

**South Derbyshire District Council**

**Infrastructure Delivery Plan 2014 (Draft)**

Contents

1. Introduction
2. National Policy Context
3. Local Policy Context
4. Local Plan Strategic Objectives
5. A Spatial Portrait of South Derbyshire
6. Local Plan Spatial Strategy
7. Scope of the Infrastructure Delivery Plan
8. Methodology
9. Delivery Mechanism
10. Monitoring and Review Process
11. Development Strategy for South Derbyshire
12. Next Steps
13. Water and Flooding Infrastructure
14. Waste Infrastructure
15. Transport Infrastructure
16. Energy Infrastructure
17. Communications Infrastructure
18. Sport, Recreation, Open Space and Social Infrastructure
19. Health and Emergency Services Infrastructure
20. Education Infrastructure
21. Environmental Infrastructure

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## 1 Introduction

- 1.1. An Infrastructure Delivery Plan (IDP) is a key supporting document in South Derbyshire District Council's Local Plan, ensuring that the Local Plan is robust and deliverable. The IDP forms part of the evidence base and informed the preparation of the plan itself. It sets out the transport, physical, social and green infrastructure required to support the District's future growth up to 2028.
- 1.2. There will be significant levels of growth in terms of housing, retail and employment and it is essential for the Council and its partners to deliver the services necessary to achieve timely, sustainable and effective infrastructure to meet the needs of all residents in the future.
- 1.3. The information in this document has been produced in collaboration with various infrastructure providers operating in the District, as discussed in more detail in section 8.
- 1.4. The 2008 Planning Act<sup>1</sup> and subsequent Regulations define infrastructure as including roads and other transport facilities; flood defences; schools and other educational facilities; medical facilities; sporting and recreational facilities; open spaces; and affordable housing. This list is not exhaustive; other types of infrastructure will be considered as part of this document.
- 1.5. Successful implementation of South Derbyshire's Local Plan depends therefore not only on the actions of the District Council but upon the co-ordinated and sustained action from a wide range of other organisations. This requires shared objectives, and involves ensuring related strategies are consistent with the plan and that there is co-ordinated action to effectively deliver essential physical, social, environmental and economic infrastructure on time.
- 1.6. Therefore the IDP:
  - Sets out the main infrastructure issues
  - Provides an overview of the action required to deliver the Local Plan
  - Identifies who is responsible for delivery; and
  - Gives a broad indication of phasing, costs and funding mechanisms

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

- 1.7. The Derbyshire Infrastructure Delivery Plan and the South Derbyshire Core Strategy Infrastructure Topic Paper have established a baseline for current infrastructure capacity and helped to identify initial infrastructure needs associated with further growth. They have also improved the understanding of infrastructure issues by a wide range of organisations and have encouraged partnership working, with the focus on delivery. The range of facilities required to support development in the Local Plan has been identified and used to develop an infrastructure schedule.
- 1.8. The IDP is a 'living' document which evolves in response to on-going monitoring of infrastructure requirements and dialogue with infrastructure providers, through the Local Plan timescale. Where necessary the IDP will be updated and new priority schemes included.

## **2. National Policy Context**

- 2.1. Infrastructure Delivery Plans were required under the now deleted PPS12, as an essential part of the evidence base in developing a sound Core Strategy. The National Planning Policy Framework (NPPF), which when published in March 2012 replaced all Planning Policy Statements and Guidance Notes, sets out that Local Plans should be supported by an adequate, up-to-date and relevant evidence base about the economic, social and environmental characteristics and prospects of the District. Paragraph 162 of the NPPF states in relation to infrastructure that:

“Local planning authorities should work with other authorities and providers to:

- Assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and
- Take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.”

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

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

mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.”

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

### **3. Local Policy Context**

- 3.1 South Derbyshire’s Sustainable Community Strategy 2009-2029: Fit for the Future (SCS), produced by the South Derbyshire Partnership, sets out a vision, strategy and associated challenges for the District over five themes: healthier communities, safer communities, vibrant communities, sustainable development and children and young people. For each of the five themes there are ‘Differences we want to make by 2029’ and those relevant to the Local Plan and this IDP include:

- Increased levels of participation in physical activity across communities
- Improved access to services for all and particularly older communities
- Improvements in the management of open space and local sites to benefit their value to people and wildlife
- An increased number of people taking part in cultural activities
- Adequate, appropriate and affordable housing for all, in well-served communities
- Improved transport solutions for those without a car and enhanced access for those with a car
- High quality development that minimises the impact on the environment

- 3.2 Derbyshire’s Sustainable Community Strategy, produced by the Derbyshire Partnership Forum, similarly sets out the priorities for the County under five themes: safer communities, children and young people, health and wellbeing, culture and sustainable communities. The document sets out how the priorities identified in the Strategy will be achieved, these include to:

- Continue to design out crime in new developments

- Increase the range of positive activities for young people, including sport, recreational, outdoors, music, arts, creative and community safety activities
- Encourage more organisations to recognise the value of sport in improving quality of life and adopt local plans and promote and support initiatives which help local people to become more engaged in sport and physical activity
- Enhance and protect the natural and built environment
- Work with organisations and communities to protect, enhance and, where appropriate, create opportunities for biodiversity
- Ensure the good quality design, cleanliness and wildlife value of streets, parks and open spaces
- Support sustainable and appropriate development of the local economy, particularly in deprived areas, market towns and rural communities
- Provide affordable, decent housing
- Manage, maintain and improve the transport network, in particular non-principal roads, whilst reducing congestion and the environmental impacts of travel
- Improve local accessibility and promote healthy and sustainable travel choices, for example, by ensuring new facilities can be accessed by means other than the private car; improving the quality and use of public transport and more demand responsive transport; improving public transport information; travel planning and improving public rights of way, footpaths and greenways to encourage walking and cycling.

