows. As part of their assessments Severn Trent Water have identified the need to provide strategic capacity improvements to reinforce capacity within the main trunk sewers in the South of Derby but also expect the need to provide more localised capacity improvements to make sure the smaller sewers in the immediate vicinity of the developments have sufficient capacity.

Implemented in a phased approach, this strategic project will ensure there is long term sewerage capacity when required and Severn Trent Water will also need to supplement this with development-specific localised improvements as and when required. Due to the number of proposed housing allocations and the uncertainty over where these will be allocated, these localised capacity schemes will be identified through direct discussions with developers and will be progressed to align with development occupancy. As the scope of this work is much smaller than strategic work the lead in times are less, so it is easier to align work to coincide with development.

Furthermore, Severn Trent Water state that whilst all the sewage treatment works listed in the schedule below have limited spare capacity available, additional capacity will be made available as and when required. Severn Trent Water has a general duty under section 94 (clauses 1a and 1b) of the Water Industry Act 1991:

- (a) to provide, improve and extend such a system of public sewers (whether inside its area or elsewhere) and so to cleanse and maintain those sewers and any lateral drains which belong to or vest in the undertaker as to ensure that that area is and continues to be effectually drained; and*
- (b) to make provision for the emptying of those sewers and such further provision (whether inside its area or elsewhere) as is necessary from time to time for effectually dealing, by means of sewage disposal works or otherwise, with the contents of those sewers.*

Severn Trent Water stress that this places an absolute obligation upon themselves to provide such additional capacity as may be required to treat additional flows and loads arising from new domestic development. As a business, Severn Trent Water are specifically funded to discharge this legal obligation through their charging mechanism, as overseen by OFWAT through the five yearly periodic review process. Severn Trent Water is also under a legal duty to comply with its sewage treatment works discharge permits, issued by the Environment Agency under the Water Resources Act 1991 (as amended by the Environment Act 1995 and the Environmental Permitting Regulations of 2010). Should Severn Trent Water be in a position of being unable to comply with their permit to discharge as a consequence of growth within the sewerage catchment, they are obliged to remedy the situation using their own resources.

Severn Trent Water are not able to assess the impact on their assets of all the allocations proposed in the Local Plan at this stage, as their asset protection team look at each development on a case by case basis. However as a general rule, smaller developments would not normally cause issues (i.e. small infill or brownfield sites). Larger developments are more likely to, however again this will depend upon where the site is, what type and size of sewers are to be connected to (i.e. combined, foul or surface water). Where development is to take place in areas with predominantly combined sewer networks, generally these will impact the sewerage network because there will be little or no capacity in some storm events. The majority of sizeable developments in combined sewer areas go for sewer modelling and most will require improvement works.

Sustainable drainage methods should be used wherever possible. Most large scale housing sites include some form of sustainable urban drainage system. The costs of such systems can vary significantly depending on their design and scale. This requirement is further backed up by Severn Trent Water's own policies that require that developers look at discharging all surface water to watercourses, drainage ditches or soakaways wherever possible. Before Severn Trent Water agree to accepting surface water (particularly to combined sewers) they require evidence that the surface water cannot drain to soakaways, or that the watercourse is too far away to be a viable option; only then do Severn Trent Water allow surface water to their networks. For brownfield development Severn Trent Water expect developers to discharge 20% less of the previous surface water discharge and to attenuate that 20% on site. This is to enable betterment and a more sustainable drainage strategy for that site, again particularly where discharges are to combined sewers.

The Local Plan Part 1 includes a policy (Policy SD3) to ensure the Sustainable Drainage Systems are utilised in new development. In addition Policy SD3 also requires that new development include measures to reduce potable water use in new housing to ensure water usage is no more than 110 litres of water usage per person per day.

Underlying Demand Trend: In terms of water supply, treatment and quality there is a clear pressure on water resources and to support the water companies' management plans.

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.

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
- Requirement for developers to meet the Optional Standard of 110/l/p/d as set out in Part G of the Building Regulations.

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	Funding Source			Notes
							Section 106	CIL	Onsite/ Other	
Provision of additional capacity at Waste water treatment works in District	Water Cycle Study (2010)	Unknown	Unknown	As required	Severn Trent Water,				X	Effects are development subject to scrutiny by STW who will upgrade treatment works as required
Provision of sustainable drainage measures	Water Cycle Study (2010)	This is required through Planning Policy Cost is taken account of in site viability.	Unknown	Unknown	SDDC, Derbyshire County Council (Lead Local Flood Authority) Developers		X			Policies SD2 and SD3 of the Part 1 Local Plan requires the provision of in new developments that deliver multiple benefits such as providing amenity, environmental benefits, reducing pressures on the drainage system and storage of rainwater. Regarding cost, there is not a 'one size fits all' standard cost – it is different for each site.
Meet option Building regulations	Local Plan Severn Trent Water	£50 -70 per dwelling	None	2017 onwards	Developers				X	Costs vary depending on the fixtures and fittings used in development and

