

How to read this document

The following provides a line by line summary of any comments made against each paragraph of the DFD (version 2.2, issued March 2018), with a response from the co-ordinating officer set against these (in blue). Grammatical and typographical errors are recorded in a similar fashion.

Where changes are made to the DFD, the new text is included as track changes (in red) along with the updated paragraph number (if relevant). Where new paragraphs are added, consequential re-numbering will take place to subsequent paragraphs without any additional comment.

The following table is provided as an example:

Para §	Current text	Comments (and response ➤)	Rev §	Proposed text
Para no. from v2.2	The existing text is provided here.	<p><u>Author:</u></p> <p>Comments made will be summarised here.</p> <ul style="list-style-type: none"> ➤ The response (action) of the DFD co-ordinating officer will be summarised in this manner. 	Para no. for v3.0	The existing <u>new</u> text is provided here <u>in track changes format for ease of legibility</u> .

Abbreviations of parties making comment:

BWB	BWB Consulting Limited (on behalf of WBD & HLM)
CllrDS	Cllr David Shepherd
DCC	Derby City Council officers
DCountyC	Derbyshire County Council officers
HLM	Hallam Land Management (including Design and Planning Group)
IGVLF	Infinity Garden Village Liaison Forum members
SDDC	South Derbyshire District Council officers
WBD	Wilson Bowden Developments (including landowners)

Para §	Current text	Comments (and response ➤)	Rev §	Proposed text
1.1	BACKGROUND			
1.1.1	On 2 January 2017 the Government announced its support for the delivery of 14 new garden villages across England. Infinity Garden Village (IGV) is one of these, located to the southern edge of Derby and straddling the administrative boundary of both South Derbyshire District Council (SDDC) and Derby City Council (DCC).	<p><u>DCC</u></p> <p>Grammatical correction</p> <p><u>IGVLE:</u></p> <p>Barrow on Trent Parish Clerk expressed a need to acknowledge administrative boundaries, and that they would likely be seeking a boundary change off the back of IGV.</p> <p>➤ Amendments made without committing to future changes, as these are dependent on other legislation/criteria.</p>	1.1.1	On 2 January 2017 the Government announced its support for the delivery of 14 new garden villages across England. Infinity Garden Village (IGV) is one of these, located to-on the southern edge of Derby and straddling the administrative boundary of both South Derbyshire District Council (SDDC) and Derby City Council (DCC). <u>At a sub-administrative level, the site presently affects Stenson Fields, Barrow upon Trent, Swarkestone and a small corner of Twyford & Stenson parishes within the District; and the Sinfin and Chellaston Wards within the City. It is also adjacent to the Chellaston Neighbourhood Area along its north-eastern edge.</u>
1.1.2	The IGV concept emerged from various components of proposed growth in the southern Derby area, now committed in the Local Plans of both Derby City and South Derbyshire, in the area of land framed by Rolls Royce to the north, Chellaston to the east, the A50 to the south and Sinfin in the west. The IGV is identified on Map 5 of the South Derbyshire Local Plan Part 2, reproduced on the next page for ease of reference.	<p><u>SDDC</u></p> <p>Adjustment to text to reflect update to plan provided on following page</p> <p>➤ Amendment made.</p>	1.1.2	The IGV concept emerged from various components of proposed growth in the southern Derby area, now committed in the Local Plans of both Derby City and South Derbyshire, in the area of land framed by Rolls Royce to the north, Chellaston to the east, the A50 to the south and Sinfin in the west. The IGV <u>area</u> is identified on Map 5 of the South Derbyshire Local Plan Part 2, reproduced on the next page for ease of reference.
1.1.3	The key components of Infinity Garden Village are: <ul style="list-style-type: none"> the delivery of around 1,950 new 	<p>➤ Reference to the INF13 plan included</p> <p><u>CLLrDS:</u></p> <p>Explain green and blue network, and should the school</p>	1.1.3	The key components of Infinity Garden Village, <u>as shown over the page,</u> are: <ul style="list-style-type: none"> the delivery of around <u>1,950,130</u> new

Para §	Current text	Comments (and response ➤)	Rev §	Proposed text
	<p>homes on land at Wragley Way, supported by a primary school, local centre and extensive network of green and blue infrastructure (SDDC Policy H15);</p> <ul style="list-style-type: none"> ▪ the delivery of around 117 hectares of new employment space as an extension to Infinity Park Derby (SDDC Policy E4 and DCC Policy AC15); ▪ the delivery of a new secondary school (SDDC Policy INF12); and ▪ the delivery of new transport infrastructure including the Southern Derby Integrated Transport Link (SDITL) (SDDC Policy INF4) and a new junction on the A50 (SDDC Policy INF13). 	<p>take all the children of the existing Stenson Fields?</p> <ul style="list-style-type: none"> ➤ Explanation added to new glossary at end of DFD, but cannot control catchment for the school (this is a County matter) <p>Location of the secondary school should be in the Wragley Way development, and not Lowes Lane. Too close to Chellaston Academy.</p> <ul style="list-style-type: none"> ➤ This would be inconsistent with policy INF13, in that the site would not be located as shown, and it would compromise the 1,950 homes policy H15 seeks to deliver. Location informed by County at Local Plan stage. <p>Bullet point 4 (transport infrastructure) should be removed as SDITL is unlikely to go ahead, with part of Wragley Way now to be used and phase 2 to the A38 Rykneld Road unlikely in the near future.</p> <ul style="list-style-type: none"> ➤ The SDITL remains a policy commitment and it is not the intention of the IGV and current Local Plans to deliver the entire route, which has only ever been indicative. The aspiration remains to deliver an east/west route from the A514/A50 to the A38 over time - how this is done is to be determined under traffic modelling and applications <p><u>DCC:</u></p> <p>Concern the policies listed suggest it is more a SDDC centred document.</p> <ul style="list-style-type: none"> ➤ Policy section under chapter 2 incomplete on both sides of the boundary, and not previously 		<p>homes on land at Wragley Way, supported by a primary school, local centre and extensive network of green and blue infrastructure (SDDC Policy H15 <u>and DCC Policy AC18</u>);</p> <ul style="list-style-type: none"> ▪ the delivery of around 117 hectares of new employment space as an extension to Infinity Park Derby (SDDC Policy E4 and DCC Policy AC15); ▪ the delivery of a new secondary school (SDDC Policy INF12); and ▪ the delivery of new transport infrastructure including the Southern Derby Integrated Transport Link (SDITL) (SDDC Policy INF4 <u>and DCC Policy CP24</u>) and a new junction on the A50 (SDDC Policy INF13).

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		mirrored in this summary correctly. Now aligned with chapter 2.		
1.1.4	The Expression of Interest for IGV highlighted the potential growth option for a further 1,200 homes on the Lowes Farm element of the IGV site. The land in question is not allocated for housing development in the SDDC Local Plan.	<p><u>CllrDS:</u></p> <p>This is a new proposal, and is it fit to suggest this - why did this housing need not appear in the SDDC Local Plan? Also when initial highways solution appears to now be ‘watered down’.</p> <ul style="list-style-type: none"> ➤ This paragraph is simply reporting what was included in the Expression of Interest, but also making clear the current policy status of it (none) <p><u>WBD:</u></p> <p>Could the words ‘but will be considered through the local plan review process in due course’ be added to the end?</p> <ul style="list-style-type: none"> ➤ This sentence is intended to make clear the current status of that land. Wording already accommodated at paras 3.1.7 and 5.1.3 <p><u>WBD & HLM:</u></p> <p>Secondary school need is wider than ‘southern fringe of Derby’</p> <ul style="list-style-type: none"> ➤ Agreed. Additional text added. <p><u>DCountyC:</u></p> <p>Should include reference to the secondary school being appropriate here however.</p> <ul style="list-style-type: none"> ➤ Agreed and amended. 	1.1.4	<p>The Expression of Interest for IGV highlighted the potential growth option for a further 1,200 homes on the Lowes Farm element of the IGV site. The land in question is not allocated for housing development in the SDDC Local Plan. <u>Similarly, potential for additional employment floorspace has been indicated. Again, this land is not allocated for employment development in either Local Plan. However, a broad location for the provision of a new secondary school has been indicated. This land was identified for early delivery to meet both the needs of IGV itself and the wider needs associated with other housing growth proposed on the southern fringe of Derby and the surrounding area.</u></p>

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		<p><u>BWB</u></p> <p>Transport modelling is for up to 1,500</p> <ul style="list-style-type: none"> ➤ No change arising from this point - this number is presumed precautionary for purposes of modelling. <p><u>DCC:</u></p> <p>Paragraph fails to deal with extra employment land indicated on the emerging masterplan, part of which is within a green wedge</p> <ul style="list-style-type: none"> ➤ Noted and agreed. Matters regarding the green wedge are addressed elsewhere. 		
1.1.5	In recognition of the need to co-ordinate the delivery of these new homes and jobs with the delivery of infrastructure to support them, the South Derbyshire Local Plan Part 2 includes Policy INF13 with this specific aim in mind. Policy INF13 identifies the preparation of a joint Development Framework Document (DFD) in collaboration with SDDC, DCC, Derbyshire County Council ('the County Council') and the proposed developers.	<p><u>DCC:</u></p> <p>No amends to text proposed but question "shouldn't the DFD also be a joint document, it doesn't read like one".</p> <ul style="list-style-type: none"> ➤ Acknowledged that some omissions might have given that impression, but the DFD v2.2 is the result of 12 months of collaborative masterplanning work. Nonetheless, many changes now incorporated into latest draft. 	1.1.5	No change proposed
Map	N/A	<p><u>BWB</u></p> <p>Plan on page 2 - the alignment of link road is nowhere near that now proposed. Whilst indicative, it would be better if it was a bit closer to the current proposals</p> <ul style="list-style-type: none"> ➤ This may be the case, but the plan is included to show the allocations, etc. from an adopted policy point of view. This might be something 	Map	No change proposed

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		to review.		
1.2	PURPOSE & SCOPE			
1.2.1	The purpose of this DFD is to both fulfil the requirement as set out in SDDC Policy INF13 and to guide the delivery of development in support of the IGV proposal.	<p>SDDC:</p> <p>Need to make clear that the DFD is not a ‘fixed’ matter and will be updated regularly.</p> <ul style="list-style-type: none"> ➤ Amendment made 	1.2.1	The purpose of this DFD is to both fulfil the requirement as set out in SDDC Policy INF13 and to guide the delivery of development in support of the IGV proposal. <u>It is intended that the DFD is regularly reviewed and updated to act as a ‘living document’, responsive to changing circumstances throughout the timeframe for delivery of IGV.</u>
1.2.2	<p>The DFD is intended to provide the framework, from which a series of themed masterplans are generated, for the consideration of planning applications within the Infinity Garden Village area, primarily to ensure that each planning application works towards creating the design vision for the site and contributes proportionally to the delivery of the required infrastructure to deliver the wider scheme. The detail of individual areas will be provided through Design and Access Statements at the relevant time. The DFD vision is expected to transfer through to the implementation of the development as follows:</p> <p style="text-align: center;"> Planning Policy ↓ Development Framework Document ↓ Series of themed IGV Masterplans ↓ </p>	<p>IGVLF and DCC:</p> <p>What does a ‘series of themed IGV Masterplans’ entail? What are the timescales for delivery of each stage?</p> <ul style="list-style-type: none"> ➤ The themed masterplans was a reference to the multiple plans/layers which inform the present masterplan. On reflection, this is not the best terminology - particularly as there will be only one ‘masterplan’. Adjustments made. ➤ The timescales for delivery of each stage are difficult to set out in the DFD given the bringing forward of applications will vary for different elements of the site, as will the implementation of the development. The timescale is however driven by the delivery of Local Plan housing and employment needs across respective plan periods (up to 2028). No change proposed. 	1.2.2	The DFD is intended to provide the framework, from which and a series of themed masterplans are generated , for the consideration of planning applications within the Infinity Garden Village area, primarily to ensure that each planning application works towards creating the design vision for the site and contributes proportionally to the delivery of the required infrastructure to deliver the wider scheme. The detail of individual areas will be provided through Design and Access Statements at the relevant time, <u>with it recognised that some elements of the village already benefit from permissions with specific layout and access parameters. Whilst it will be necessary to mould the wider site around these and other constraints;</u> The DFD vision is expected to transfer <u>all the way</u> through to the implementation of the development as follows:

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	<p>Design Code adding detail to the Masterplans</p> <p style="text-align: center;">⬇</p> <p>Design and Access Statements & Site Specific Plans</p> <p style="text-align: center;">⬇</p> <p>Reserved matters and conditional detail</p> <p style="text-align: center;">⬇</p> <p>Implementation</p>	<p><u>DCC:</u></p> <p>Need to recognise that a large element of the land within the City already has extant consent - with its own parameters plan/mitigation, etc. Need to think how best to reflect this.</p> <p>➤ Bearing in mind this is a high level document, a reference to this point is considered sufficient. Amended accordingly.</p>		<p style="text-align: center;">Planning Policy</p> <p style="text-align: center;">⬇</p> <p style="text-align: center;">Development Framework Document</p> <p style="text-align: center;">⬇</p> <p style="text-align: center;">Series of themed IGV Masterplans</p> <p style="text-align: center;">⬇</p> <p style="text-align: center;">Design Code adding detail to the Masterplans</p> <p style="text-align: center;">⬇</p> <p style="text-align: center;">Design and Access Statements & Site Specific Plans</p> <p style="text-align: center;">⬇</p> <p style="text-align: center;">Reserved matters and conditional detail</p> <p style="text-align: center;">⬇</p> <p style="text-align: center;">Implementation</p>
1.2.3	<p>The DFD vision is supplemented by broad principles for the site. The vision and principles should be fully realised through the series of themed masterplans, subsequent Design Code, and then and site specific statements and plans. The Vision should be seen as a golden thread which applies across all stages of design and delivery of the site. The DFD also identifies what is presently considered to be the required infrastructure to support Infinity Garden Village and the mechanisms by which planning application proposals will contribute to the proportional delivery of that infrastructure. However, the DFD is not intended to provide a prescriptive set of criteria and design principles that require strict adherence.</p>	<p>Typographical error and consequential change from para 1.2.2 changes.</p> <p><u>DCC:</u></p> <p>The fundamental infrastructure of the A50 junction and SDITL road should be separated out from the S106 requirements and it should be explicit who is paying for what (A50 Junction = public sector grant; link road = developers/ landowners; other infrastructure = S106)</p> <p>➤ Concerns with this statement. It is presumptuous in respect of receiving grant funding. It is also suggestive that once the A50 junction is funded, that there would be no justification for further bids for HIF/Garden Village funding, etc. Hence, amendment included to para 3.3.5 instead, which is more</p>	1.2.3	<p>The DFD vision is supplemented by broad principles for the site. The vision and principles should be fully realised through the series of themed masterplans, subsequent Design Code, and then and site specific statements and plans. The Vision should be seen as a golden thread which applies across all stages of design and delivery of the site. The DFD also identifies what is presently considered to be the required infrastructure to support Infinity Garden Village and the mechanisms by which planning application proposals will contribute to the proportional delivery of that infrastructure. However, the DFD is not intended to provide a prescriptive set of criteria and design principles that require strict adherence.</p>

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		descriptive than para 1.2.3.		
1.2.4	It is anticipated that the delivery of IGV will take many years, during which the approach to later stages of design and implementation may change. What will not change is the need to establish an environment which delivers a good quality of life for residents and workers and flourishing habitats for wildlife. These factors form a key element of the vision for the site and are important in establishing an identity for IGV. However, it is also recognised that substantial changes in circumstances may arise which require amendment of the vision and the overarching principles.	<p>DCC:</p> <p>Suggested addition: ... for residents and workers and “through holistic mitigation that creates significant new green infrastructure and” flourishing habitats for wildlife....</p> <ul style="list-style-type: none"> ➤ Needs rephrasing for clarity, but addition acceptable 	1.2.4	It is anticipated that the delivery of IGV will take many years, during which the approach to later stages of design and implementation may change. What will not change is the need to establish an environment which delivers a good quality of life for residents and workers and, <u>by way of the creation of significant new green and blue infrastructure</u> , flourishing habitats for wildlife. These factors form a key element of the vision for the site and are important in establishing an identity for IGV. However, it is also recognised that substantial changes in circumstances may arise which require amendment of the vision and the overarching principles.
1.2.5	The DFD is formulated on the basis that infrastructure will be delivered primarily by developers (by way of financial contributions and/or directly as part of the implementation of the village), but it is also responsive to the possibility of early delivery of infrastructure, funded externally. Bids for Government funding have already been made and it is likely that more will follow.	<p><u>IGVLF</u>:</p> <p>Clarification of ‘bids’ needed</p> <ul style="list-style-type: none"> ➤ Amendments made <p><u>DCountyC</u>:</p> <p>This section could be made more specific to include reference to the HIF Forward Funding bid for the HS2 East Midlands Garden Villages submitted on behalf of multiple authorities.</p> <ul style="list-style-type: none"> ➤ Noted, but not considered necessary. Amendments already made pursuant to IGVLF comment. <p><u>DCC</u>:</p>	1.2.5	The DFD is formulated on the basis that infrastructure will be delivered primarily by developers (by way of financial contributions and/or directly as part of the implementation of the village), but it is also responsive to the possibility of early delivery of infrastructure, funded externally. Bids for Government funding have already been made, <u>such as that available under the Housing Infrastructure Fund and the Garden Towns Programme</u> , and it is likely that <u>more-further expressions of interest and bids</u> will follow.

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		<p>This needs to be more prescriptive - A50 Junction will not happen without public sector funding; link road and other infrastructure will be paid for by landowners and S106 contributions.</p> <ul style="list-style-type: none"> ➤ Document is not intended to be prescriptive - particularly when exact roadmap for a project of this scale will change over time. Amends included under IGVLf and DCountyC comments already address this point. 		
1.3	ENGAGEMENT			
1.3.1	An Infinity Garden Village Liaison Group has been established, consisting of elected Parish, District and City members, representing local constituencies; Council Officers from the District, City and County; business representatives; representatives from the landowners and proposed developers; and local residents.	<p><u>IGVLf</u>: Additional representatives to the forum requires an update to DFD.</p> <p><u>CLrDS</u>: Quotes <u>DCLG garden villages guidance</u> (link) and queries why was liaison forum not established at the initial move to apply for garden village status, and expression of interest did not satisfy criteria.</p> <ul style="list-style-type: none"> ➤ This matter has been addressed elsewhere, outside of the DFD. 	1.3.1	An Infinity Garden Village Liaison Group has been established, consisting of elected Parish, District and City members, representing local constituencies; Council Officers from the District, City and County; <u>Neighbourhood Planning Bodies</u> , business representatives; representatives from the landowners and proposed developers; and local residents.
1.3.2	The Group will be used to share progress on the delivery of IGV and seek feedback from the community and to understand how they presently use the site, what it means to them and what their expectations are for the future. It is acknowledged that the existing community will one day form an essential part of the extended community that this development	<p><u>DCC</u>: Suggest that 'quality' is subjective. 'Meaningful' more appropriate.</p> <ul style="list-style-type: none"> ➤ Agreed and further developed as an amendment 	1.3.2	The Group will be used to share progress on the delivery of IGV and seek feedback from the community and to understand how they presently use the site, what it means to them and what their expectations are for the future. It is acknowledged that the existing community will one day form an essential part of the extended community that this development

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	will create. The vision expresses a desire to create a strong sense of community, and efforts will be made to integrate the existing and new communities. Quality public engagement therefore forms a key element of achieving the vision and principles of this DFD.			will create. The vision expresses a desire to create a strong sense of community, and efforts will be made to integrate the existing and new communities. Quality-Regular, <u>meaningful, proportionate and relevant</u> public engagement therefore forms a key element of achieving the vision and principles of this DFD.

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2.1	SITE & SURROUNDING AREA			
2.1.1	The IGV area extends to over 450 hectares (as shown on page 2). The site is generally flat, comprising primarily agricultural land enclosed by hedgerows with limited tree planting and pockets of woodland. There are a combination of watercourses and open field drains across the site, and areas are prone to periodic flooding.	N/A	2.1.1	No change proposed
2.1.2	The landscape character of IGV falls within The Trent Valley Washlands, comprising of a mixture of Lowland Village Farmlands and Wet Pasture Meadows. These landscape character areas and their associated farms possess a special character that is described further in the Landscape Character of Derbyshire	<u>DCC:</u> Suggest that Landscape Character of Derbyshire could be summarised. ➤ Quite possibly but adds description where it is not necessary to support the purpose of the DFD. Similar approach would be needed to other constraint topics too.	2.1.2	No change proposed
2.1.3	The site contains many special wildlife habitats, including for example semi-improved neutral grassland, species rich hedge with trees, wet and dry ditches, standing and flowing water, semi-natural broadleaved woodland.	<u>BWB & HLM:</u> Correct wording for status of wildlife habitats? Need to reference the Local Nature Reserve. ➤ Agreed. Amendments made, save for suggested commentary re: agricultural land being dominant (already included under 2.1.1)	2.1.3	The site <u>contains a variety of</u> contains many special wildlife habitats, including for example semi-improved neutral grassland, species rich hedge with trees, wet and dry ditches, standing and flowing water, semi-natural broadleaved woodland. <u>The site includes a small part of the Sinfin Moor Local Nature Reserve (LNR), a statutory designated site that lies within the City.</u>
2.1.4	The existing Infinity Park to the north is part of the Nottingham and Derby Enterprise Zone which aims to create a focus for the further	<u>DCC:</u> Again, need to recognise extant consents.	2.1.4	The existing Infinity Park <u>at the northern end of the IGV</u> to the north is part of the Nottingham and Derby Enterprise Zone which

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	development of advanced manufacturing and related services, especially transport engineering supply chains. The first building on the enterprise zone, an innovation centre known as I-Hub, was opened in July 2016. The Rolls Royce manufacturing plant also lies within this area.	➤ Amended accordingly.		aims to create a focus for the further development of advanced manufacturing and related services, especially transport engineering supply chains. The first building on the enterprise zone, an innovation centre known as I-Hub, was opened in July 2016. The Rolls Royce manufacturing plant also lies within this area. <u>Permissions have already been granted for further employment floorspace within the DCC allocation within IGV.</u>
2.1.5	To the east is the residential suburb of Chellaston, the nearest parts of which are comprised of housing estates constructed during the 1990s and 2000s, bounded by the Sustrans cycle link that runs along the former Derby and Sandiacre canal corridor towards the City Centre. This canal corridor forms the eastern edge of IGV. An existing local centre within Chellaston is close to the IGV area, including a convenience store and the Chellaston Medical Centre.	<u>DCC:</u> Need to mention cross boundary housing site at Holmleigh Way as an extension to Chellaston. ➤ Amended accordingly.	2.1.5	To the east is the residential suburb of Chellaston, the nearest parts of which are comprised of housing estates constructed during the 1990s and 2000s, bounded by the Sustrans cycle link that runs along the former Derby and Sandiacre canal corridor towards the City Centre. This canal corridor forms the eastern edge of IGV <u>beyond which a cross-boundary housing site at Holmleigh Way is under construction.</u> An existing local centre within Chellaston is close to the IGV area, including a convenience store and the Chellaston Medical Centre.
2.1.6	The Derby Southern Bypass (A50) to the south provides a strategic link between the M1 in the east and the A38 and M6 to the west. Connectivity to the A38 provides further strategic links to Birmingham. Whilst the new T12 roadlink (Infinity Park Way) between the Bonnie Prince A50 junction to the south of Chellaston and Rolls Royce to the north has	<u>CLrDS:</u> Notes concerns re: traffic congestion and that once 3,200 homes and Infinity Park are built, these concerns should have been addressed - what is the plan to mitigate? Is it the SDITL and if so, when will it commence? ➤ The SDITL is the mitigation, as presented to	2.1.6	The Derby Southern Bypass (A50) to the south provides a strategic link between the M1 in the east and the A38 and M6 to the west. Connectivity to the A38 provides further strategic links to Birmingham. Whilst the new T12 roadlink (Infinity Park Way) between the Bonnie Prince A50 junction to the south of Chellaston and Rolls Royce to the north has