3.3 The Strategy also sets out how inequalities will be tackled. Under the sustainable communities theme this includes “Places with poor internet access – because slow download speeds in some areas of Derbyshire prevent businesses from growing in the area and broadband enables more people to work from home, reducing travel congestion and emissions.

#### **4. Local Plan Strategic Objectives**

4.1 The Draft Local Plan sets out 13 objectives for the Local Plan itself. In brief these are to: ensure development is sustainable, achieving design excellence, addressing climate change and reducing waste and pollution; meet the needs of the whole population; strengthen and diversify the economy whilst respecting the environment and natural resources; ensure the District’s housing stock is fit for purpose; ensure communities are a good and beneficial place to live; promote sustainable living and working; reduce the need to travel, encouraging necessary travel by sustainable modes; ensure infrastructure necessary to support development is provided; respect and enhance what makes our District unique; utilise opportunities provided by the District’s location within the National Forest, promoting leisure and tourism; make optimum use of previously

used land and buildings; enhance and develop Swadlincote Town Centre and; ensure growth is co-ordinated with development in adjoining areas.

- 4.2 This Infrastructure Delivery Plan is to enable the achievement of Local Plan Objective 8, which in full reads “To ensure the social, physical and green infrastructure needed to support strong growth levels is provided at an appropriate time and accessible to our communities”.

## **5. A Spatial Portrait of South Derbyshire**

- 5.1. South Derbyshire is a rural District in central England covering an area of over 112 square miles. It adjoins and is heavily influenced by the City of Derby to the north, Burton upon Trent to the west and Ashby-de-la-Zouch to the east. The town of Swadlincote, in the south of the District, is the main urban centre with a population of around 35,000.
- 5.2. For many years the District has been the fastest growing in Derbyshire and is currently one of the fastest growing areas in England. Its population is growing from the current 95,000 and is anticipated to be over 123,000 by 2035. The population is also becoming older and more diverse. Whilst this is not a unique pattern, this ageing of the population raises important questions about the types of housing, facilities and support services that will be needed in the future.
- 5.3. Despite strong population growth, South Derbyshire remains largely rural. Away from Swadlincote, the District is a scattered network of villages of varying sizes. South Derbyshire is home to 22 Conservation Areas including the Trent and Mersey Canal. The District also contains part of The National Forest.

## **6. Local Plan: The Spatial Strategy**

- 6.1 The Draft Local Plan states that “the Plan’s Strategy is about harnessing the energy and opportunities of sustainable growth to secure positive benefits for the District’s residents and employers. This means using development as a means of delivering not just much needed homes and business accommodation, but also other important community benefits where they are most needed such as reclaiming derelict land, supporting local shops and services, improving the local environment, providing required infrastructure and addressing the causes and effects of climate change.”

- 6.2 The Local Plan contains policies regarding the amount of and locations for future large-scale development for both housing and employment. The overall strategy is one of ambitious growth and reflects the NPPF's requirement for a general presumption in favour of sustainable development. Derby City is unable to meet all of its housing needs within its own boundary. Around 2,500 new homes will be built in South Derbyshire to accommodate Derby City's housing needs. The overall strategy for the distribution of housing has been guided by the Settlement Hierarchy, which has been produced following an analysis of the settlements within the District in terms of what services each provides.

## **7. Scope of the Infrastructure Delivery Plan**

- 7.1. The aim of the IDP is to establish what infrastructure needs to be delivered, when, and by which provider, to support future development, primarily as set out in the Local Plan. The best information available with regards to the sources of funding together with the possible cost of infrastructure is provided.
- 7.2. The IDP has to be integrated and co-ordinated with a range of national and local plans and programmes that impact on spatial planning. The IDP will be the instrument for meeting the infrastructure priorities of South Derbyshire. It should not be seen as a 'shopping list' of priorities but as a tool to ensure that the Local Plan and the strategic sites identified in it are deliverable.

## **8. Methodology**

- 8.1. A Derby Housing Market Area Infrastructure Group was established to ensure consistency between each IDP and the County Council's adopted Infrastructure Plan. An officer from Erewash Borough Council also attended.
- 8.2. The process began as a desk-based study to determine existing provision, plans and strategies for each infrastructure provider.
- 8.3. Alongside this, a review of existing planned capital and infrastructure investment, as detailed in various plans and strategies for each infrastructure category, was undertaken to identify existing plans for infrastructure investment and improvement within the City.

8.4. This research and review process will continue following the publication of the Local Plan. It is intended that information will be collected from service providers continuously, particularly in respect of specific sites and areas where development may be allocated.