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	Funding Source			Notes
							Section 106	CIL	Onsite/ Other	
Standard (part G) in respect of water efficiency	Resource Management Plan									the size of the property. Requirement to ensure delivery through building Regulations.
Local flood defence schemes to reduce risk of surface water flooding	Derbyshire Infrastructure Plan (November 2013)	unknown	None	2013-14	Derbyshire County Council				X	The County Council has submitted a number of schemes to this year's annual Flood Defence Grant in Aid process to seek to improve the situation for Derbyshire. The County Council will be supporting these schemes by providing partnership funding as well as engaging with the local community to secure local monies for local bids.
Pumping Station for Willington (sands Brook)	Discussions with Environment Agency Modelling for Willington Brook	Unknown	Yes	Unknown	Environment Agency South Derbyshire District Council Derbyshire County Council	SD2 SD3	X		X	Scheme under consideration by the EA. Section 106 monies held by the Council to undertake works on the Brook could contribute towards delivery subject to infrastructure meeting value for money considerations.
Works to improve existing flood	Our City Our River: Ambaston	Unknown	Unknown	2018 onwards	Environment Agency Derby City	SD2 SD3			X	Works required to mitigate the effects of OCOR works in Derby

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	Funding Source			Notes
							Section 106	CIL	Onsite/ Other	
banks around Ambaston	Flood Risk Mitigation Requirements				Council South Derbyshire District Council					City. Proposed works will raise 425m of flood bank by up to 250mm on the north west side of village. Works to be undertaken as part of phase 2 of the OCOR works.
Works to improve flood banks around Shardlow (to prevent flooding from the Trent)	Environment Agency	Unknown	Yes	Unknown	Environment Agency South Derbyshire District Council	SD2 SD3			X	Proposed works could improve SOP offered by existing flood defences from the River Trent. No works likely ahead of modelling of the River Trent programmed for 2018. Subject to value for money considerations.
River Mease Water Quality Improvements	River Mease Water Quality Management Plan (affected areas: Lullington, Overseal, Netherseal and Smisby	Cost per dwelling: 1 Bed: £228 2 Bed: £335 3 Bed: £453 4+ Bed: £633		2016 onwards	Severn Trent Water, Environment Agency, Natural England, SDDC	SD3	X			Adopted June 2016. 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. Costs are only realised on developments in

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	Funding Source			Notes
							Section 106	CIL	Onsite/ Other	
										Mease catchment. No Developed in allocated in The Part 1 Plan within this catchment, although two sites are allocation in Overseal in the Local Plan Part 2. Of these sites Valley Road has paid a contribution against the previous DCS1) whilst a contribution against DCS2 (the current scheme) will be required in respect of the Acresford Road Site. An overall contribution across both sites will be of the order of £40,000
Contribution to River Dove Flood Alleviation Maintenance	Environment Agency Data	£393.038 (subject to S106)	Unknown	2017/18 onwards	Developer	H11	X			Contribution towards maintenance of flood defences
Clear span Bridge over Salt Brook to support Housing Allocation H11	Applicants FRA and planning application submission	Unknown	No	2017/18 onwards	Developer	H11	X			--

13. Waste Infrastructure

Main providers/partners: South Derbyshire District Council, Derbyshire County Council

Existing capacity and recent provision: 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.

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.

There are eight recycling sites in South Derbyshire.

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.

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.

Specific provision initiatives: The Waste Strategy, prepared in partnership by Derbyshire County Council, Derby City Council, and the eight Derbyshire District and Borough Councils, was adopted in 2014. This Strategy focuses on ways to prevent, reuse, recycle and compost more waste. The revised plan will set out how many and what types of new facilities are needed and where they should be located. It will deal with municipal, commercial and industrial, and construction and demolition waste.

Underlying Demand Trend: South Derbyshire operates a fortnightly refuse collection service, with compost bins and dry recyclable materials collected on the same day in the intervening weeks

The only household waste and recycling centre in South Derbyshire at Newhall, is over-capacity.

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.

Non-developer funding sources: Derbyshire County Council, Private Organisations

Developer funding arrangements in place: Individual negotiations from planning applications

Delivery Schedule of Waste Infrastructure within South Derbyshire

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timescale	Delivery Partners	Link to Local Plan Policies	Constraints	Funding Source			Notes
								S 106	CIL	Onsite/ Other	
Additional waste management capacity through provision of a new HWRC	Derbyshire County Council	£1,239,600	Yes	2014/19	Derbyshire County Council					X	Additional capacity is required to accommodate growth in South Derbyshire. A new Household Waste Recycling Centre is required as the existing site at Newhall is over capacity and there is no scope for expansion.

Delivery Schedule of Waste Infrastructure within South Derbyshire

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timescale	Delivery Partners	Link to Local Plan Policies	Constraints	Funding Source			Notes
Waste Treatment Plant for Derby and Derbyshire	Derbyshire CC, Derby CC	£150,000,000		Operational by 2018	DCC; Waste Contractor, 8 District/ Borough Councils					X	location is Sinfin Lane, Derby City

14. Transport Infrastructure

Main providers/partners: South Derbyshire District Council, Highways Agency, Derbyshire County Council, Department for Transport

Existing capacity and recent provision: The key road infrastructure within South Derbyshire is: A50, A38, A511, A512, A444, A5132, A516 and A514 but outside the District the M1 (Junctions 22 to 24A) and A42/M42 are also very important.