Para §	Current text	Comments	Rev §	Proposed text
	now been provided, there remain traffic concerns in the area, particularly at peak times.	<p>secure the allocation at the Local Plan examination. Addition to para 3.3.4 to reassure on timing/delivery (also see existing text at a 3.3.2 and 3.3.3).</p> <p><u>DCC:</u> Articulation required in respect of 'traffic concerns'.</p> <p>➤ Amended accordingly.</p>		now been provided, there remain traffic concerns in <u>respect of congestion at key junctions in</u> the area <u>- on both County Council and DCC roads</u> , particularly at peak times.
2.1.7	Stenson Road and Sinfin Lane (beyond Stenson Fields to the north of Wragley Way) provide connections into the City, whilst Wragley Way and Infinity Park Way presently provide a degree of east to west movement - although incomplete at present. Deep Dale Lane, Arleston Lane and Stenson Road provide key connections to the south, traversing the A50, towards the Trent and Mersey Canal. This conservation area provides an important leisure resource for the area and includes a marina and public house at Stenson.	<p><u>CLrDS and IGVLF:</u></p> <p>Notes that Stenson Road provides a connection to the City and this is controlled by traffic lights and causing concern at peak times - a situation which would be made worse by IGV. Seeks reinstatement of the pedestrian bridge and two-way traffic under the IGV proposals.</p> <p>➤ The effect of this would need to be modelled as it may simply move congestion elsewhere. Feasibility of this (in part or in full) requires input from highway authorities and Network Rail such that it cannot be imposed as a requirement at this time. Suggest addition of aspirational wording in para 4.1.5</p> <p><u>IGVLF:</u></p> <p>Concern over perception of 'status' assigned to routes. Sinfin Moor Lane not mentioned.</p> <p>➤ Agreed. Amendments made</p> <p><u>DCC:</u></p> <p>Need to reflect the constrained nature of Stenson</p>	2.1.7	Stenson Road and Sinfin Lane (beyond Stenson Fields to the north of Wragley Way) provide <u>key but constrained</u> connections into the City, whilst Wragley Way and Infinity Park Way presently provide a degree of east to west movement - although incomplete at present. Deep Dale Lane, Arleston Lane and Stenson Road provide <u>key-rural and leisure</u> connections to the south, traversing the A50, towards the Trent and Mersey Canal. <u>The canal is a</u> conservation area <u>and</u> provides an important leisure resource for the area and includes a marina and public house at Stenson. <u>Sinfin Moor Lane presently provides a non-vehicular route between Sinfin and Chellaston.</u>

Para §	Current text	Comments	Rev §	Proposed text
		Road and Sinfin Lane. <ul style="list-style-type: none"> ➤ Amended accordingly. Which conservation area? <ul style="list-style-type: none"> ➤ Clarified accordingly. 		
2.1.8	Sinfin to the north-west is one of the most deprived areas of Derby and is regularly in the bottom 20% of wards in the national index of multiple deprivation. Stenson Fields adjoins Sinfin. There are numerous services and facilities close by, within these areas including: <ul style="list-style-type: none"> ▪ Sinfin District Centre - including an Asda superstore, Sinfin Library and Health Centre; ▪ City of Derby Academy, a new independent secondary school; ▪ Stenson Fields and Ashcroft Primary Schools; ▪ Sinfin Park with several sports pitches; ▪ Sinfin Golf Course - a municipal 18-hole golf course; and ▪ Sinfin Moor Park Local Nature Reserve. 	<u>DCC:</u> Delete 'regularly' in first line. <ul style="list-style-type: none"> ➤ Amended. Additional text to describe facilities at Sinfin Park. <ul style="list-style-type: none"> ➤ Inserted. <u>DCountyC and DCC:</u> The Academy is not an 'independent school', it is an academy and is part of DCC's school place planning responsibilities. <ul style="list-style-type: none"> ➤ Deletion of 'independent' 	2.1.8	Sinfin to the north-west is one of the most deprived areas of Derby and is regularly in the bottom 20% of wards in the national index of multiple deprivation. Stenson Fields adjoins Sinfin. There are numerous services and facilities close by, within these areas including: <ul style="list-style-type: none"> ▪ Sinfin District Centre - including an Asda superstore, Sinfin Library and Health Centre; ▪ City of Derby Academy, a new independent secondary school; ▪ Stenson Fields and Ashcroft Primary Schools; ▪ Sinfin Park with several sports pitches, <u>a play area, community buildings and cafe</u>; ▪ Sinfin Golf Course - a municipal 18-hole golf course; and ▪ Sinfin Moor Park Local Nature Reserve.
2.1.9	The western limit of IGV is formed by the Derby to Birmingham railway line, passing through Burton-upon-Trent to the south. Beyond this line is open agricultural land towards Findern and the A38.	<u>DCC:</u> Delete reference to Burton and clarify location of agricultural land <ul style="list-style-type: none"> ➤ Amended in respect of clarification. Reference to Burton retained, as this is a 	2.1.9	The western limit of IGV is formed by the Derby to Birmingham railway line, passing through Burton-upon-Trent to the south . Beyond this line is open agricultural land <u>stretching west</u> towards Findern and the A38. <u>To the north-west, beyond the recently</u>

Para §	Current text	Comments	Rev §	Proposed text
		<p>further centre for employment and wider services, and reference elsewhere to the safeguarded site for a station in Stenson enhances the prospect of sustainable commuter movement in time.</p> <p>No reference to Primula Way allocation</p> <ul style="list-style-type: none"> ➤ Added reference. <p><u>BWB & HLM:</u></p> <p>Suggested wording for Primula Way reference.</p> <ul style="list-style-type: none"> ➤ Added. 		<p><u>constructed housing development on Stenson Road, is a further allocation for housing within the SDDC Local Plan - known as Primula Way, allocated for circa 500 houses.</u></p>
		<p><u>SDDC and DCC:</u></p> <p>There is a need to provide an inherent link between the DFD and the masterplan, but also present the series of 'layers' which build up that masterplan.</p> <ul style="list-style-type: none"> ➤ Agreed. New paragraph to draw this in and plans added as appendices 	<u>2.1.10</u>	<p><u>Constraint and opportunities plans are included at Appendix 1. These visually present a context of the site and surrounding area, as well as the following policy constraints; and provide the 'layers' which inform the visionary plan included at Appendix 2.</u></p>
2.2	POLICY & IGV STATUS			
	N/A	<p><u>DCC:</u></p> <p>Suggest new introductory paragraph setting out that IGV straddles LA boundaries therefore covered by two LPs but the following sections of the DFD seek to bring together the overall policy context for IGV and set out the implications for development.</p> <ul style="list-style-type: none"> ➤ Amendment agreed <p>Suggest a policy matrix similar to the one in the</p>	<u>2.2.1</u>	<p><u>IGV straddles the local authority boundaries for SDDC and DCC such that there are a number of relevant Local Plan policies for both authorities supporting the need for and steering the layout and infrastructure to support the village. Crucially both authorities rely on IGV for delivery of identified housing and employment needs, with both also within the same Housing Market Area. The following sections of the DFD seek to bring together the overall policy</u></p>

Para §	Current text	Comments	Rev §	Proposed text
		<p>Bouton Moor DFD would be a quick way to summarise policy position instead.</p> <ul style="list-style-type: none"> ➤ Possibly, but time constraints exist and this would require reformatting of the document. This can be reconsidered at a later date if felt necessary. 		<u>context for IGV and set out the implications for development.</u>
2.2.1	<p>The South Derbyshire Local Plan Part 1 was adopted in June 2016 and the Local Plan Part 2 was adopted in November 2017. The five policies most relevant to the delivery of Infinity Garden Village are:</p> <ul style="list-style-type: none"> ▪ Policy H15: Wragley Way (South of Derby) ▪ Policy E4: Strategic Location for Sinfin Moor Employment Site Extension ▪ Policy INF4: Transport Infrastructure Improvement Schemes ▪ Policy INF12: Provision of Secondary Education Facilities, and ▪ Policy INF13: Southern Derby Area and Infinity Garden Village. <p>These policies are set out below.</p> <p>[Tables]</p>	<p><u>WBD and DCountyC:</u></p> <p>Should text of policy INF12 not be included?</p> <ul style="list-style-type: none"> ➤ Correct. Now included <p><u>DCountyC:</u></p> <p>Text of policy INF4 includes reference to delivery of A50 junction with the A38 improvement scheme, A50 junction with the A514 improvement scheme and Swarkestone Causeway Bypass. These are not IGV infrastructure and could cause some confusion. It might be better to provide an extract from the policy, or alternatively add a disclaimer that the DFD is not necessarily bringing them all forward.</p> <ul style="list-style-type: none"> ➤ Not agreed. Criterion (ii) of H15 seeks contributions towards the A50 junction schemes, and this site may raise concerns regarding the causeway (which might require mitigation). Delivery of all three would be 'working with partners' and/or seeking contributions in line with INF4(B) 	2.2. 42	<p>No change proposed</p> <p>[Update to tables (not included in this document due to straight copy and paste from adopted policy)]</p>
2.2.2	<p>Whilst not directly relevant to the IGV, policy INF2C (Sustainable Transport) of the Local Plan Part 1 seeks to protect land adjacent to the</p>	<p><u>HLM:</u></p> <p>SDDC policy maps and the INF13 map do not show the station on the site, but instead west of the line adj. to</p>	2.2. 23	<p>Whilst not directly relevant to the IGV, policy INF2C (Sustainable Transport) of the Local Plan Part 1 seeks to protect land adjacent to the</p>

Para §	Current text	Comments	Rev §	Proposed text
	<p>Derby to Birmingham railway line:</p> <p><i>“v) Land is protected for against development that would prejudice the establishment of a new passenger railway stations at... Stenson Fields....”</i></p> <p>Whilst indicatively shown to the west of the railway line, IGV provides potential to provide for this aim of the Plan either directly through the safeguarding of land on the site, or indirectly through facilitating non-vehicular modes of transport to the western boundary of the site and a connection over the railway line.</p>	<p>the Primula Way allocation</p> <p>➤ Agreed. Relevant text removed.</p>		<p>Derby to Birmingham railway line:</p> <p><i>“v) Land is protected for against development that would prejudice the establishment of a new passenger railway stations at... Stenson Fields....”</i></p> <p>Whilst indicatively shown to the west of the railway line, IGV provides potential to provide for this aim of the Plan either directly through the safeguarding of land on the site, or indirectly through facilitating non-vehicular modes of transport to the western boundary of the site and a connection over the railway line.</p>
2.2.3	<p>Policy INF2B also states:</p> <p><i>“i) The Council will work in partnership with County Councils, neighbouring local authorities, the National Forest Company, charitable organisations, landowners and developers to secure the expansion, improvement and protection of walking and cycling networks, including public rights of way, cycle routes, greenways and supporting infrastructure. Routes should be coherent, direct, continuous, safe, secure and attractive and should contribute to the wider green infrastructure network wherever possible.”</i></p>	N/A	2.2.34	No change proposed