8.5. In preparing the Local Plan, the Council has sought to have discussions with all the relevant infrastructure providers. Given the 'live' nature of the IDP, these discussions will be ongoing throughout the life of the document.

## **9. Delivery Mechanism**

9.1. For successful implementation of the IDP a number of challenges need to be overcome:

- The need for a strong commitment to delivery across a wide range of organisations
- The need for partner organisations and stakeholders to integrate and co-ordinate their investment decisions
- The need for improved management of existing physical infrastructure assets and the way new assets are delivered
- The need for investment in additional infrastructure to meet not only the challenges of growth but also that of deficiencies in existing infrastructure.

9.2. With public sector financial cuts and changing funding mechanisms it is less certain what resources will be available to spend on infrastructure in future. Nevertheless, the following possible sources of infrastructure funding have been identified:

- New Homes Bonus
- Single Local Growth Fund
- Business rates and Tax Increment Financing (TIF)
- Regional Growth Fund
- Growing Places
- Service-specific grants
- Developer contributions

9.3. Reductions in the Council's Budget can have a significant impact on local service delivery. This IDP therefore provides an important means of co-ordinating resources between the Council, partners and developers to ensure timely and efficient delivery of infrastructure to support development.

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

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

## **10. Monitoring and Review Process**

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

## **11. Development Strategy for South Derbyshire**

- 11.1. The agreed position is for a minimum of 35,354 dwellings within the Derby Housing Market Area between 2008 and 2028, of which 13,454 dwellings would be provided within South Derbyshire.

11.2. In planning for 13,454 additional dwellings in South Derbyshire, the Council needs to take into account the following:-

- Completed dwellings since 2008,
- Existing planning permissions for housing as at 1/4/2013
- Sites already allocated for housing in the adopted Local Plan that have not yet come forward for development
- Making an allowance for housing on land which cannot be readily identified in advance (known as 'windfall')
- An allowance for estimated future losses of the existing dwelling stock

11.3. This means that the Council needs to identify additional sites to provide around 6,400 dwellings, in order to meet the requirement for 13,454 dwellings up to 2028. The majority of this housing will be allocated on strategic sites in Part 1 of the Local Plan. The remainder will be allocated on smaller sites (600 homes) in Part 2 and via an allowance for "windfalls" (450 homes).

11.4. The strategic sites allocated for housing in Part 1 of the plan are :

- Boulton Moor Phases 2 and 3 (700 & 190 dwellings)
- Chellaston Fields (500 dwellings)
- Wragley Way (1,950 dwellings of which 1,180 within Plan period)
- Primula Way (366 dwellings)
- Stenson Fields (98 dwellings)
- Land off Holmleigh Way (150 dwellings)
- Hackwood Farm (290 dwellings)
- Broomy Farm (400 dwellings)
- Land to the north east of Hatton (400 dwellings)
- Land near Church St/Bridge St & Gresley FC (400 dwellings)
- Land north of William Nadin Way (600 dwellings)
- Land off The Mease, Hilton (375 dwellings)
- Land off Longlands, Repton (100 dwellings)
- Willington Road, Etwall (100 dwellings)
- Aston Hall Hospital, Aston-on-Trent (100 dwellings)

## 12. **Next Steps**

- 12.1. As already discussed above, this Infrastructure Delivery Plan is a live document. In practice this means that as discussions continue with infrastructure providers, the most up to date information will be included in the IDP. A refreshed IDP will be made publically available on a regular basis.

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### 13. **Background:** Water and Flooding Infrastructure

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

**Existing capacity and recent provision:** South Derbyshire is a key area at risk of flooding due to the surrounding flat topography. Most of the District is located within the River Trent corridor and therefore the flood risk to the majority of this area is high from fluvial as well as other sources. Nevertheless, an overview of flood risk in Derbyshire in 2011 assessed only 29% of the District's 395 kilometer grid squares as being at risk of future flooding.

The major reservoirs in the Derbyshire Derwent and Dove valleys augmented by a transfer from Rutland Reservoir (Anglian Water) and several river abstractions provide most of the water to the Derby HMA. The Environment Agency's Catchment Abstraction Management Strategies (CAMS) shows that the East Midlands resource situation is significantly constrained. The Derby Housing Market Area Water Cycle Study: Scoping and Outline Water Cycle Study (2010) shows that the vast majority of resource management units in the study area have no water available or are over licensed or over abstracted.

The Water Cycle Study found that many watercourses in South Derbyshire, including the River Mease, which is a Special Area of Conservation (SAC) under the European Habitats Directive, are failing to meet water quality standards under the Water Framework Directive, due to elevated phosphate levels.

**Specific provision initiatives:** In terms of wastewater treatment, the works at Coton Park, Milton and Findern are already at capacity and those at Stanton and Melbourne will potentially exceed their consented flow by 2015. The OWCS recommended that Severn Trent Water concentrate their assessments of growth and investment at the Stanton and Melbourne works.

Discussions have taken place between Derby HMA and water companies to explore the use of Sustainable Urban Drainage Systems (SuDS) to reduce the amount of surface water run-off.