Parts of the Derby HMA experience significant levels of congestion. 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. Pinch point works were completed on the A38/A52 (Markeaton Island) and A61 (Abbey Hill Junction) in 2015 and have provided some capacity improvements on the A38 to the north of Derby. However the grade separation of three junctions (Kingsway, Markeaton, and Abbey Hill) is proposed from for 2022 to further alleviate congestion along the A38 corridor. Outside the HMA, large portions of the M1 also suffer from congestion, with the A50 connection at Junction 24 being of particular relevance to Derby and South Derbyshire. However Highways Mitigations works in the vicinity of Junction 24 are proposed as part of the Est Midlands Gateway Scheme, which together with the £120m works due for completion in late 2018 to upgrade the M1 between Junction 23a and Junction 25 to a smart Motorway will address capacity issues on this part of the Strategic Road Network.

The urban areas beyond the District boundary are badly affected by congestion, particularly Burton upon Trent at the A511 (burton Bridge) and A444/A5189 (St Peters Bridge) over the River Trent and on radial routes leading to the centre of Derby. A recent £6.1million package of works has been undertaken on St Peter's Bridge in Burton on Trent to strengthen and extend the life of the bridge, and allow for continued use by Heavy Goods Vehicles, whilst further works to strengthen, resurface and upgrade gullies is planned for Burton Bridge in 2018. Within South Derbyshire's capacity is highly constrained at the A511/A514 'Tollgate' roundabout in Woodville, although proposals to deliver Woodville to Swadlincote Regeneration Route, together with the potential for more capacity enhancements funded by new development could help ease congestion on this island.

The Nottingham/Derby to Birmingham and Derby to Crewe railway lines run through the District, with small stations at Hatton and Willington, the latter offering relatively infrequent services. The nearest station to Swadlincote is at Burton upon Trent. The preferred route for HS2 will run through Leicestershire, to the east of the District, with the nearest station at Toton Sidings, near Long Eaton. Railway lines currently used purely for freight also pass through the northern and southern parts of the District.

South Derbyshire is relatively well served by airports, with Nottingham East Midlands Airport just outside the District to the east and the larger Birmingham Airport about 40 km (25 miles) to the south via the A42/M42.

Derbyshire County Council runs community transport schemes (Dial-a-bus/ride) through the District for people who cannot use conventional transport.

Regular bus services run through the District, providing connections to Swadlincote, Derby, Burton upon Trent and Ashby de la Zouch, although some rural areas, including the north-western parishes and some of the southernmost parishes, are less well served.

Specific provision initiatives: A number of schemes are being proposed by the Department for Transport, Derbyshire County Council and the Local Transport Board, supporting the Local Enterprise Partnership. These schemes should support the Local Plan in delivering needed infrastructure, mitigating traffic congestion within the Derby HMA.

Derbyshire County Council began implementation of their Local Transport Plan 3 in 2011. The Rights of Way Improvement Plan 2012-2017 sets out proposals for footpaths and other public rights of way, whilst the Greenways Strategy for South Derbyshire sets out proposals for the development of a network of multi-user routes. East Midlands Airport Sustainable Development Plan sets out to support the East Midlands economy, whilst seeking to protect the environment and local amenity and improve surface access to the site.

Underlying Demand Trend: There is a general trend of increasing congestion around the A38 junctions in and around Derby, along radial routes leading to Derby City Centre, along other primary routes including the A511 in Woodville and at connections to the M1.

The large strategic sites being proposed through the Derby City and South Derbyshire Local Plans will increase demand on these roads and others which are currently less congested, such as the bailey bridge crossing of the River Trent at Walton-on-Trent. Modelling is being undertaken to enable understanding of the impact of traffic growth on the performance of the highway network and the effectiveness of proposed mitigation measures.

The Derby Midland railway station is heavily congested at peak times.

Non-developer funding sources: Highways Agency, Derbyshire County Council, Department for Transport, Local Enterprise Partnership.

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.

Delivery Schedule of Transport Infrastructure within South Derbyshire

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timescale	Delivery Partners	Link to Local Plan Policies	Constraints	Funding Source			Notes
								S106	CIL	Onsite/ Other	
Additional highway capacity by way of the Woodville-Swadlincote Regeneration Route, to accommodate strategic development in the Swadlincote and Woodville urban area.	Derbyshire County Council, Highways Agency	£10million	Yes	2014 – 2015 onwards	Developers, Derbyshire County Council, Local Enterprise Partnership,		Funding Gap	X		X	£6.4million allocated through Round 3 of the Local Growth Fund.
Improvements to A6/A50 spur junction and public transport provision to support proposed housing development at Boulton Moor	Derby City Council, Derbyshire County Council,	£3.75 million		Unknown	Developers, Derby City Council, Derbyshire County Council, Highways Agency	H13		X		X	Multimodal junction improvements and public transport enhancements.
South Derby Integrated Transport Link, between Deepdale Lane	Derby City Council, Derbyshire County Council	£11 to £14m		Within Plan period	Developers, Derby City Council, Derbyshire County	H12 H15		X		X	Integrated transport link from Stenson Road to T12 providing a