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2.2.4	<p>The Derby City Local Plan - Part 1 Core Strategy was adopted in January 2017. The two policies most relevant to the Infinity Garden Village are:</p> <ul style="list-style-type: none"> ▪ Policy AC15: Land South of Wilmore Road, Sinfin (Infinity Park Derby) ▪ Policy CP24: Transport Infrastructure <p>[Tables]</p>	<p>Missed DCC policy AC18</p> <ul style="list-style-type: none"> ➤ Reference added to para 2.2.4 and policy added to tables. <p>Grammatical/typographical change</p> <p><u>DCC:</u></p> <p>Need to add in CP18 but also summarise implications of CP1(b), CP2, CP3/4, CP16 and CP19. DCC can provide text.</p> <ul style="list-style-type: none"> ➤ Need to avoid the DFD becoming a planning statement. Policies included for both SDDC (para 2.2.2) and DCC are limited to allocation and supporting infrastructure policies only. General Development Management/constraint policies, whilst important, are not the <u>most</u> relevant (as per the introductory wording to the bulleted list). Do not intend to further expand the policy section unless there is a particular justification for inclusion of a further policy(ies). 	2.2.45	<p>The Derby City Local Plan - Part 1 Core Strategy was adopted in January 2017. The two <u>three</u> policies most relevant to the Infinity Garden Village are:</p> <ul style="list-style-type: none"> ▪ <u>Policy AC15: Land South of Wilmore Road, Sinfin (Infinity Park Derby)</u> ▪ <u>Policy AC18: Wragley Way</u> ▪ Policy CP24: Transport Infrastructure <p><u>These policies are set out below.</u></p> <p>[Update to tables (not included in this document due to straight copy and paste from adopted policy)]</p>
	N/A	<p><u>DCC:</u></p> <p>The policy discussion makes no reference to Green Wedges, despite the site taking in one in part and adjoining another. Protection of Green Wedge is a policy for DCC and the DFD (as a sub-policy document) cannot override this. Vision for these designations to be extended into South Derbyshire should also not be lost.</p> <ul style="list-style-type: none"> ➤ Valid discussion. Agreed that the DP policies take primacy here, and none of the 	2.2.6	<p><u>There are further relevant policies within the DCC Core Strategy. Of significance is policy CP18 which designates and controls development within Green Wedges. There are two Green Wedges which either partly permeate into the site, or adjoin it. In the Green Wedge, policy CP18 confirms that development for public utilities will be allowed where it can be shown that a suitable site outside the Green Wedge is not available. It is</u></p>

Para §	Current text	Comments	Rev §	Proposed text
		allocations overrule the green wedge or presently erode the scope for extension of them. However, there is no policy designation in SDDC so any proposals for additional development beyond allocations will need to balance the competing interests at that point in time. For now, new paragraph added.		<u>an aim of the policy to ensure that development adjacent to a Green Wedge does not endanger the character and function of the wedge, whilst that where urban extensions occur the principle of the Green Wedge itself will be continued. This latter aim is recognised in SDDC policy INF13. Policy CP18 is also aided by DCC policies CP16 (Green Infrastructure) and CP19 (Biodiversity).</u>
2.2.5	The status of IGV is therefore enshrined in the Development Plans for both SDDC and DCC, and the DFD carries material weight under policies therein.	<u>DCC:</u> Suggest that 'The status of' is replaced with 'Delivering managed growth within what is not the' <ul style="list-style-type: none">➤ This does not make sense as an amendment. What is trying to be said here?	2.2. 37	No change proposed
	N/A	<u>DCC:</u> There is a need to be clear as to how non policy compliant proposals would be assessed, noting the DFD cannot 'overrule' the Development Plan. <ul style="list-style-type: none">➤ Agreed. Whilst such proposals would need to be considered on their merits in line with the statutory framework, clarity for all parties concerned is helpful at this point in time. New paragraph added.	<u>2.2.8</u>	<u>Notwithstanding the above policy position, it is recognised that the delivery of the IGV will require a financially viable development and proposals for additional development may be received. Such applications would be considered with regard to this DFD, but be primarily assessed against the prevailing planning policies of the relevant Local Plan(s). Where necessary, such applications would need to be supported by robust justification and, where relevant, a sequential test(s).</u>
2.3	THE VISION			
2.3.1	Infinity Garden Village will create a sustainable community to the south of the City of Derby,	Total housing number across authorities corrected.	2.3.1	Infinity Garden Village will create a sustainable community to the south of the City of Derby,

Para §	Current text	Comments	Rev §	Proposed text
	delivering around 1,950 new homes and at least 5,000 new jobs commensurate with infrastructure. It will include supporting community facilities, including primary and secondary schools, a new vibrant local centre, all set within high quality green and blue infrastructure to provide the Village with its own distinct character. Quality public spaces will unite and connect the community facilities together, creating spaces between buildings where people can meet, relax and spend time, providing opportunities for a strong local community to flourish and engage with its environment.	<p><u>DCC:</u></p> <p>Need something about connected routes and public transport in here.</p> <ul style="list-style-type: none"> ➤ Agreed and amended. 		delivering around 1,950 ,130 new homes and at least 5,000 new jobs commensurate with infrastructure. It will include supporting community facilities, including primary and secondary schools, a new vibrant local centre, all set within high quality green and blue infrastructure to provide the Village with its own distinct character. Quality public spaces will unite and connect the community facilities together, creating spaces between buildings where people can meet, relax and spend time, providing opportunities for a strong local community to flourish and engage with its environment. <u>The village will also benefit from well-connected, convenient and attractive pedestrian, cycling, public transport and vehicular routes.</u>
2.3.2	Whilst being in part self-contained, the high quality green linkages will provide good accessibility to surrounding areas and within the development.	<p><u>DCC:</u></p> <p>Additional text suggested</p> <ul style="list-style-type: none"> ➤ Agreed and amended 	2.3.2	Whilst being in part self-contained, the high quality green linkages <u>delivered through IGV</u> will provide good accessibility to surrounding areas and <u>destinations</u> within the development.
2.3.3	<p>Infinity Garden Village will derive its distinctiveness from:</p> <ul style="list-style-type: none"> ▪ Substantial and high quality green and blue linkages, running north to south and east to west throughout the village to not only provide attractive, well used, and continuous networks for wildlife, pedestrians and cyclists within the village; but to also connect the 	<p><u>HLM:</u></p> <p>Concern that the ‘centre of the village’ could be misconstrued without clarification of the 5th bullet</p> <ul style="list-style-type: none"> ➤ Agreed. It is not intended to have the local centre on the eastern edge of the housing allocation, and to do so would conflict with adopted policies. Amendment made. <p><u>DCountyC:</u></p>	2.3.3	<p>Infinity Garden Village will derive its distinctiveness from:</p> <ul style="list-style-type: none"> ▪ Substantial and high quality green and blue linkages, running north to south and east to west throughout the village to not only provide attractive, well used, and continuous networks for wildlife, pedestrians and cyclists within the village; but to also connect the

Para §	Current text	Comments	Rev §	Proposed text
	<p>village with surrounding areas and habitats;</p> <ul style="list-style-type: none"> ▪ The use of innovative Sustainable Drainage Systems (SuDS), ensuring that the water management strategy becomes a quality feature of the landscaping and an integral part of the layout; ▪ Incorporating existing wildlife habitats as much as possible, retaining hedgerows, trees, woodland and waterways and using these features as a base upon which to design the rest of the scheme, and supplementing them with new areas of habitat; ▪ The creation of community focused green spaces and gardens, where social interaction can be embraced; ▪ A strong and well defined ‘centre’ to the village, easily accessible to all and containing attractive and useable public realm and a mix of uses that are adequate to create a vibrant ‘heart’ with its use extending across different times of the day; ▪ A movement network which exhibits a range of different characters, with particular focus on the creation of green, well landscaped streetscapes, such as tree-lined avenues, and designed with the specific intention of encouraging travel by non-vehicular modes of transport, such as walking 	<p>Bullet point 3 - this needs to include reference to compensatory habitat where retention is not possible (i.e. to be consistent with NPPF para 109).</p> <ul style="list-style-type: none"> ➤ Agreed. Amendment made. <p><u>DCC:</u></p> <p>Question what is most important? It has to look like a Garden Village, followed by a strong and well-defined centre.</p> <p>First bullet needs to reference green wedge</p> <ul style="list-style-type: none"> ➤ Amendment made <p>Third bullet - mitigation for loss needs addressing</p> <ul style="list-style-type: none"> ➤ Incorporated under DCountyC comments <p>Sixth bullet needs more explicit mention of public transport and non-car modes of transport, or is this about public realm and building accessibility?</p> <ul style="list-style-type: none"> ➤ This is about public realm. Comments incorporated into amends to seventh bullet. 		<p>village with surrounding areas and habitats, including green wedges within the City;</p> <ul style="list-style-type: none"> ▪ The use of innovative Sustainable Drainage Systems (SuDS), ensuring that the water management strategy becomes a quality feature of the landscaping and an integral part of the layout; ▪ Incorporating existing wildlife habitats as much as possible, retaining hedgerows, trees, woodland and waterways and using these features as a base upon which to design the rest of the scheme, and supplementing them with new areas of habitat, and providing compensatory habitat where retention is not possible; ▪ The creation of community focused green spaces and gardens, where social interaction can be embraced; ▪ A strong and well defined ‘centre’ to the residential element of the village, easily accessible to all and containing attractive and useable public realm and a mix of uses that are adequate to create a vibrant ‘heart’ with its use extending across different times of the day; ▪ A movement network which exhibits a range of different characters, with particular focus on the creation of green, well landscaped streetscapes,

Para §	Current text	Comments	Rev §	Proposed text
	and cycling.			such as tree-lined avenues, and designed with the specific intention of encouraging travel by non-vehicular modes of transport, such as walking and cycling, <u>as well as use of public transport</u> .
2.3.4	The Infinity Garden Village community will be a place where people can experience a very high quality of life, where neighbourhoods will have an attractive mix of housing and public open spaces and access to a range of new and existing community facilities including primary and secondary schools, healthcare, outdoor sport and recreational opportunities and a range of high quality jobs.	N/A	2.3.4	No change proposed
2.3.5	The delivery of high quality employment space will also be a key focus of the development. This would aspire to create a mix of premises suitable to accommodate research, manufacturing and distribution industries.	<p><u>DCC:</u> Suggest additional text from policy AC15 to reflect planes, trains and automobiles vision</p> <ul style="list-style-type: none"> ➤ Sourced from policy and added <p><u>BWB & HLM:</u> Amendments suggested</p> <ul style="list-style-type: none"> ➤ Added 	2.3.5	The delivery of high quality employment space will also be a key focus of the development, <u>including. This would aspire to create</u> a mix of <u>high quality</u> premises suitable to accommodate research, manufacturing and distribution industries. <u>It is a particular aspiration of DCC to create a unique innovation and technology park that will showcase and support innovation related to the automotive, rail, aerospace and energy sectors.</u>

Para §	Current text	Comments	Rev §	Proposed text
3.1	LAND USES			
3.1.1	Whilst the plan on page 2 identifies the allocated developments in the Derby City and South Derbyshire Local Plans, the development of IGV will exceed the lifetime of both and hence needs to be responsive to changing housing, employment and infrastructure needs.	N/A	3.1.1	No change proposed
3.1.2	Fundamentally, the Village will have residential development to the south of Sinfin and Stenson Fields in the western part of the IGV area - this is the land allocated for around 1,950 dwellings at Wragley Way.	Total of housing across SDDC & DCC policies incorrect <ul style="list-style-type: none"> ➤ Corrected 	3.1.2	Fundamentally, the Village will have residential development to the south of Sinfin and Stenson Fields in the western part of the IGV area - this is the land allocated for around <u>1,950,130</u> dwellings at Wragley Way.
3.1.3	The central area of the IGV will be focussed on employment. This will be serviced by a new road that will link the recently constructed T12 road in the north to a new junction on the A50 in the south.	<u>DCC:</u> Need for the mention of SDITL - seems forgotten <ul style="list-style-type: none"> ➤ Not forgotten, but can be reworded to make it clear what the 'new road' is Need to clarify approach to potential additional employment land. <ul style="list-style-type: none"> ➤ Agreed (similar to housing potential). Amendment made. 	3.1.3	The central area of the IGV will be focussed on employment. This will be serviced by a new road <u>part of the SDITL</u> that will link the recently constructed T12 road in the north to a new junction on the A50 in the south. <u>As part of the IGV proposals, this area has also been identified as having potential to deliver further employment floorspace, although this would need to be considered under a future Local Plan review or a planning application.</u>
3.1.4	A blue/green corridor from Sinfin Moor Park in the north down to the A50 in the south will help to provide an appropriate interface between these primarily residential and employment land uses. Further blue/green corridors will reach out east and west through the wider village from this central 'spine'	Full stop missing <ul style="list-style-type: none"> ➤ Corrected <u>DCC:</u> Suggested additions, whilst reference to green wedge and potential for its extension is needed.	3.1.4	A <u>multi-functional</u> blue/green corridor from Sinfin Moor Park in the north down to the A50 in the south <u>will extend the role of existing green infrastructure, from the Sinfin green wedge in Derby, and will</u> help to provide an appropriate interface between these primarily residential and employment land uses. <u>This has</u>