The Environment Agency do not believe there to be spare capacity at Repton Sewage Pumping Station, which could affect sites H3 (Land at Broomy Farm, Woodville) and H9 (Land at Longlands, Repton). Furthermore the Environment Agency have raised concerns about the inadequate sewerage infrastructure that will serve the strategic sites to the south of Derby. This issue is particularly relevant for the following development sites - H12 (Highfields Farm); H13 (Boulton Moor); H14 (Chellaston Fields); H15

(Wragley Way); H16 (Primula Way, Sunny Hill); H17 (Stenson Fields Estate); H18 (Land west of Holmleigh Way); H19 (Stenson Fields); and E5.

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

Due to the risk of exceeding water quality standards, measures are required to be in place before additional housing can be delivered. This is especially the case in the River Mease catchment area.

**Non-developer funding sources:** Various public and private bodies that are involved in the sector. Possibly some support from Derbyshire County Council's own resources, although there are budget restraints which have to be taken into account during these times of fiscal reform.

**Developer funding arrangements in place:** River Mease Developer Contribution Scheme Individual contributions from planning applications

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## Delivery Schedule of Water and Flooding Infrastructure within South Derbyshire

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

## Delivery Schedule of Water and Flooding Infrastructure within South Derbyshire

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timescale	Delivery Partners	Link to Local Plan Policies	Funding Source			Notes
										locations.
Waste water treatment works at Coton Park has capacity issues	Water Cycle Study (2010)	Unknown	Unknown	Unknown	Severn Trent Water, Environment Agency & SDDC				X	Assessment indicates that the works are at capacity  Further clarification needed from Severn Trent Water
Waste water treatment works at Milton has capacity issues	Water Cycle Study (2010)	Unknown	Unknown	Unknown	Severn Trent Water, Environment Agency & SDDC				X	Assessment indicates that the works are at capacity  Further clarification needed from Severn Trent Water
Waste water treatment works at Findern has capacity issues	Water Cycle Study (2010)	Unknown	Unknown	Unknown	Severn Trent Water, Environment Agency & SDDC				X	Assessment indicates that the works are at capacity  Further clarification needed from Severn Trent Water
Need to implement a Surface Water Management Plan	Water Cycle Study (2010)	Unknown	Unknown	Unknown	SDDC, Developers				X	The Water Cycle Study has identified the possible need for the Council to apply for funding to complete a Surface Water Management Plan, to assess surface water flooding.
Provision of sustainable drainage measures	Water Cycle Study (2010)	Unknown	Unknown	Unknown	SDDC, Developers		X			The Water Cycle Study has identified the need for such measures to be put in place to provide multiple benefits such as providing amenity,

## Delivery Schedule of Water and Flooding Infrastructure within South Derbyshire

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timescale	Delivery Partners	Link to Local Plan Policies	Funding Source			Notes
										environmental benefits, reducing pressures on the drainage system and storage of rainwater.
Local flood defence schemes to reduce risk of surface water flooding	Derbyshire Infrastructure Plan (November 2013)	£300,000	None	2013-14	Derbyshire County Council				X	The County Council has submitted a number of schemes to this year's annual Flood Defence Grant in Aid process to seek to improve the situation for Derbyshire. The County Council will be supporting these schemes by providing partnership funding as well as engaging with the local community to secure local monies for local bids.
River Mease Water Quality Improvements	River Mease Water Quality Management Plan	Unknown		2012-2017	Severn Trent Water, Environment Agency, Natural England, SDDC		X			Adopted October 2012. The integrity of the River is affected by elevated levels of phosphates, of which a key source is discharges from treatment works. In the absence of a contribution to offset impacts new development would not be possible.

#### 14. **Background:** Waste Infrastructure

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

**Existing capacity and recent provision:** South Derbyshire District Council is a waste collection authority and is responsible for collecting the household waste. Derbyshire County Council is responsible for waste disposal.

South Derbyshire's kerbside collections are currently carried out in-house.

There is one household waste and recycling centre in South Derbyshire at Newhall, Swadlincote. This site is considered to be operating over capacity. The Council also provides a free "waste freighter" service on Saturdays for areas that are more than five miles away from the Newhall civic amenity site.

There are six recycling sites in South Derbyshire.

Bulky household waste can be removed by requesting such action by South Derbyshire District Council. The Council also offers a non-hazardous trade waste collection service.

Clinical waste is also collected by the authority and transferred to an incinerator or a suitable landfill site. No incinerators for clinical waste are located in Derbyshire.

**Specific provision initiatives:** The Waste Strategy, prepared in partnership by Derbyshire County Council, Derby City Council, and the eight Derbyshire District and Borough Councils, was adopted in 2006. This Strategy has been reviewed by the County Council and the revised strategy is being consulted upon until 14 February 2014. The review focuses on ways to prevent, reuse, recycle and compost more waste. The revised plan will set out how many and what types of new facilities are needed and where they should be located. It will deal with municipal, commercial and industrial, and construction and demolition waste.

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

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

With the level of housing proposed in South Derbyshire, there is a need to re-assess the waste capacity of the District and attempt to increase the infrastructure capacity.