Delivery Schedule of Transport Infrastructure within South Derbyshire

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timescale	Delivery Partners	Link to Local Plan Policies	Constraints	Funding Source			Notes
								S106	CIL	Onsite/ Other	
Wragley Way					Council						link for all modes between strategic housing and employment sites. Alignment to be confirmed.
2 no. A50 Junction Improvements - Local Plan Mitigation to the south of Derby	Derby City Council, Derbyshire County Council, Highways Agency	>£3 million		2008 - 2028	Developers, Highways Agency, Derby City Council, Derbyshire County Council	H12 H14 H15 H16 H17		X		X	The two junctions are: A50/A514 A50/A38. A potential scheme is to be agreed with the Highways Agency.
Infinity Park Derby: Sustainable Transport	Derby City Council South Derbyshire District Council	£5m	Unknown	(2015 to 2021)	Derby City Council South Derbyshire District Council Developers/ Businesses	E4		X		X	Works and contributions are likely to take place in the City in the short to medium term although some works could be required to

Delivery Schedule of Transport Infrastructure within South Derbyshire

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timescale	Delivery Partners	Link to Local Plan Policies	Constraints	Funding Source			Notes
								S106	CIL	Onsite/ Other	
											support longer term expansion of Infinity Park into South Derbyshire
New Derby Park and ride bus service at Boulton Moor		Unknown	Yes	Unknown	Derby City Council, Developers	H13		X		X	Land for the facility to be provided by developers
Walton by-pass		£10m - £11m	Yes	2018 onwards	Developers; Other Sources	H6		X		X	A start has been made.
Provision of a combined access to land north east of Hatton allocation and to the large manufacturing plant and nearby sewage treatment works	South Derbyshire Local Plan	£3.5-£3.8 million		2018 - 2023	Developers	H11		x		x	
A38 Derby Junctions (Kingsway, Markeaton and Little Eaton)	Derbyshire Infrastructure Plan	£168 million		2020 onwards	Highways England		None identified			X	Works scheduled for 3 Years starting from March 2020.

Delivery Schedule of Transport Infrastructure within South Derbyshire

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timescale	Delivery Partners	Link to Local Plan Policies	Constraints	Funding Source			Notes
								S106	CIL	Onsite/ Other	
Potential additional highway works (potentially Swarkestone Causeway bypass, subject to testing)	Derbyshire County Council Infrastructure Delivery Plan	£20 million	Yes	Not known	County Council		Scheduled Ancient Monument			X	
EMEG Western Boundary – Airport to Centrum (Bus)	EMEG Study	Unknown	Yes	2018 onwards	East Midlands Airport Local Authorities Roxhills Businesses Bus Operators	INF2C		X		X	Work on proposals at an early stage. More information to be published if and when details become available
A50 Corridor Demand Responsive Bus	South Derbyshire	Unknown	Yes	2018 Onwards	Businesses	INF2C		X		X	Work on proposals at an early stage. More information to be published if and when details become available

15. Energy Infrastructure

Main providers/partners: South Derbyshire District Council

Existing capacity and recent provision: South Derbyshire has installed renewable energy capacity of 24.7MW with landfill gas and Solar Photovoltaics accounting for most of this. There are outstanding planning consents for 15MW renewable energy centre at Drakelow Park as well as existing consents issued under Section 36 of the Electricity Act for large scale Combined Cycle Gas Turbine power stations at Drakelow and Willington. There is also consent for a 40MW energy storage facility to provide back up power for the electricity grid consented in August 2017. Western Power Distribution has highlighted some potential infrastructure and capacity constraints on the key strategic sites, which will need to be overcome to deliver the sites.

Specific provision initiatives: None at present

Underlying Demand Trend: Renewable and other energy generation capacity in the District remains limited.

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.

Delivery Schedule of Energy Infrastructure within South Derbyshire

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timescale	Delivery Partners	Link to Local Plan Policies	Constraints	Funding Source			Notes
								S106	CIL	Onsite/ Other	
Willington C 2000MW CCGT and 400MW OCGT Power Station	Discussions with site developer	Unknown		2018-2021 (45 months)	Developer	SD6 BNE12				X	Application to BIES Department of Business, Energy and Industrial Strategy) to vary the consent under Section 36(C) of the Electricity
Drakelow 1220MW CCGT Power Station	Discussions with site developer	Unknown		Unknown	Developer	SD6 BNE12				X	Variation of consent (non-material) amendments) granted by SDDC in 2017
Drakelow Renewable Energy Centre (15MW Biomass Rich Fuel) gasification plant	Derbyshire County Council	Unknown			Developers	SD6 BNE12				X	Granted consent in November 2015
Caldwell 40MW Energy Storage Facility	Discussions with site developer	Unknown			Developers	SD6 BNE12				X	Granted consent in August 2017
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	Timely and early dialogue will be required	Western Power & Developers					X	Energy providers are obliged to provide energy to new developments. A contract regarding funding would be agreed between Miller Homes and Western Power Distribution.

Delivery Schedule of Energy Infrastructure within South Derbyshire

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timescale	Delivery Partners	Link to Local Plan Policies	Constraints	Funding Source			Notes
<p>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.</p>	<p>Discussions with Western Power</p>	<p>Unknown</p>	<p>Unknown</p>	<p>Timely and early dialogue will be required</p>	<p>Western Power & Developers</p>			<p>X</p>		<p>X</p>	

17. Communications Infrastructure

Main providers/partners: South Derbyshire District Council, BT, Derbyshire County Council, Virgin Media, Royal Mail

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). During 2015 Sky invested in new Fibre to the Premises (FTTP) infrastructure trial for around 5,000 homes in parts of the Swadlincote Urban Area and includes Woodville, Midway and the Swadlincote, however it is unclear whether this trial has influenced broadband speeds locally, although available information indicates that Sky will not be investing further in this trial.