Para §	Current text	Comments	Rev §	Proposed text
		➤ Included		<u>the potential to act as an extension to the green wedge.</u> Further blue/green corridors will reach out east and west through the wider village from this central 'spine'.
3.1.5	New movement connections will be provided on an east to west axis and these will also run along green/blue linkages through the developments. Wherever possible, efforts will be made to combine transport routes with green/blue infrastructure in innovative and socially inclusive ways.	N/A	3.1.5	No change proposed
3.1.6	The linkages through the village will also connect with well-designed recreational infrastructure, with their location focussed towards the housing development.	N/A	3.1.6	No change proposed
3.1.6	To the east, land at Lowes Farm will deliver a new secondary school that will be accessed off the T12 route in the early years of delivering the village. As part of the IGV proposals, this area has also been identified as having a potential to deliver further homes, but that decision will be the subject of a future Local Plan review. This school should benefit from safe, direct and convenient pedestrian and cycle links so to encourage walking and cycling to school.	<p>Paragraph numbering issue</p> <p><u>CLLrDS:</u></p> <p>Location of school is unacceptable. If Stenson Ward is to have the housing, then the school should be located here too. Proposed site is too close to Chellaston Academy. Should be within walking distance of extreme west of site.</p> <p>➤ See comments under para 1.1.3. Emphasis added under para 3.2.6 and 4.1.3 regarding connections and timing of their delivery.</p> <p><u>DCC:</u></p> <p>Reference to public transport needed. Reordering also beneficial, whilst reference to green wedge and</p>	<u>3.1.7</u>	To the east, land at Lowes Farm will deliver a new secondary school that will be accessed off the T12 route in the early years of delivering the village. As part of the IGV proposals, this area has also been identified as having a potential to deliver further homes, but that decision will be the subject of a future Local Plan review. This school should benefit from safe, direct and convenient pedestrian and cycle links so to encourage walking and cycling to school. <u>Public transport routes created should also service this school, as well as the primary school in the housing allocation. As part of the IGV proposals, this area has also been identified as having a potential to deliver</u>

Para §	Current text	Comments	Rev §	Proposed text
		<p>expansion of is appropriate given policy INF13.</p> <ul style="list-style-type: none"> ➤ Agreed and amended 		<p><u>further homes, but that decision will be the subject of a future Local Plan review. It is also recognised that this area could facilitate an extension of the Chellaston green wedge.</u></p>
3.1.7	<p>In addition to homes, jobs and the new secondary school, Infinity Garden Village will also deliver at least one new mixed use local centre, providing a focus for the community, the potential location lying in the vicinity of the junction of Wragley Way and Arleston Lane. A new primary school is also proposed as part of the Wragley Way development and its position is also envisaged to be close to the centre of the Wragley Way housing allocation. Community facilities should be located close to this local centre and enlivened with quality public realm as far as possible in order to compliment the community ‘heart’ described in the vision.</p>	<p>Paragraph numbering issue</p> <p><u>CllrDS:</u></p> <p>This location should be slightly to the east of Arleston Lane and should be of sufficient size to accommodate all pupils from Stenson Fields (given some children have to attend Findern School).</p> <ul style="list-style-type: none"> ➤ DFD is not intended to be prescriptive in respect of locations of particular uses/facilities. This will be led by masterplanning work and the Design and Access Statement (and indicative layout) with the outline application. Must be remembered that the school is primarily to mitigate the additional housing under IGV - not existing issues, whilst catchments are beyond our control. Potential however for new children on western end of IGV to migrate towards Findern School allowing capacity for Stenson Fields children at IGV. <p><u>DCC:</u></p> <p>Need to be clearer on number, role and location of new centre. Also the masterplan shows new retail facilities at the A50 junction - we need to be clear if this is supported through the DFD or not.</p> <ul style="list-style-type: none"> ➤ Not possible to be clear on number and 	<u>3.1.8</u>	<p>In addition to homes, jobs and the new secondary school, Infinity Garden Village will also deliver at least one new mixed use local centre, providing a focus for the community <u>and catering for convenience needs</u>, the potential-preferred location lying in the vicinity of the junction of Wragley Way and Arleston Lane. <u>Any further retail elsewhere within IGV will need to be evidenced and justified against prevailing retail policy.</u> A new primary school is also proposed as part of the Wragley Way development and its position is also envisaged to be close to the centre of the Wragley Way housing allocation. Community facilities should be located close to this local centre and enlivened with quality public realm as far as possible in order to compliment the community ‘heart’ described in the vision.</p>

Para §	Current text	Comments	Rev §	Proposed text
		precise location of local centre at this time, but its role and broad location is already set out sufficiently. Agreed on provision of retail facilities near A50 - this is not within the scope of adopted policies. Masterplan will also need to be adjusted.		
	N/A	<p><u>IGVLF:</u></p> <p>Need for a broad principle in respect of the timing and delivery of the land uses.</p> <ul style="list-style-type: none"> ➤ Added accordingly. 	<u>3.1.9</u>	<u>All of the above land uses, connections and facilities, along with off-site works and mitigation where necessary, will need to be delivered in a timely manner. Phasing plans will be developed at the planning applications stage.</u>
3.2	MOVEMENT FRAMEWORK			
3.2.1	<p>The Movement Framework encompasses vehicular, pedestrian and cycle links. In respect of movements, the framework is focussed on the delivery of four new elements of infrastructure:</p> <ol style="list-style-type: none"> 1) Phase 1 of the SDITL. This runs from the western boundary of the Infinity Garden Village area through to the T12 roadlink in the north; 2) A new junction on the A50. The SDITL will link into this new junction to facilitate both east-west and north-south movements; and 3) A network of green and blue infrastructure providing for inter-connected routes to both encourage 	<p><u>IGVLF:</u></p> <p>Bullet point 2 - impression given by 'north-south movements' in the context of the A50 junction.</p> <p>Bullet points 2 & 3 - 'and' incorrectly positioned.</p> <ul style="list-style-type: none"> ➤ Amendments made <p><u>DCC:</u></p> <p>Need to explain how these elements of infrastructure will be financed.</p> <ul style="list-style-type: none"> ➤ Whole section for this at 3.3, subject to addition reference to bus routes at 3.3.8. <p>First time that SDITL has been mentioned - needs explaining earlier.</p> <ul style="list-style-type: none"> ➤ Mentioned at 1.1.3 and 3.1.3, and in policies 	3.2.1	<p>The Movement Framework encompasses vehicular, pedestrian and cycle links. In respect of movements, the framework is focussed on the delivery of four new elements of infrastructure:</p> <ol style="list-style-type: none"> 1) Phase 1 of the SDITL, .-This<u>which</u> runs from the western boundary of the Infinity Garden Village<u>IGV</u> area through to the T12 road link<u>in the north,</u> <u>provides the majority of required mitigation for traffic generated from the village;</u> 2) A new junction on the A50 <u>into which-</u> The the SDITL will link <u>into this new junction-</u> to facilitate both east-west and north-south <u>more direct</u> movements <u>to</u>

Para §	Current text	Comments	Rev §	Proposed text
	<p>commuting to places of work and services, and promote higher levels of leisure and recreational use.</p> <p>4) A viable network of estate roads which could support bus routes, allowing for direct and regular bus services to take residents and workers to and from their homes and places of work and education.</p>	<p>summary. No need to repeat it here.</p> <p>Bullet point 2 - Does it? 2 separate functions - it was suggested that the new link road might be the only mitigation for increased traffic volume and this needs explaining.</p> <ul style="list-style-type: none"> ➤ Bullet points 1 and 2 rephrased. <p><u>BWB & HLM:</u></p> <p>Grammatical corrections and suggested addition to end of bullet point 2, relating to the A50 junction providing mitigation to the wider network.</p> <ul style="list-style-type: none"> ➤ Grammatical changes accepted. Suggested addition altered to recognise that mitigation to wider network is not certain without modelling having been completed. 		<p>and from the strategic road network, and potentially provide mitigation on the wider network;and</p> <p>3) A network of green and blue infrastructure providing for inter-connected routes to both encourage commuting to places of work and services, and promote higher levels of leisure and recreational use-; and</p> <p>4) A viable network of estate roads which could support bus routes, allowing for direct and regular bus services to take residents and workers to and from their homes and places of work and education.</p>
3.2.2	<p>It is anticipated that the delivery of the new A50 junction and that part of the SDITL from the new junction up to T12 will be delivered first. This is in order to provide a dedicated access to Infinity Park Derby to allow the extension of Infinity Park Derby to proceed and to also alleviate traffic pressures on the Bonnie Prince junction on the A50.</p>	<p><u>DCountyC:</u></p> <p>‘Part’ delivery of the SDITL first seems to be inconsistent with 3.3.2 whereby delivery of the SDITL would be delivered in phases - presumably as and when each individual landowner deemed it in their interests.</p> <ul style="list-style-type: none"> ➤ Clarification needed. See amendments at 3.3.2 <p><u>DCC:</u></p> <p>Do we want to say this in advance of modelling results? Seems unwise to propose timing in advance of modelling outputs and HE agreement. It could perhaps talk about the potential benefits without the timings. Also, does this give the impression that the</p>	3.2.2	<p>It is anticipated that the delivery of the new A50 junction and that part of the SDITL from the new junction up to T12 will be delivered first. This is in order to provide a dedicated access to Infinity Park Derby to allow the extension of Infinity Park Derby to proceed and to also alleviate traffic pressures on the Bonnie Prince junction on the A50. It would also assist in the early delivery of housing to the eastern end of the Wragley Way housing land.</p>

Para §	Current text	Comments	Rev §	Proposed text
		<p>housing land will come forward later?</p> <ul style="list-style-type: none"> ➤ It is clear from the masterplanning meetings, and now what has also been communicated to the IGVLf, that the road application is likely autumn 2018. In the context of the sub-chapter (movement framework) and the preceding paragraph of 4 pieces of movement infrastructure, this appears correct. However, suggested that we add a reference to the scope for this to unlock delivery of some housing. <p>BWB & HLM:</p> <p>Suggestion that additional text does not limit it to delivery of eastern end of housing land.</p> <ul style="list-style-type: none"> ➤ Existing knowledge of highway impacts would make development at the western end inappropriate without the link to the new A50 in place. Delivery must therefore begin from the eastern end of the allocation until the link road is substantially in place. 		
3.2.3	The development will provide a network of connected and continuous dedicated pedestrian and cycle linkages, some set within green/blue corridors to provide high quality non-car transport options between homes and places of work, local services and facilities both within the Infinity Garden Village and within the neighbouring areas of Chellaston, Sinfyn and Stenson Fields. Linkages will run both north to south and also east to west.	N/A	3.2.3	No change proposed