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

**Developer funding arrangements in place:** Individual negotiations from planning applications

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## Delivery Schedule of Waste Infrastructure within South Derbyshire

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

## Delivery Schedule of Waste Infrastructure within South Derbyshire

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timescale	Delivery Partners	Link to Local Plan Policies	Constraints	Funding Source			Notes
Waste Treatment Plant for Derby and Derbyshire	Derbyshire CC, Derby CC	£150,000,000		2013/17	DCC; Waste Contractor, 8 District/ Borough Councils					X	Possible location is Sinfin, Derby City

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## 15. **Background:** Transport Infrastructure

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

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

Parts of the Derby HMA experience significant levels of congestion. Particular issues occur at the A38 Derby junctions and congestion is expected to be a growing problem at the A50/A38 and A50/A514 junctions. Although outside the HMA, large portions of the M1 also suffer from congestion, with the A50 connection at Junction 24 being of particular relevance to Derby and South Derbyshire.

The urban areas beyond the District boundary are badly affected by congestion, particularly in Burton upon Trent at the A511 and A444 bridges over the River Trent and on radial routes leading to the centre of Derby. Within South Derbyshire capacity is highly constrained at the A511/A514 'Clock' roundabout in Woodville.

The Nottingham/Derby to Birmingham and Derby to Crewe railway lines run through the District, with small stations at Hatton and Willington, the latter offering relatively infrequent services. The nearest station to Swadlincote is at Burton upon Trent. The preferred route for HS2 will run through Leicestershire, to the east of the District, with the nearest station at Toton Sidings on the outskirts of Nottingham.

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

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

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

**Specific provision initiatives:** A number of schemes are being proposed by the Department for Transport, Derbyshire County Council and the Local Transport Body, supporting the Local Enterprise Partnership. These schemes should support the Local Plan in delivering needed infrastructure, mitigating traffic congestion within the Derby HMA. The Local Transport Board has signalled its intention to support the proposed Woodville-Swadlincote Regeneration Route in South Derbyshire, to open up land for regeneration whilst helping relieve traffic congestion at the A511/A514 'Clock' roundabout in Woodville. It is also hoped that the Board will support the proposed Walton-on-Trent Bypass, needed to enable the regeneration of the former Drakelow Power Station site. Derbyshire County Council began implementation of their Local Transport Plan 3 in 2011. The Rights of Way Plan 2012-2017 sets out proposals to improve public rights of way, whilst the Greenways Strategy for South Derbyshire sets out proposals for the development of a network of multi-user routes. East Midlands Airport Master Plan 2006-2030 sets out a vision to meet demand for air travel and to support the UK economy, whilst seeking to protect the environment and local amenity and improve surface access to the site.

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

The large strategic sites being proposed through the Derby City and South Derbyshire Local Plans will increase demand on these roads and others which are currently less congested, such as the bailey bridge crossing of the River Trent at Walton-on-Trent. Consequently, to make the schemes deliverable, further modelling, testing and analysis of potential mitigation measures will be necessary.

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

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

**Developer funding arrangements in place:** Individual negotiations from planning applications in terms of Section 106. Some have been committed to CIL by Derbyshire County Council, if a Charging Schedule is adopted.

## Delivery Schedule of Transport Infrastructure within South Derbyshire

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timetable	Delivery Partners	Link to Local Plan Policies	Constraints	Funding Source			Notes
								S106	CIL	Onsite/ Other	
Additional highway capacity by way of the Woodville-Swadlincote Regeneration Route, to accommodate strategic development in the Swadlincote and Woodville urban area.	Derbyshire County Council, Highways Agency	£6million	Yes	2014 – 2015 onwards	Developers, Derbyshire County Council, Local Enterprise Partnership,		Funding Gap	X		X	
Completion of the T12 Link Road. Construction of a new link road between Holmleigh Way and Wilmore Rd	Derby City Council's Transport Engineers	£15 million	Unknown	Completion 2015/16	Derby City Council			X		X	
Improvements to A6 junction and public transport provision to support proposed housing development at Boulton Moor	Derby City Council, Derbyshire County Council,	£3.75 million		Unknown	Developers, Derby City Council, Derbyshire County Council, Highways Agency			X		X	Multimodal junction Improvements and public transport enhancements
South Derby Integrated Transport Link, between Deepdale Lane	Derby City Council, Derbyshire County Council	£4.75 - £6 million		Unknown	Developers, Derby City Council, Derbyshire County			X		X	Integrated transport link from Stenson Road to T12 providing a link

## Delivery Schedule of Transport Infrastructure within South Derbyshire

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timetable	Delivery Partners	Link to Local Plan Policies	Constraints	Funding Source			Notes
and T12, required to support Wragley Way					Council						for all modes between strategic housing and employment sites. Alignment to be confirmed. Not included in the estimated cost shown is the road included through the Wragley Way site (to be provided by the developers)
A50 Junction Improvements Local Plan Mitigation to the south of Derby	Derby City Council, Derbyshire County Council, Highways Agency	>£3 million		Unknown	Highways Agency, Derby City Council, Derbyshire County Council			X		X	A potential scheme is to be agreed with the Highways Agency.
A38 Derby Junctions	Derbyshire Infrastructure Plan	Unknown		2015 onwards			None identified				Potential funding: Dept for Transport
Potential requirement for additional highway capacity to accommodate development on the edge of Derby (potentially	Derbyshire County Council Infrastructure Delivery Plan	£20 million	Yes	2014-15 onwards	County Council		Scheduled Ancient Monument				