Royal Mail’s collection and delivery service for South Derbyshire is provided from two properties: Swadlincote Delivery Office, Civic Way, Swadlincote and; Hatton Delivery Office, Station Road, Hatton. Through the consultation process on the Local Plan, Royal Mail have indicated that the scale of proposed growth may place a significant burden on the existing Delivery Offices and as consequence, it is possible that Royal Mail may require a new Delivery Office to handle the additional deliveries that will result from the planned growth.

Specific provision initiatives: Derbyshire Digital have secured £7.39 million to improve broadband around the county, this money needs to be matched by private or public finances

Derbyshire County Council has a Broadband Delivery Plan.

BT is planning to upgrade a number of telephone exchanges in the HMA, including Melbourne & Repton to increase connectivity and speed.

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

Delivery Schedule of Communications Infrastructure within South Derbyshire

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timescale	Delivery Partners	Link to Local Plan Policies	Constraints	Funding Source			Notes
								S106	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	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 funding will be sought from public or private finances.

18. Sport, Recreation, Open Space and Social Infrastructure

Main providers/partners: South Derbyshire District Council

Existing capacity and recent provision: 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.

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.

The current level of formal open space provision is 1.17 ha per 1000 population, representing a deficit of 0.13 ha per 1000.

The current level of play space provision is 0.05 ha per 1000 population, representing a shortfall of 0.14 ha per 1000.

Therefore, based on existing open space provision, there is a requirement for 2.54 ha per 1000 population for new development.

South Derbyshire District council manages 8 local allotment sites, which have over 180 plots. Other allotments are managed by some of the parish councils.

There are 45 play areas managed by South Derbyshire District Council, with others managed by parish councils.

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.

Swadlincote market operates on Tuesdays, Fridays and Saturdays, with a farmers' market on the last Thursday of each month.

There are a number of cultural and leisure facilities, including four libraries (Etwall, Melbourne, Swadlincote and Woodville) and two leisure centres (Etwall and Swadlincote).

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.

There are a number of Christian places of worship in the District.

Specific provision initiatives: An open space strategy has been adopted by the council to encourage open space provision.

Underlying Demand Trend: Sport England state on their website that they have “produced guidance on how to undertake an assessment of needs and opportunities for sporting provision. The purpose of the guide is to provide a recommended approach that will help the user undertake a robust assessment of need for indoor and outdoor sports facilities. The guide focuses on the practicalities of producing a clear and robust assessment to help develop and apply local planning policy. The guide will therefore assist LAs with meeting the requirements of the National Planning Policy Framework (paragraph 73). The approach has been developed so that it can be tailored to apply to a range of sports facilities. This guide and Sport England’s playing pitch strategy guidance (PPS) are complimentary with the PPS guidance providing the recommended approach for assessing the need for pitch provision.”

This IDP will be updated as necessary following any assessment work undertaken in line with the above guidance.

Non-developer funding sources: Sport England

Developer funding arrangements in place: Individual negotiations from planning applications in terms of Section 106 and CIL

Delivery Schedule of Sport, Recreation, Open Space and Social Infrastructure within South Derbyshire

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timescale	Delivery Partners	Link to Local Plan Policies	Funding Source			Notes
							Section 106	CIL	Onsite/ Other	
Maurice Lea Memorial Park development	Open Space PPG17 Strategy and Park Management Plan	£100k	£100k	Completion by 2020	SDDC					Further refurbishment ongoing following HLF restoration project, particularly play area and sports facilities.
Eureka Park refurbishment	Open Space PPG17 Strategy and Park Management Plan	£900k	£50k	Heritage capital works completed remaining works by 2020	SDDC, Friends of Eureka Park					
Newhall Park refurbishment	Open Space PPG17 Strategy and Park Management and Development plan	£150k	£130k	Completed	SDDC, Friends of Newhall Park					Works completed
Local Nature Reserve creation	Natural England ANGST targets	£50k	£50k	By 2020	SDDC, Natural England, Derbyshire Wildlife Trust					SDDC falls well short of ANGST targets. Sites identified for designation include Swadlincote Woodlands and Midway Fishponds.
Play facilities development	Play strategy and Facility plan	£300k	£300k	Ongoing	SDDC, Parish Councils					Rolling programme of play area refurbishments and upgrade of obsolete equipment.
Youth facilities	Play strategy and Facility plan	£150k	£100k	By 2016	SDDC, Parish Councils,					Wheel parks and Multi-use games areas in urban core and rural area

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timescale	Delivery Partners	Link to Local Plan Policies	Funding Source			Notes
							Section 106	CIL	Onsite/ Other	
					Community Groups					
Continued development of the recently completed Cockshut Lane multisports facility	Site recently completed	Unknown	unknown	ongoing	Melbourne Sporting Partnership SDDC, Melbourne Parish Council					<ul style="list-style-type: none"> • Future works identified as desirable include: • Improve the storage in the building • Extend the coverage of the CCTV security cameras • Improve the drainage of the pitches, particularly the rugby and cricket fields • Install play equipment • Extend the car parking areas • Install a trim trail • Landscape the area around the building • Put an artificial cricket wicket between the football pitches • Build a bowling green
Sports pitch improvement and development	Playing Pitch strategy	£300k	£180k	Ongoing	SDDC, Parish Councils					Drainage works and pitch levelling to grass pitches across district. Funding secured for Woodville Recreation Ground
Greenbank Leisure Centre - Refurbishment of Grove Hall	Facility plan	£900K Approx.. £500K from Sport England Remainder			SDDC Sport England					