Para §	Current text	Comments	Rev §	Proposed text
	These corridors will help to provide a green framework within which development parcels will sit and promote the drawing in of a green environment into these parcels.			
3.2.4	The focus towards delivery of the SDITL, A50 junction and pedestrian and cycle linkages will result in some existing routes becoming downgraded from vehicular routes to greenways. These may be on or off the site, and will be informed by traffic modelling for the wider village and subsequent development proposals.	N/A	3.2.4	No change proposed
3.2.5	Public Transport provision will be provided to connect the village to Sinfin, Stenson Fields, Chellaston, Rolls Royce and Derby City Centre. The detailed design will facilitate circulatory bus routes broadly following the entire SDITL route, although the street network and layout should also be designed to have regard to the most viable public transport routes for operators.	<p><u>CLlrDS</u>:</p> <p>Local members need to be part of the liaison between bus companies and the Councils regarding routes.</p> <p>➤ Comments incorporated.</p> <p><u>IGVLF</u>:</p> <p>‘Provision will be provided’? Re-word?</p> <p>➤ Corrected</p>	3.2.5	Public Transport provision will be provided secured to connect the village to Sinfin, Stenson Fields, Chellaston, Rolls Royce and Derby City Centre. The detailed design will facilitate circulatory bus routes broadly following the entire SDITL route, although the street network and layout should also be designed to have regard to the most viable public transport routes for operators. <u>There shall be liaison between the service providers, Councils, and developers in establishing the routes.</u>
	N/A	<p>See comments at 3.1.6</p> <p><u>DCountyC</u>:</p> <p>No mention is made in Section 3 to the use of Compulsory Purchase Orders, where necessary, which would assist land assembly enormously.</p>	<u>3.2.6</u>	<u>The timing and delivery of all these connections and services will be integral to ensuring a sustainable form of development at all stages in the delivery of IGV. Early delivery will be encouraged where there is the capacity for associated infrastructure to sustain this,</u>

Para §	Current text	Comments	Rev §	Proposed text
		➤ Incorporated into this new paragraph		<u>whilst use of Compulsory Purchase Powers may be considered if absolutely necessary.</u>
3.3	FINANCING & DELIVERY			
3.3.1	Key issues for development of Infinity Garden Village are the delivery of the SDITL and the new junction on the A50. The provision of and/or contributions to the construction of the SDITL is a requirement of SDDC policy H15 and DCC policy CP24, whilst other off-site infrastructure improvements may also be required.	N/A	3.3.1	No change proposed
3.3.2	The developers of the Wragley Way housing allocation are providing for the delivery of the SDITL that will pass through its land interest - to the eastern and western extremities of the allocation site. This will be delivered in phases as the Wragley Way site is built out and be designed so not to prejudice the ability of this east to west link to cater for any future development needs on the southern edge of Derby.	See comments at 3.2.2 <u>DCC:</u> Suggested addition ➤ Included	3.3.2	The developers of the Wragley Way housing allocation are providing for the delivery of the SDITL that will pass through its land interest - to the eastern and western extremities of the allocation site. <u>Across the housing allocation</u> T his will be <u>designed in response to the transport modelling and</u> delivered in phases as the Wragley Way site is built out and be designed so not to prejudice the ability of this east to west link to cater for any future development needs on the southern edge of Derby.
3.3.3	The Infinity Park employment extension requires the SDITL to extend from the T12 road in the north to this development site and to the south, to connect to the A50. The new junction on the A50 at Deepdale Lane will not only provide better access to the Infinity Park	<u>DCC:</u> Suggested correction ➤ Amended	3.3.3	The Infinity Park employment extension requires the SDITL to extend from the T12 road in the north to this development site and to the south, to connect to the A50. The-A new junction on the A50 at Deepdale Lane will not only provide better access to the Infinity

Para §	Current text	Comments	Rev §	Proposed text
	Southern Extension; it will also assist in tying the two elements of the SDITL together.			Park Southern Extension; it will also assist in tying the two elements of the SDITL together.
3.3.4	The landowners who are required to deliver the SDITL and new junction on the A50 through to the T12 link road, together with the IGV developers and the three local authorities, are jointly pursuing the delivery of this infrastructure to unlock both housing and employment development as part of IGV. This is perhaps seen as a crucial part of the SDITL in unlocking the delivery of the IGV.	<p>See comments at 2.1.6</p> <p><u>DCC:</u></p> <p>Somehow need to reflect that there are unresolved issues over the north/south alignment</p> <ul style="list-style-type: none"> ➤ Mixed messages on this point. These comments suggest the alignment is not agreed, but the opposite message received at March Masterplanning meeting (para 3.3 of the notes). No amends proposed. <p><u>BWB & HLM:</u></p> <p>Suggestion that A50 should be referenced separately in additional text.</p> <ul style="list-style-type: none"> ➤ Not required. Paragraph begins by referencing the SDITL and A50 'as one'. 	3.3.4	The landowners who are required to deliver the SDITL and new junction on the A50 through to the T12 link road, together with the IGV developers and the three local authorities, are jointly pursuing the delivery of this infrastructure to unlock both housing and employment development as part of IGV. This is perhaps seen as a crucial part of the SDITL in unlocking the delivery of the IGV <u>and forms the primary element of infrastructure, currently being developed ahead of a formal planning application.</u>
3.3.5	Planning applications for housing, employment or commercial uses will need to demonstrate that the development proposed is proportionally contributing to the delivery of this key piece of infrastructure. A mechanism to ensure this is achieved will be developed. Any development coming forward in advance of this infrastructure being provided will need to demonstrate that it can be accommodated without resulting in any severe highways impacts and without the need for the SDITL.	<p>See comments at 1.2.3</p> <p><u>DCC:</u></p> <p>Who will develop the mechanism and when?</p> <ul style="list-style-type: none"> ➤ Amendment made, although it is noted that the City have already allowed development which could have contributed accordingly, so no longer possible to prevent any delivery until this is in place. <p>Word change/addition suggested</p> <ul style="list-style-type: none"> ➤ 'Severe' used to reflect NPPF para 32, but 	3.3.5	Planning applications for housing, employment or commercial uses will need to demonstrate that the development proposed is proportionally contributing to the delivery of this key piece of infrastructure. A mechanism to ensure this is achieved will be developed <u>promptly between the authorities and the promoters/landowners whilst continued efforts will be made to secure available grant funding.</u> Any development coming forward in advance of this infrastructure being provided will need to demonstrate that it can be accommodated

Para §	Current text	Comments	Rev §	Proposed text
		<p>agreed that we should strive for a better outcome.</p> <p><u>BWB & HLM:</u></p> <p>Suggest deletion of “and without the need for the SDITL”</p> <ul style="list-style-type: none"> ➤ Deletion not appropriate as it has been established at the SDDC Local Plan Part 1 stage that the SDITL is required to mitigate the housing allocation (presuming no other solution is provided). To deviate from this finding requires particular justification, particularly when development may then prejudice delivery if later found to be needed. 		without resulting in any severe-unacceptable highways impacts and without triggering the need for the SDITL.
3.3.6	Provision must also be made for all development within Infinity Garden Village to contribute proportionately to the overall cost of delivering the remaining infrastructure required to support development and community needs (in so far as relevant to the type of development concerned). This is in relation to both on-site (i.e. within the boundaries of specific development proposals), within the wider Infinity Garden Village, and off-site.	N/A	3.3.6	No change proposed
3.3.7	The vast majority of infrastructure provision will be provided as part of planning application proposals. In respect of the Wragley Way housing proposals, the developer will need to ensure the phased delivery of necessary	<p><u>IGVLE:</u></p> <p>No mention of healthcare provision.</p> <ul style="list-style-type: none"> ➤ Not a requirement under policy H15, but HLM and the CCG have indicated scope to secure a 	3.3.7	The vast majority of infrastructure provision will be provided as part of planning application proposals. In respect of the Wragley Way housing proposals, the developer will need to ensure the phased delivery of necessary

Para §	Current text	Comments	Rev §	Proposed text
	<p>infrastructure within the allocated site including:</p> <ul style="list-style-type: none"> ▪ New primary school; ▪ New local centre(s); ▪ Community facilities; ▪ Recreational facilities; ▪ Open space and landscaping. <p>Given the Vision for the IGV, early delivery of social infrastructure, and green/blue linkages, will be promoted, subject to phasing and viability.</p>	<p style="text-align: center;"><u>site/facility if feasible</u></p> <p><u>DCC:</u> Addition suggested</p> <p style="padding-left: 20px;">➤ <u>Amendment made</u></p>		<p>infrastructure within the allocated site including:</p> <ul style="list-style-type: none"> ▪ New primary school; ▪ New local centre(s); ▪ <u>Community facilities;</u> ▪ <u>Healthcare facilities, where feasible;</u> ▪ Recreational facilities; ▪ Open space and landscaping. <p>Given the Vision for the IGV, early delivery of social infrastructure, and green/blue linkages, will be promoted, subject to phasing and viability.</p>
3.3.8	All development proposals will need to make appropriate provision for drainage, landscaping, estate roads, cycling and walking connections and open space, having regard to the Vision and the more detailed proposals set out within this DFD.	See comments at 3.2.1	3.3.8	All development proposals will need to make appropriate provision for drainage, landscaping, estate roads, <u>bus routes</u> , cycling and walking connections and open space, having regard to the Vision and the more detailed proposals set out within this DFD.
3.3.9	The proposed secondary school on the Lowes Farm site will be delivered by the County Education Authority, funded in part by contributions from various residential development proposals in and around Derby - including housing development within IGV.	N/A	3.3.9	No change proposed
3.3.10	<p>Infrastructure will be required outside of the employment and housing allocations to support the Infinity Garden Village proposals. This includes:</p> <ul style="list-style-type: none"> ▪ Those parts of the SDITL that are not 	<p><u>WBD:</u> The paragraph needs reference to the creation of a mechanism to achieve these items.</p> <p style="padding-left: 20px;">➤ <u>Agreed. Text added.</u></p>	3.3.10	<p>Infrastructure will be required outside of the employment and housing allocations to support the Infinity Garden Village proposals. This includes:</p> <ul style="list-style-type: none"> ▪ Those parts of the SDITL that are not

Para §	Current text	Comments	Rev §	Proposed text
	<p>part of the Wragley Way housing site or part of the Infinity Park Derby Southern Extension;</p> <ul style="list-style-type: none"> ▪ The new junction on the A50; ▪ Walking and cycling connections between the Wragley Way housing site and Infinity Park Derby Southern Extension, and also between Sinfin and Chellaston and the new secondary school site; ▪ Potential vehicular connections between the SDITL and Infinity Park Derby Southern Extension (as may be informed by transport modelling); ▪ Drainage, landscaping and open space provision along those areas of the SDITL not within the allocations; ▪ Any compensatory measures as a result of the SDITL, particularly in relation to sports pitches and the local nature reserve. 	<p><u>DCC</u>:</p> <p>Suggested addition/alteration of text and addition of bullets:</p> <ul style="list-style-type: none"> ▪ Green Wedge protection for Sinfin Moor. ▪ Local district centre, shopping facilities <ul style="list-style-type: none"> ➤ This paragraph is about infrastructure required outside of the allocations. A local district centre is not justified in adopted policies, whilst green wedge protection is not infrastructure provision - this is a constraint to minimise and mitigate effects upon. However, it could be phrased to 'offset' any necessary loss of green wedge. ➤ Changes/additions to text accepted. <p>Question how the effect on the LNR affects local plan requirements.</p> <ul style="list-style-type: none"> ➤ Not affected by employment or housing allocations (white land within IGV designation). Considered that list is therefore already sufficient. <p>More discussion needed about ensuring developments within the city and South Derbyshire are complementary.</p> <ul style="list-style-type: none"> ➤ This is a design principle - nothing to do with delivery. 		<p>part of the Wragley Way housing site or part of the Infinity Park Derby Southern Extension;</p> <ul style="list-style-type: none"> ▪ The new junction on the A50; ▪ Walking and cycling connections between the Wragley Way housing site and Infinity Park Derby Southern Extension, and also between Sinfin and Chellaston and the new secondary school site; ▪ Potential vehicular connections between the SDITL and Infinity Park Derby Southern Extension (as may be informed by transport modelling); ▪ Drainage, landscaping and open space provision along those areas of the SDITL not within the allocations; ▪ Any compensatory measures as a result of the SDITL, particularly in relation to sports pitches and the local nature reserve <u>as well as offsetting any necessary loss of green wedge through creation of new suitable space for future designation.</u> <p><u>A mechanism to ensure this infrastructure is delivered at the correct time will be developed.</u></p>
3.4	CLIMATE CHANGE & ENERGY CONSUMPTION	N/A		
3.4.1	Drainage infrastructure must be designed to account for climate change predictions,	<u>DCC</u> :	3.4.1	Drainage infrastructure must be designed <u>holistically, so that infrastructure for one</u>