## Delivery Schedule of Transport Infrastructure within South Derbyshire

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timetable	Delivery Partners	Link to Local Plan Policies	Constraints	Funding Source			Notes
Swarkestone Causeway bypass, subject to testing)											

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16. **Background:** Energy Infrastructure

**Main providers/partners:** South Derbyshire District Council

**Existing capacity and recent provision:** The HMA Cleaner, Greener Energy Study states that South Derbyshire consumes around the same energy as Amber Valley, with 12% of its properties not connected to gas. In 2007, South Derbyshire had installed renewable energy capacity of around 3,318 kW, with landfill gas, biomass and small wind power contributing to those figures. The Study states that South Derbyshire has by far the greatest wind power potential of all the local authorities in the study area. The Study estimates that 47 wind turbines could be accommodated which would provide over 47% of its predicted electricity demand. Weston Power has highlighted some potential infrastructure and capacity constraints on the key strategic sites, which will need to be overcome to deliver the sites.

**Specific provision initiatives:** None at present

**Underlying Demand Trend:** In 2007 South Derbyshire was below the East Midlands average for CO2 emissions for domestic use.

**Non-developer funding sources:** UK Government Sources, National Grid, Derbyshire County Council, South Derbyshire District Council, Weston Power

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

## Delivery Schedule of Energy Infrastructure within South Derbyshire

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timetable	Delivery Partners	Link to Local Plan Policies	Constraints	Funding Source			Notes
								S106	CIL	Onsite/ Other	
The proposed development at Hackwood Farm will require a new high voltage cable, running from Derby City Centre to the west of the City	Discussions with Western Power	Unknown	Unknown	Time and early dialogue will be required	Western Power & Developers					X	Energy providers are obliged to provide energy to new developments. A contract regarding funding would be agreed between Miller Homes and Western Power Distribution.
The proposed developments at Boulton Moor have a 132,000 volt overhead line through the site. Costs to relocate could be prohibitive. Assuming development and construction works would avoid infringing the safety distances.	Discussions with Western Power	Unknown	Unknown	Time and early dialogue will be required	Western Power & Developers			X		X	

## 17. **Background:** Communications Infrastructure

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

**Existing capacity and recent provision:** Broadband coverage is patchy. Although much of the District is within 4 kms of one or more of the 20 exchanges within or adjacent to South Derbyshire, there are some “white zones” more than 4 kms from an exchange. These areas are in the north west of the District (Church Broughton, Thurvaston & Trusley) and the south west (Caldwell, Coton in the Elms & Rosliston). Only 8 of the 20 exchanges serving South Derbyshire currently have or are planned to have, “superfast” fibre broadband.

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

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

Derbyshire County Council has a Broadband Delivery Plan.

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

**Underlying Demand Trend:** Broadband coverage in the District is fair, with BDUK indicating that most of the District is within 4 kms of an exchange but only 40% of those exchanges are currently planned to have fibre broadband and parts of the north west and south west of the District have a poor broadband service.

**Non-developer funding sources:** Derbyshire Digital, BT, Virgin Media, Derbyshire County Council

**Developer funding arrangements in place:** Individual negotiations from planning applications in terms of Section 106 and CIL. Derbyshire County Council has highlighted Broadband as a key priority in its Developer Contribution Protocol

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## Delivery Schedule of Communications Infrastructure within South Derbyshire

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timescale	Delivery Partners	Link to Local Plan Policies	Constraints	Funding Source			Notes
								S106	CIL	Onsite/ Other	
To improve the provision of Broadband Infrastructure in South Derbyshire	Derbyshire County Council IDP	£15,000,000+ (£7,390,000 from BDUK, £2,500,000 from ERDF, £4,890,000 from DCC)	(requires match funding)	2011-2013	BDUK, BT, Derbyshire County Council, Private Sector			x		x	There is currently a funding gap, the BDUK Funding has been secured but to ensure that high quality broadband is rolled out around the county and especially in places with infrastructure deficiencies, matching fund will be sought from public or private finances.

**18. Background:** Sport, Recreation, Open Space and Social Infrastructure

**Main providers/partners:** South Derbyshire District Council

**Existing capacity and recent provision:** Swadlincote market operates on Tuesdays, Fridays and Saturdays, with a farmers' market on the last Thursday of each month.

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

Within the District there is provision for swimming, golf, cricket, football, tennis, hockey, rugby union and dry-slope skiing, plus a number of private facilities and clubs

There are a number of Christian places of worship in the District, but none for other faith groups.

**Specific provision initiatives:** None at present

**Underlying Demand Trend:** Data from Sport England shows that the demand for sports halls and swimming pools is met in the District with 38% of adults participating in sport or other physical activity for at least 4 sessions of at least moderate intensity for at least 30 minutes in the previous 28 days.