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timescale	Delivery Partners	Link to Local Plan Policies	Funding Source			Notes
							Section 106	CIL	Onsite/ Other	
		from SDDC (inc. S106 money)								
Etwall Leisure Centre refurbishment	Facility plan	£500K £93K from Sport England			SDDC Sport England					
Etwall Leisure Centre Improvements	SDDC	£280K		2019	SDDC					Improvements to car park and changing rooms
New swimming pool, sports hall and AGP	Sport England Facility Planning Modelling	£12m		By 2028						This infrastructure is sought by 2028 as it would meet the calculated need at that point.
Replacement facility of Moat Street Football Ground at Bridge Street, Church Gresley	Local Plan Part 1	£1.5- £3m	Yes	2015 - 2022		H3			x	
Replacement of Repton Village Hall	Existing village hall is wooden with both wet and dry rot. Currently 15 years beyond its expected life span.	Estimated rebuild cost £642,000 (range of 597,485 to £850,076)			Repton Parish Council	H9	X	X		The Repton Village Hall Committee estimate up to £318,125 can be raised from grants, 106 monies, local fund raising events and other sources. Consultation on whether to seek a public works loan to fund a new village hall was considered during a Parish Council meeting in October 2017. Should a PWLB be secured it is understood that

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timescale	Delivery Partners	Link to Local Plan Policies	Funding Source			Notes
							Section 106	CIL	Onsite/ Other	
										funds from alternative source will continue to be sought in order to reduce the amount of loan drawn down. To this end Policy AS4 of the submission version of Repton NDP seeks to promote the extension retention and enhancement of Repton and Milton Village Halls.
Provision of Open Space	PPG17 Study: Open Space Assessment Report	25m ² per person (i.e. per bedroom) across: formal open space; outdoor sports pitches and; built facilities.		2008-2028	SDDC	INF9			x	As stated in Policy INF9, the Council will work with partners to provide publically accessible natural green space.
Stenson Fields Community Centre	Planning Application	£500K		2018	SDDC Developers				x	Planning application submitted
Possible improvements to community facilities in Midway	SDDC	£150K		2019	SDDC					Additional storage and new youth facilities
Rosliston Forestry Centre	SDDC									
Recreational	PPG17 Study		Unkno	2016-2023	SDDC	H2	x		x	

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timescale	Delivery Partners	Link to Local Plan Policies	Funding Source			Notes
							Section 106	CIL	Onsite/ Other	
and community facilities at William Nadin Way			wn		Developers					
Possible improvements in Community Facilities in area surrounding Land at Broomy Farm	South Derbyshire Local Plan Part 1		Unknown	2015 - 2022	SDDC Developers	H4	x		x	
Possible new or enhanced community facilities in Hilton	South Derbyshire Local Plan Part 1	Unknown		2014 - 2023	SDDC Developers	H7	x		x	
improvements to community facilities in Aston on Trent	PPG17 Study Local Plan Part 1 Local Plan Part 2	£58,426 and further £122.80 (built facilities contribution) and £220.00 (outdoor sports facilities contribution per person	None	2015	SDDC Developers	H8 H23a	X		x	Contribution from the Moor Lane scheme for 42 homes included in LPP2 to be confirmed through the reserved matters application.
Recreational and community		Unknown	None	2018-2028	Developers	H13	X		X	Planning application has been submitted by developer

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timescale	Delivery Partners	Link to Local Plan Policies	Funding Source			Notes
							Section 106	CIL	Onsite/ Other	
facilities at Boulton Moor										

19. Health and Emergency Services Infrastructure

Main providers/partners: South Derbyshire District Council, NHS England, 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: 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. Swadlincote Health Centre provides an out of hours walk in service at evenings and weekends. GP surgeries within the District are located in Aston on Trent, Hilton, Melbourne, Overseal, Rosliston, Shardlow, Swadlincote, Willington and Woodville.

EMAS covers Derbyshire, Leicestershire, Rutland, Lincolnshire, Northamptonshire and Nottinghamshire providing urgent 999 care and patient transport services.

Derbyshire Constabulary has a police station in Swadlincote plus a team office in Melbourne.

The District has two fire stations, one at Swadlincote and one at Melbourne. Currently Swadlincote has two fire engines, one full-time and one on-call (retained), and Melbourne has one retained fire engine. It is proposed in the Derbyshire Fire & Rescue Service consultation *Fit to Respond to 2022*, which took place in autumn 2013, that the fire station at Melbourne should be closed and a new one opened at Hilton, adjacent to the A5132. This fire station would provide one fire engine and one smaller response vehicle (SRV). The station would be staffed by 17 retained personnel. As part of the same proposal, the full-time fire engine at Swadlincote would, over-time, be replaced by a SRV staffed by retained personnel. It is planned for the full time fire engine to revert to a day-crewing arrangement as an interim step before moving to a final provision of one retained fire engine and one retained SRV.