Para §	Current text	Comments	Rev §	Proposed text
	including an element of 'urban creep' to offset changes to property over the lifetime of the village.	Suggested insertion of text ➤ Amendment made		development within IGV does not prejudice another being bought forward, and to account for climate change predictions, including an element of 'urban creep' to offset changes to property over the lifetime of the village.
3.4.2	To reflect the drainage dynamics of the existing site, water consumption should also be reduced. Domestic and commercial properties will be expected to deploy water efficient fittings and fixtures to reduce daily consumption, linked to rainwater capture and greywater harvesting in certain circumstances.	N/A	3.4.2	No change proposed
3.4.3	Soft landscaping should be promoted within individual properties and the public realm given careful siting and choice of trees, etc. can assist with cooling of buildings and improvement of air quality.	<u>DCC</u> : Suggested insertion of text ➤ Amendment made	3.4.3	Soft landscaping should be promoted within individual properties and the public realm given careful siting and choice of trees, etc. can assist with surface water drainage , cooling of buildings and improvement of air quality.
3.4.4	Employment and domestic buildings should be built to low-carbon standards with high levels of energy efficiency (above that required by building regulations where feasible). Orientation of buildings should maximise solar gain to reduce reliance on artificial methods of heating and lighting. Inclusion of solar arrays on roofs to employment units, linked to battery storage (subject to related noise, etc. impacts) should be considered, whilst individual energy generation technologies for dwellings (e.g. ground and/or air source heat pumps, solar thermal and solar PV) should also be promoted	<u>DCC</u> : Suggested insertion of text ➤ Amendment made <u>DCountyC</u> : Reference needs to be made to the importance of the provision of low emissions vehicle charging infrastructure as part of housing and employment development. ➤ Agreed, particularly as this can form one of the unique selling points of the status of the	3.4.4	Employment and domestic buildings should be built to low-carbon standards with high levels of energy efficiency (above that required by building regulations where viable /feasible). Orientation of buildings should maximise solar gain to reduce reliance on artificial methods of heating and lighting. Inclusion of solar arrays on roofs to employment units, linked to battery storage (subject to related noise, etc. impacts) should be considered, whilst individual energy generation technologies for dwellings (e.g. ground and/or air source heat pumps, solar thermal and solar PV) should also be promoted

Para §	Current text	Comments	Rev §	Proposed text
	where feasible.	IGV. Amendment made.		where feasible. <u>Low emissions vehicle charging points should also be included so to encourage a shift from fossil fuel powered motor vehicles to electric vehicles.</u>
3.4.5	Consideration will also be given to district-wide energy generation, distribution and use by way of community heat and electricity infrastructure.	<u>DCC</u> : Suggested insertion of text ➤ Amendment made	3.4.5	Consideration will also be given to district-wide energy generation, distribution and use by way of community heat and electricity infrastructure, <u>especially given opportunities presented by the significant commercial development to the north around the Rolls-Royce campus.</u>

Para §	Current text	Comments	Rev §	Proposed text
4.1	HIGHWAYS			
4.1.1	In addition to the SDITL, Infinity Garden Village will include a variety of road types suited to the needs of the types of development they serve. The design and route of the SDITL and other roads will be agreed with the relevant Planning and Highway Authorities, with reference being made to national design guidance set out in Manual for Streets (I and II).	<p><u>DCountyC:</u></p> <p>The function of SDITL needs to be clarified once we see the effects of the A50 junction. At this stage it might be sensible to make reference to MfS or the Design Manual for Roads and Bridges</p> <ul style="list-style-type: none"> ➤ Valid point - presumptuous otherwise. Amendment made. <p><u>DCC:</u></p> <p>Relevant planning and highway authorities need defining</p> <ul style="list-style-type: none"> ➤ Considered to be unnecessary given the purpose of the document and that fact that these will vary from development to development across the entire site. 		In addition to the SDITL, Infinity Garden Village will include a variety of road types suited to the needs of the types of development they serve. The design and route of the SDITL and other roads will be agreed with the relevant Planning and Highway Authorities, with reference being made to national design guidance set out in Manual for Streets (I and II) <u>or Design Manual for Roads and Bridges, as appropriate.</u>
4.1.2	Effort will be made, particularly where within or adjoining residential development, to design the streets so that they incorporate hard and soft landscaping features to make them visually attractive and suitable for all ages and abilities. The coming together of blue and green infrastructure along these routes will be of particular importance.	N/A		No change proposed
4.1.3	Conjoined and segregated walking and cycling routes will be provided to provide a choice of safe, convenient and attractive routes through the development and to nearby areas. This may include the use of shared surfaces where	See comments at 3.1.6.		Conjoined and segregated walking and cycling routes will be provided <u>at the appropriate times</u> to provide a choice of safe, convenient and attractive routes through the <u>development village</u> and to nearby areas. This may include

Para §	Current text	Comments	Rev §	Proposed text
	appropriate.			the use of shared surfaces where appropriate, <u>as well as temporary routes whilst surrounding development is built out.</u>
	N/A	<p><u>DCC:</u></p> <p>This section needs more on the approach to public transport</p> <ul style="list-style-type: none"> ➤ Agreed, and best practice from other sites can inform this accordingly. Paragraph added. 	<u>4.1.4</u>	<u>New and/or extended bus services will be facilitated through the site by the creation of logical, convenient and well-designed routes. Attention will need to be given to the timing and frequency of such services, recognising the modern 24-hour employment models for many logistics and manufacturing companies, as well as the point at which there is sufficient 'mass' to make services viable. Effort will be made to engage with such operator(s) at an early stage so to inform planning applications and layouts.</u>
4.1.4	Provision for on and off-street parking will be made in a mixture of styles. Consideration will be given the level of allocated parking for particular uses and size of dwellings proposed.	N/A	<u>4.1.5</u>	No change proposed
	N/A	See comments at 2.1.7	<u>4.1.6</u>	<u>It will be important to minimise and mitigate any adverse effects of existing routes beyond IGV. Consideration will be given to downgrading Arlestone Lane and Deep Dale Lane (within the site) to a greenway, and enhancing Sinfin Moor Lane as a greenway, along with measures to discourage use of Deep Dale Lane south of the A50. Consideration may also be given to reinstating two-way vehicular movement and a pedestrian bridge over the railway at Stenson Road.</u>

Para §	Current text	Comments	Rev §	Proposed text
4.2	DRAINAGE			
4.2.1	Existing drainage networks within the Infinity Garden Village will be retained and improved, incorporated within 'green infrastructure' areas where possible. These will form a critical part of the unique identity of the village and will contribute to and connect with new drainage networks created.	<p><u>DCC:</u> Can we be certain that existing drainage networks will be retained?</p> <p>➤ Valid point. Amendment made.</p>		<p>It will be expected that Existing-existing drainage networks within the Infinity Garden Village will be retained and improved, <u>as far as is practicable</u>, and incorporated within 'green infrastructure' areas where possible. These will form a critical part of the unique identity of the village and will contribute to and connect with new drainage networks created.</p>
4.2.2	Existing flood risk will be mitigated whilst new surface water drainage will be delivered in a variety of methods, creating multiple 'trains' of water attenuation and treatment which can be accessible to and enjoyed by residents and employees within IGV.	N/A		No change proposed
4.3	LANDSCAPING & OPEN SPACE			
4.3.1	Infinity Garden Village will provide significant areas of new landscaping and open space. This will include both formal and more natural planted areas. Housing development will include all levels of children's play areas and further opportunities for informal sport and recreation. It will also include provision of allotments and orchards to promote social cohesion and sustainable lifestyles.	N/A		No change proposed
4.3.2	Existing hedgerows and trees will be retained within open spaces and enhanced with additional planting where possible. Existing	<p><u>DCC:</u> Suggested insertion of text</p>		Existing <u>public open space, sports pitches,</u> hedgerows and trees will be retained within open spaces and enhanced with additional

Para §	Current text	Comments	Rev §	Proposed text
	watercourses will similarly be retained and enhanced, whilst shared open space use of SuDS will be incorporated where practical.	➤ Amendment made		planting where possible. Existing watercourses will similarly be retained and enhanced, whilst shared open space use of SuDS will be incorporated where practical.
4.4	UTILITIES			
4.4.1	Utility networks will be extended and reinforced to serve Infinity Garden Village, including provision for high speed broadband. This should include fibre to premises connections so ensure high speed delivery all the way from the exchange to devices. Attention will be given to siting of below ground utilities to enable future transport needs to be met whilst also minimising disruption to landscaped areas.	N/A		No change proposed
4.5	SOCIAL, HEALTH & EDUCATION			
4.5.1	The community and education facilities and services provided within Infinity Garden Village will aim to primarily meet many of the day-to-day needs of those living and working within the development. Where certain needs cannot be met within the village, such as secondary healthcare or certain types of sport provision; safe and convenient links will be provided to other nearby facilities and services, such as those at the Sinfin District Centre and further afield within Derby. This may require off-site works to secure physical improvements and in turn more attractive connections and routes.	<p><u>CllrDS and IGVLf:</u></p> <p>Any s106 contributions generated must be spent for residents in the locality and not in Littleover. A site should be allocated and the CCG urged to engage with local GPs to see what facilities they would require to serve the new development.</p> <p>➤ Comments incorporated, noting that an on-site solution may not be deliverable given the CCG's operational model.</p> <p><u>IGVLf:</u></p> <p>Timing of constructing the secondary school and the</p>		The community, healthcare and education facilities and services provided within Infinity Garden Village will aim to primarily meet many of the day-to-day needs of those living and working within the development. This will include the safeguarding of suitable sites where appropriate. The Clinical Commissioning Group (CCG) will be encouraged to deliver primary healthcare needs on site. Where certain needs cannot be met within the village, such as secondary healthcare or certain types of sport provision; safe and convenient links will be provided to other nearby facilities and

Para §	Current text	Comments	Rev §	Proposed text
	These links will also promote two-way movement, and encourage existing residents to utilise the provision made within IGV and contribute to its vibrancy. Facilities should be co-located wherever appropriate to encourage linked trips, create a community 'heart' and increase the likelihood of walking and cycling.	<p>delivery of roads/connections - could there be a mismatch leading to long, circuitous routes for children?</p> <ul style="list-style-type: none"> ➤ This concern would be minimised through triggers under s106 obligations and the phasing plan (see 3.1.9 and 3.2.6) <p><u>DCC:</u> Off-site works reference also needs to account for potential developer contributions to services/proposals within City or elsewhere</p> <ul style="list-style-type: none"> ➤ Amendment made 		services, such as those at the Sinfin District Centre and further afield within Derby. This may require off-site works <u>and/or financial contributions</u> to secure physical improvements and in turn more attractive connections and routes. These links will also promote two-way movement, and encourage existing residents to utilise the provision made within IGV and contribute to its vibrancy. Facilities should be co-located wherever appropriate to encourage linked trips, create a community 'heart' and increase the likelihood of walking and cycling.
4.5.2	The sports needs for the residents of IGV will be primarily catered for by supporting the development of the Parklife Hub within Derby City. That said, all residents should have high quality green spaces within walking distance of their homes to encourage informal sports activity.	<p><u>DCC:</u> Change reference to potential project.</p> <ul style="list-style-type: none"> ➤ Amendment made. 		The sports needs for the residents of IGV will be primarily catered for by supporting the <u>development of the Parklife Hubimprovement of facilities</u> within Derby City. That said, all residents should have high quality green spaces within walking distance of their homes to encourage informal sports activity.
4.6	RETAIL			
4.6.1	Infinity Garden Village will include retail services, focussed on meeting local needs including those living within the Wragley Way housing development, working at Infinity Park and using the SDITL. Retail should be integrated with areas of public realm. For example, a public square fronted with retail, a café and the primary school, or a	<p><u>IGVLF:</u> Questioned the scale of the local centre and the magnitude and impact on roads.</p> <ul style="list-style-type: none"> ➤ Addressed in para 3.1.8 and elsewhere in the DFD. <p><u>DCC:</u></p>		No change proposed

Para §	Current text	Comments	Rev §	Proposed text
	pedestrianised street with shop units fronting it. Car orientated retail areas are not part of the vision for IGV.	<p>Scale and function of local centre needs clarifying.</p> <ul style="list-style-type: none"> ➤ Addressed in para 3.1.8. <p>Talk about this more in the section on infrastructure. Does the document refer to S106 obligations?</p> <ul style="list-style-type: none"> ➤ This is the section on infrastructure. Not considered necessary to expand further than the discussion already provided here and at 3.1.8. Not considered necessary to refer to s106 obligations when only gravitas for retail is under SDDC policy H15 and there is no expectation of s106 control/mitigation required. <p>Car orientated retail areas are not part of the vision?</p> <ul style="list-style-type: none"> ➤ Correct. There is no policy basis for an out-of-town retail park or A50 services here. 		