**Non-developer funding sources:** Sport England

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

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

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timetable	Delivery Partners	Link to Local Plan Policies	Funding Source			Notes
							Section 106	CIL	Onsite/ Other	
Maurice Lea Memorial Park development	Open Space PPG17 Strategy and Park Management Plan	£100k	£100k	Completion by 2018	SDDC					Further refurbishment ongoing following HLF restoration project, particularly play area and sports facilities.
Eureka Park refurbishment	Open Space PPG17 Strategy and Park Management Plan	£900k	£50k	Completion by 2018	SDDC, Heritage Lottery Fund, Friends of Eureka Park					Masterplan approved and HLF funding secured. Work out of scope of HLF funded project require funding to deliver improvements.
Newhall Park refurbishment	Open Space PPG17 Strategy and Park Management and Development plan	£150k	£130k	Completion by 2016	SDDC, Friends of Newhall Park					Masterplan drawn up and approved by all parties. Funding searches ongoing for Skate park, outdoor gym and general improvements.
Local Nature Reserve creation	Natural England ANGST targets	£50k	£50k	By 2020	SDDC, Natural England, Derbyshire Wildlife Trust					SDDC falls well short of ANGST targets. Sites identified for designation include Swadlincote Woodlands and Midway Fishponds.
Play facilities development	Play strategy and Facility plan	£300k £300k		Ongoing	SDDC, Parish Councils					Rolling programme of play area refurbishments and upgrade of obsolete equipment.

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timetable	Delivery Partners	Link to Local Plan Policies	Funding Source			Notes
							Section 106	CIL	Onsite/ Other	
Youth facilities	Play strategy and Facility plan	£150k	£100k	By 2016	SDDC, Parish Councils, Community Groups					Wheel parks and Multi-use games areas in urban core and rural area
Cockshut Lane multisports facility	Facility plan and site development plan	£2.5 million	£400k	By 2018	SDDC, Melbourne Parish Council, Melbourne Sporting Partnership, Football Foundation, Sport England, RFU					Multi-sport development of site to include redevelopment of grass pitches, provision of floodlit artificial grass pitch, community sports pavilion, floodlit tennis courts, bowling green, surfaced trim trail plus children's play and youth facilities. Phased development to be delivered according to funding available.
Sports pitch improvement and development	Playing Pitch strategy	£300k	£180k	Ongoing	SDDC, Parish Councils					Drainage works and pitch levelling to grass pitches across district. Funding secured for Woodville Recreation Ground
Greenbank Leisure Centre refurbishment	Facility plan	TBC								
Etwall Leisure Centre refurbishment	Facility plan	TBC								
New swimming pool, sports hall and AGP	Sport England Facility Planning Modelling	TBC								
Replacement of Repton Village	Existing village hall is wooden	Not known			Repton Parish			X		

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timetable	Delivery Partners	Link to Local Plan Policies	Funding Source			Notes
Hall	with both wet and dry rot. Currently 15 years beyond its expected life span.				Council					

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## 19. **Background:** Health and Emergency Services Infrastructure

**Main providers/partners:** South Derbyshire District Council, NHS Southern Derbyshire CCG, East Midlands Ambulance Service NHS Trust (EMAS), Derbyshire Fire and Rescue Service, Derbyshire Constabulary and Derbyshire Probation Service

**Existing capacity and recent provision:** There are no hospitals or community hospitals in South Derbyshire, the nearest ones being Queens Hospital, Burton upon Trent and Royal Derby Hospital and London Road Community Hospital both in Derby. Swadlincote Health Centre provides an out of hours walk in service at evenings and weekends. GP surgeries within the District are located in Aston on Trent, Hilton, Melbourne, Overseal, Rosliston, Shardlow, Swadlincote, Willington, Woodville.

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

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

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

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

**Specific provision initiatives:** All of these different emergency services work closely together and have formed partnerships to pursue various initiatives to make South Derbyshire a safer place to live.

**Underlying Demand Trend:** In a time of budget cuts and with a need to work differently from all the public sector organisations already listed above, there will therefore be great pressures on maintaining and producing new infrastructure to meet the growing

needs of South Derbyshire as the development strategy increases the number of homes in the District. The Council is currently liaising with NHS England and South Derbyshire CCG to establish what further healthcare provision, in the form of GP surgeries, pharmacies and dental practices, will be required as a result of the development proposed through the Local Plan.

**Non-developer funding sources:** NHS Southern Derbyshire CCG, East Midlands Ambulance Service NHS Trust (EMAS), Derbyshire Fire and Rescue Service, Derbyshire Constabulary and Derbyshire Probation Service

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

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## Delivery Schedule of Health and Emergency Infrastructure within South Derbyshire

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timetable	Delivery Partners	Link to Local Plan Policies	Constraints	Funding Source			Notes
								S106	CIL	Onsite/ Other	

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## 20. **Background:** Education Infrastructure

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

**Existing capacity and recent provision:** There are currently 4 secondary schools in South Derbyshire. In terms of primary education, there are 25 primary schools in the District with 6 individual infant/nursery schools and 5 individual junior schools.

Derbyshire County Council runs 5 Childrens/Sure Start Centres in South Derbyshire. There are 23 preschools/playgroups in the District, supplemented by registered child minders and other private childcare services.