A full evaluation report of the comprehensive evaluation will be taken to the next Fire Authority meeting on the 13 February 2014; in due course the results of which shall be fed into this document.

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. Derbyshire Fire and Rescue consider that it is vitally important that new housing is well-designed and addresses safety and the needs of vulnerable people. Houses must provide adequate safety for the occupant throughout the occupiers' life. Derbyshire Fire and Rescue Service are actively engaged in a campaign to ensure that all domestic properties are fitted with sprinkler systems. Sprinkler systems are exceptionally effective

through their ability to control a fire before it develops to life threatening proportions. Developers can help to anticipate the future needs of residents and prevent having to retrofit properties by installing 32mm mains water risers and sprinkler systems as part of new housing developments. Derbyshire Fire and Rescue Service calculate the cost of installing a 32mm mains water riser at approximately £26 per dwelling.

Underlying Demand Trend: In a time of budget cuts and with a need to work differently from all the public sector organisations already listed above, there will therefore 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. The Council is currently liaising with NHS England and Southern Derbyshire CCG to establish what further healthcare provision, in the form of GP surgeries, pharmacies, mental health services and dental practices, will be required as a result of the development proposed through the Local Plan. At present the Area Team and the CCG are unable to quantify the effect of the Local Plan Part 1. Until more detailed information becomes available, the following approach will be taken.

Where the additional patients arising from a proposed development could be accommodated by the nearest health facilities, no expansion to those facilities would be required. However, where the additional patients arising from a proposed development would give rise to a requirement for specific additional provision, a financial contribution of £551 per dwelling towards those facilities would be required. The advice of the Clinical Commissioning Group(s) and the Area Team (NHS England) will be sought when determining planning applications, having regard to the restriction regarding pooling of contributions, in line with CIL Regulations.

Southern Derbyshire CCG supports the view of the Area Team in not looking to create any single-handed GP led services. NHS England is working to develop a primary care strategy for each locality that will address population growth and other rising demands on primary care. The Area Team have agreed to lead on a review of practice premises quality to ensure that current premises are fit for purpose.

Southern Derbyshire CCG has provided capacity information for the following GP surgeries: Sinfin Helath Centre, Village Community Health Centre (Sinfin), Hollybrook Medical Centre, Charnwood Surgery, Wellside Medical Centre, Mickleover Medical Centre, Mickleover Surgery, Park Farm Medical Centre, Meadowfields Practice, Alvaston Medical Centre, Haven Medical Centre, Parkfields Surgery, Osmaston Surgery, Chellaston and Melbourne Medical Centres and Willington Surgery Partnership.

Non-developer funding sources: NHS England, 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.

Delivery Schedule of Health and Emergency Infrastructure within South Derbyshire

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timescale	Delivery Partners	Link to Local Plan Policies	Constraints	Funding Source			Notes
								S106	CIL	Onsite/ Other	
Relocation of Woodville Surgery to Archers Garage to increase capacity of the surgery	CCG	Unknown	No	Complete	NHS England, Southern Derbyshire CCG	H4: Broomy Farm				X	
New Medical Health Centre in Boulton Moor Area	Alvaston Medical Centre, Boulton Lane, Their branch surgery at Aston is small, though there could be some room for expansion.	Unknown	Unknown	unknown	Developer	H13: Boulton Moor (South East of Derby)					Alvaston Medical Centre are main providers of Health Care in Aston on Trent, Weston on Trent and other nearby communities
Mickleover Medical Centre, Vicarage Road, Mickleover. The Surgery needs more building space.	The list has been closed to additional patients, against the wishes of the CCG.				NHS England Southern Derbyshire CCG	Possible link to H18: Hackwood Farm, Mickleover and H19 Land west of		X		X	

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timescale	Delivery Partners	Link to Local Plan Policies	Constraints	Funding Source			Notes
						Mickleover					

20. Education Infrastructure

Main providers/partners: South Derbyshire District Council, Derbyshire County Council, Department for Education, Derby Adult Learning Services

Existing capacity and recent provision: 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.

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.

There are a number of special needs schools in South Derbyshire

There are 4 Adult Community Education Centres in South Derbyshire

Specific provision initiatives: There are number of modernisation schemes in place at the moment to improve the condition of schools in South Derbyshire

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. It has been established that there is a need for two new secondary schools within the District during the Plan period to meet the needs resulting from the development supported by the Local Plan. The District Council is working with the County and City Education Authorities to locate the best site for the secondary school and to establish funding arrangements.

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.