Para §	Current text	Comments	Rev §	Proposed text
5.1	AMOUNT & LOCATION			
5.1.1	The Wragley Way cross boundary allocation will deliver around 1,950 new homes. A variety of types and tenures of dwellings will be provided, including Affordable Housing. Dwellings should also be designed with the increasing trend of working from home in mind, as well as facilitating the co-location of multiple generations to deal with an aging population.	Total of housing across SDDC & DCC policies incorrect <ul style="list-style-type: none"> ➤ Corrected DCC: Additions suggested <ul style="list-style-type: none"> ➤ Amendments made 		The Wragley Way cross boundary allocation will deliver around 1,950 , <u>130</u> new homes. A variety of types and tenures of dwellings will be provided, including <u>up to 30%</u> Affordable Housing. Dwellings should also be designed with <u>adaptation in mind reflecting</u> the increasing trend of working from home in mind , as well as facilitating the co-location of multiple generations to deal with an <u>ageing, less mobile</u> population.
5.1.2	Delivery of the housing will be phased. The first completions will be on land adjacent to Wragley Way, within Derby City. Other early phases are likely to be in the eastern part of the allocation, with development generally progressing westwards as the western arm of the SDITL is built out. A number of house builders may be active on the site at any one time.	<u>BWB & HLM:</u> Detail of consented sites/phases and pending sites/phases advanced. <ul style="list-style-type: none"> ➤ Do not wish to include this as it requires revision each and every time an application is made/approved. Current wording sufficiently flexible and appropriate. 		No change proposed
5.1.3	Any delivery of homes at Lowes Farm, in the western part of Infinity Garden Village, will be the subject of a future Local Plan review.	<u>HLM and WBD:</u> East/west error <ul style="list-style-type: none"> ➤ Corrected 		Any delivery of homes at Lowes Farm, in the western <u>eastern</u> part of Infinity Garden Village, will be the subject of a future Local Plan review.
5.2	DESIGN PRINCIPLES			
5.2.1	The design principles that have informed any housing proposals will be set out within documents submitted as part of the planning	DCC: Refer to Garden Village design from the off.		The <u>approach to design must incorporate the IGV Vision, promoting the ethos of a garden village which has a distinctive character as set</u>

Para §	Current text	Comments	Rev §	Proposed text
	application, including the Design and Access Statement. Key opportunities and constraints will be summarised, along with any measures required to mitigate potential adverse impacts.	➤ Agreed there is a need to remind/focus attention on this point. Amendment made.		<u>out at sub-section 2.3. The</u> design principles that have informed any housing proposals will be set out within documents submitted as part of the planning application, including the Design and Access Statement. Key opportunities and constraints will be summarised, along with any measures required to mitigate potential adverse impacts.
5.2.2	Proposals must form an integral part of the comprehensive Infinity Garden Village proposals and make a positive contribution to the high standards of development and distinctiveness within the development. Crucially, the proposals must demonstrate how the Vision has been carried through from this DFD and set out how it is intended to deliver the Vision at the reserved matters and implementation stages.	N/A		No change proposed
5.2.3	Housing densities will vary throughout the site, responding to its proximity to services and facilities and the character of the site in the immediate area.	N/A		No change proposed
	N/A	<u>SDDC:</u> No commentary regarding tenures. ➤ Added	<u>5.2.4</u>	<u>Housing tenures will also vary, with a policy compliant level of affordable housing sought unless it can be shown to compromise viability of the housing allocations. A mix of affordable housing types is envisaged, in line with the National Planning Policy Framework, with a focus towards addressing identified local needs first. Consideration will also be given to</u>

Para §	Current text	Comments	Rev §	Proposed text
				<u>Registered Provider led phases and financial contributions partially in lieu of on-site provision.</u>
5.2.4	The design principles set out in the Local Plans and Supplementary Planning Documents should be followed. Due to the garden village status of this site, the National Forest chapter of the SDDC Local Plan should be respected.	N/A	<u>5.2.5</u>	No change proposed
5.2.5	Although all policy design principles should be comprehensively addressed, particular importance should be placed on the need for the garden village to possess a green character and create a sense of community.	N/A	<u>5.2.6</u>	No change proposed

Para §	Current text	Comments	Rev §	Proposed text
6.1	AMOUNT & LOCATION			
6.1.1	Developers/landowners to clarify hectares/floorspace figures based on allocations, noting that SDDC provides for a figure based on hectares, not floorspace.	<p>Updated on the basis of hectares.</p> <p><u>BWB & HLM:</u></p> <p>Subsequent comments that the total hectares is incorrect and should be 129.6. Also suggested that recognition should be given to potential to increase this total, as part of a plan review. Other changes to wording suggested.</p> <ul style="list-style-type: none"> ➤ Total of allocation is correct - adding the SDDC and DCC totals together. Reference to further employment land not appropriate at the current time, given the DFD cannot presume or override the policy position of both authorities (as with housing). This change is not accepted. Some other suggested amendments made 		Developers/landowners to clarify hectares/floorspace figures based on allocations, noting that SDDC provides for a figure based on hectares, not floorspace. A total of 116.8 hectares of land is allocated by both SDDC and DCC for employment purposes. The allocation within South Derbyshire is identified for development beyond 2018 for B1(b), B1(c), B2 and B8 purposes as part of the Infinity Park extension within the City, which similarly allows for B1, B2 and B8 uses but focusses on a new high quality business park - with a DCC aspiration to showcase and support innovation related to the automotive, rail, aerospace and energy sectors. To this end, the City allocation limits the amount of B8 development to 50% of overall floorspace.
6.1.2	The majority of the employment opportunities will be located within Infinity Park Derby and the Infinity Park Extension land to the south, but there will also be employment opportunities within the local centre(s), schools and parks. The construction phase of IGV will also offer a sustained form of employment to the construction and housebuilding industries.	N/A		No change proposed
6.1.3	Encouragement will be given to creation of live-work units where appropriate, as well as attracting independent local business	N/A		No change proposed

Para §	Current text	Comments	Rev §	Proposed text
	opportunities within the local centre(s).			
6.2	DESIGN PRINCIPLES			
6.2.1	Employment development will provide flexible design opportunities to meet the needs of modern businesses whilst ensuring high design standards, including provision for sustainable urban drainage infrastructure; efficient buildings along with promotion of energy generation; safe, convenient and attractive walking, cycling and recreational routes; and good public transport accessibility. It will be necessary to demonstrate how the Vision has been carried through from this DFD and set out how it is intended to deliver the Vision at the reserved matters and implementation stages.	N/A		No change proposed
6.2.2	The design principles set out in the Local Plans and Supplementary Planning Documents should be followed. Due to the garden village status of this site, the National Forest chapter of the SDDC Local Plan should be respected.	N/A		No change proposed
6.2.3	Although all policy design principles should be comprehensively addressed, particular importance should be placed on the need for the garden village to possess a green character and create communal spaces for recreation and eating at lunchtime, etc.	N/A		No change proposed

Para §	Current text	Comments	Rev §	Proposed text
7.1	DESIGN AND ACCESS STATEMENTS	N/A		No change proposed
	Design and Access Statements will be required as part of all relevant planning applications. They will set out and explain how the development proposal complies with the requirements of this DFD and demonstrate how the Vision has been carried through. The Design and Access Statements should also set out how it is intended to deliver the Vision at the reserved matters and implementation stages.	N/A		No change proposed
7.2	PLANNING APPLICATIONS			
7.2.1	It is expected that Infinity Garden Village will be developed over a period of between 10 and 20 years. Over this period, planning applications seeking approval for the principle of types of development (outline applications) will be submitted. All outline applications, to the extent relevant, will need to demonstrate how they comply with the requirements of this DFD, alongside relevant provisions of the Local Plan(s), by way of Design and Access Statements (DAS).	N/A		No change proposed
	N/A	<p><u>DCountyC:</u></p> <p>Planning applications for certain elements of the IGV may be subject to the EIA Regulations and require submission of an Environment Statement in support of the planning application.</p> <p>➤ Amendment made</p>	<u>7.2.2</u>	<u>Planning applications for certain elements of the IGV may also be subject to the EIA Regulations and require submission of an Environment Statement in support of the planning application. The need for and scope of such a statement will be established at an early stage so to ensure the smooth submission</u>

Para §	Current text	Comments	Rev §	Proposed text
				<u>and assessment of the application(s).</u>
7.2.2	Where the principle of development is granted, the developer(s) will be expected to enter into a legal agreement to provide the mechanisms for delivery of on and off-site infrastructure, including financial contributions and affordable housing. Where appropriate, agreements will be consolidated and reviewed across the development period so to reflect changes in circumstances - particularly in respect of third-party projects and off-site infrastructure.	N/A	<u>7.2.3</u>	No change proposed
7.2.3	Detailed applications (reserved matters and/or full applications) will also be submitted over this period. All such applications, to the extent relevant, will need to demonstrate how they comply with the requirements of the relevant DAS, alongside relevant provisions of the Local Plan(s).	N/A	<u>7.2.4</u>	No change proposed
7.3	MANAGEMENT OF INFRASTRUCTURE			
7.3.1	As has been set out above, Infinity Garden Village will provide a wide range of infrastructure. Some of this, such as the majority of roads and utilities, will be 'adopted' by statutory authorities and undertakers and maintained at the public expense. Developers will be required to pay an initial 'commuted sum' towards its upkeep.	N/A		No change proposed
7.3.2	Ownership and management of some other	N/A		No change proposed

Para §	Current text	Comments	Rev §	Proposed text
	infrastructure, such as SuDS, play areas, open space and landscaping, may be adopted by the local authority in full or in part, or retained by an appointed management company. All applications will be required to demonstrate how relevant infrastructure will be maintained and managed over the long term.			
7.3.3	Provision will also be made to ensure that areas transferred to management companies are subject to a regular review and replacement/upgrade of facilities within those areas (such as children's play areas, footpaths and footbridges, etc.)	<p><u>DCC:</u></p> <p>The IPD Management Company is mentioned</p> <ul style="list-style-type: none"> ➤ No further explanation as to what this comment seeks is provided. No amendment made at this time. 		No change proposed

GLOSSARY

<u>Blue infrastructure</u>	<u>Open areas of sustainable drainage systems, comprising of watercourses, swales and attenuation basins</u>
<u>CCG</u>	<u>Clinical Commissioning Group</u>
<u>DCC</u>	<u>Derby City Council</u>
<u>Green infrastructure</u>	<u>Open areas of planted landscaping, comprising pedestrian and cycle routes through public open spaces, woodland planting, children's play areas and village greens</u>
<u>Green wedge</u>	<u>Areas of predominantly open land that penetrate the City from the surrounding countryside, providing separation between different neighbourhoods and land uses</u>
<u>Infinity Park</u>	<u>The existing employment area adjacent to the Rolls Royce works to the north of IGV</u>
<u>Infinity Park extension</u>	<u>The allocated extension within the City to the existing Infinity Park</u>
<u>IGV</u>	<u>Infinity Garden Village, as defined by policy INF13 (map 5) of the SDDC Local Plan Part 2</u>
<u>SDDC</u>	<u>South Derbyshire District Council</u>
<u>SDITL</u>	<u>Southern Derby Integrated Transport Link</u>

[Appendix 1: Constraints and opportunities plans](#)

[Appendix 2: IGV Visionary plan](#)