Schedule of Education Infrastructure in South Derbyshire

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timescale	Delivery Partners	Link to Local Plan Policies	Constraints	Funding Source			Notes
								S106	CIL	Onsite/ Other	
Newhall Junior School: improvements to safeguarding, ICT provision and outdoor areas	Derbyshire County Council	£65,000	Unknown	2012/13 onwards	Education Department, Derbyshire County Council					Department for Education	
New Secondary School in the Derby Urban Area	Derbyshire County Council, Derby City Council	£20m+	Unknown	During Plan Period	Education Departments at Derbyshire County Council and Derby City Council	INF12 INF13				X	
Extension to St George's Primary School	Derbyshire County Council	TBC with Education Authority		2015 - 2022	Education Department, Derbyshire County Council	H3		x			
New SFE progressing to two form entry Primary School at Drakelow	Derbyshire County Council	£6m	Unknown	By 2021 for SFE.	Education Department, Derbyshire County Council	H6				X	
New Primary School at	Derbyshire County	TBC with Education		2014 - 2023	Education Department,	H7				X	

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timescale	Delivery Partners	Link to Local Plan Policies	Constraints	Funding Source			Notes
								S106	CIL	Onsite/ Other	
Hilton	Council	Authority			Derbyshire County Council						
Extension to Heathfields Primary School	Derbyshire County Council	TBC with Education Authority		2016 - 2022	Education Department, Derbyshire County Council	H11		x			
New single form entry Primary School at Highfields Farm	Derbyshire County Council	TBC with Education Authority		2015 - 2026	Education Department, Derbyshire County Council	H12				X	
New two form entry Primary School at Boulton Moor	Derbyshire County Council	TBC with Education Authority		During Plan Period	Education Department, Derbyshire County Council	H13				X	
New Primary School at Chellaston Fields	Derbyshire County Council	TBC with Education Authority		During Plan Period	Education Department, Derbyshire County Council	H14				X	
New Primary School at Wragley Way	Derbyshire County Council	TBC with Education Authority		During Plan Period	Education Department, Derbyshire County Council	H15				X	
Provision of	South	Unknown	Unknown	Unknown	Developer	H23M				X	

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timescale	Delivery Partners	Link to Local Plan Policies	Constraints	Funding Source			Notes
								S106	CIL	Onsite/ Other	
land to an existing primary school in Woodville	Derbyshire Local Plan				Derbyshire County Council						

21. Environmental Infrastructure

Main 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: 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.

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.

The current level of formal open space provision is 1.17 ha per 1000 population, representing a deficit of 0.13 ha per 1000.

The current level of play space provision is 0.05 ha per 1000 population, representing a shortfall of 0.14 ha per 1000.

Therefore, based on existing open space provision, there is a requirement for 2.54 ha per 1000 population for new development.

South Derbyshire District council manages 8 local allotment sites, which have over 180 plots. Other allotments are managed by some of the parish councils.

There are 45 play areas managed by South Derbyshire District Council, with others managed by parish councils.

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. A further crematorium is under construction near Aston on Trent.

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), two Local Nature Reserve – Elvaston and Coton Park 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.

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. Around 20ha of LNR is designated, whereas the target should be 100.3ha.

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.

There are 22 Conservation Areas in South Derbyshire and 710 listed buildings, of which 48 are Grade 1 (including Calke Abbey) and 48 are Grade 2*. There are 22 scheduled ancient monuments in South Derbyshire District, including Swarkestone Bridge.

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.

Specific provision initiatives: None Identified

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.

Derbyshire Wildlife Trust Living Landscape approach in the Derwent and Trent Valleys have identified areas of key habitat and species action as part of their strategic development plan.

Underlying Demand Trend: There is a shortage of open space and existing provision is not evenly distributed. There is a current demand for allotments in the District.

Non-developer funding sources: Derbyshire County Council

Developer funding arrangements in place: Individual negotiations from planning applications in terms of Section 106 and CIL.

Delivery Schedule of Environmental Infrastructure within South Derbyshire

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timescale	Delivery Partners	Link to Local Plan Policies	Constraints	Funding Source			Notes/Constraints
								S106	CIL	Onsite/ Other	
Restoration of the Derby and Sandiacre Canal encompassing route from Swarkestone to Shelton Lock Canals	Derby and Sandiacre Canal Trust	£1,500,000		5 years	Derby and Sandiacre Canal Trust					X	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 County Council, South Derbyshire District Council, The National Forest Company, Sustrans	A cycleway construction cost ranges from £130 – £211 per metre unlit and up to £250/m lit plus 15% for fee costs		2008 - 2028	Derbyshire County Council, South Derbyshire District Council, Developers National Forest Company, Sustrans	H2 H3 H4 H5 H6 H7 H8 H11 H12 H13 H14 H15 H17 H18 H19 H23 A-N		X		X	
Pedestrian links within the Longlands, Repton allocation and delivery of	South Derbyshire Local Plan Part 1			2014 - 2019	Developers	H9 H23G H23H		x		x	

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timescale	Delivery Partners	Link to Local Plan Policies	Constraints	Funding Source			Notes/Constraints
								S106	CIL	Onsite/ Other	
enhanced walking connections to the site along Milton Road and the public footpath											
Pedestrian connections from Willington Road, Etwall allocation into Etwall village	South Derbyshire Local Plan Part 1			2015 - 2019	Developers	H10		x		x	
Pedestrian connections from the Primula Way allocation into the existing residential areas within Derby City	South Derbyshire Local Plan Part 1			2021 - 2027	Developers	H16		x		x	
Pedestrian links within the housing allocations and linking to existing networks	South Derbyshire Local Plan Part 1			2008 - 2028	Developers	H2 H3 H4 H5 H6 H7 H8 H11 H12 H13 H14		x		x	

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timescale	Delivery Partners	Link to Local Plan Policies	Constraints	Funding Source			Notes/Constraints
								S106	CIL	Onsite/ Other	
						H15 H17 H18 H19 H23 A-N					