There are a number of special needs schools in South Derbyshire

There are 4 Adult Community Education Centres in South Derbyshire

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

**Underlying Demand Trend:** Current projections for pupils indicate that growing numbers of pupils at infant and primary school will increase pressure for places in primary education over the next 5 years. This underlying trend is corroborated by the figures for nursery children, which shows that an oversupply of places for both 3 and 4 year olds and 2 year olds. It has been established that there is a need for at least one new secondary school within the District during the Plan period to meet the needs resulting from the development supported by the Local Plan. The District Council is working with the County and City Education Authorities to locate the best site for the secondary school and to establish funding arrangements.

**Non-developer funding sources:** Government's Primary Capital Programme (ended but still projects in progress), Priority Schools Building Programme, Private Funding Initiative

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

### Schedule of Education Infrastructure in South Derbyshire

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing/ Timetable	Delivery Partners	Link to Local Plan Policies	Constraints	Funding Source			Notes
								S106	CIL	Onsite/ Other	
Newhall Junior School: improvements to safeguarding, ICT provision and outdoor areas	Derbyshire County Council	£65,000	Unknown	2012/13 onwards	Education Department, Derbyshire County Council						Department for Education
New Secondary School in the Derby Urban Area	Derbyshire County Council, Derby City Council	£20m	Unknown	During Plan Period	Education Departments at Derbyshire County Council and Derby City Council					x	
New Primary School at Drakelow should further development to that already permitted be proposed	Derbyshire County Council	£6m	Unknown		Education Departments at Derbyshire County Council and Derby City Council						x
New Primary School at Hilton	Derbyshire County Council			During Plan Period	Education Department, Derbyshire	Policy H7					

					County Council						
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## 21. **Background:** Environmental Infrastructure

**Main providers/partners:** South Derbyshire District Council, Town and Parish Councils and Derbyshire County Council, Derbyshire Wildlife Trust, Leicestershire and Rutland Wildlife Trust, Natural England, The National Trust, The Canal and River Trust, Derby & Sandiacre Canal Trust

**Existing capacity and recent provision:** The National Playing Field Association recommends provision of 2.43 ha of recreational open space provision per 1000 population. This compares to the present level of 1.95 ha per 1000.

The current level of informal leisure open space provision in the District is 0.73 ha per 1000 population, representing a deficit of 0.32 ha per 1000.

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

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

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

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

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

South Derbyshire District Council manages 6 cemeteries, which apart from providing a community service can also be a valued in terms of wildlife conservation and biodiversity. The District is also served by the privately run Bretby Crematorium.

There are 5 designated SSSI in South Derbyshire – Calke Park, Carvers Rocks, Hilton Gravel Pits, Ticknall Quarries and the River Mease (which is also an SAC). There is one National Nature Reserve (Calke Park), one Local Nature Reserve – Elvaston and four locations managed as wildlife sites by Derbyshire Wildlife Trust: Hilton Gravel Pits SSSI; Carvers Rocks SSSI (owned by Severn

Trent Water); Willington Gravel Pits; and Spring Wood (partly in South Derbyshire). Dimmingsdale, which is owned by Severn Trent Water and managed by the Leicestershire and Rutland Wildlife Trust, also falls partly within South Derbyshire.

The area of Local Nature Reserve in South Derbyshire is a long way below the recommended target of 1ha of LNR per 1,000 population. Just under 10ha of LNR is designated, whereas the target should be 86.5ha.

There are 5 historic gardens in South Derbyshire, covering 620.64 ha. These are Calke Abbey, Bretby Hall, Melbourne Hall, Swarkestone Old Hall and Elvaston Castle.

There are 22 Conservation Areas in South Derbyshire and 711 listed buildings, of which 48 are Grade 1 (including Calke Abbey) and 47 are Grade 2\*. There are 20 scheduled ancient monuments in South Derbyshire District, including Swarkestone Bridge.

The historic Trent and Mersey Canal, which opened in 1771, runs through the north of the District. The Derby & Sandiacre Canal, which closed during the 1960s, ran from the Trent & Mersey Canal at Swarkestone to Sandiacre on the Erewash canal, with a branch to the river Derwent in Derby city centre. The Derby & Sandiacre Canal Trust aims to restore the canal to a fully navigable route with an associated multi-user towpath.

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

The Lowland Derbyshire Biodiversity Action Plan (2011-2020) holds all data on biodiversity and relates to combating the ecological issues in the area. This will be accompanied by a Species Action Plan to provide more guidance on local trends and distributions and actions to aid conservation. The area falls within the

Derbyshire Wildlife Trust Living Landscape approach in the Derwent Valley, Northern Peak Fringe and Linacre, works with landscapes where the Trust have identified areas of key habitat and species action as part of their strategic development plan

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

**Non-developer funding sources:** Derbyshire County Council

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

## Delivery Schedule of Environmental Infrastructure within South Derbyshire

Infrastructure Requirement	Evidence Base	Costs	Funding Gap	Phasing /Timescale	Delivery Partners	Link to Local Plan Policies	Constaints	Funding Source			Notes/Constraints
								S106	CIL	Onsite/ Other	
Restoration of the Derby and Sandiacre Canal encompassing route from Swarkestone to Shelton Lock Canals	Derby and Sandiacre Canal Trust	£1,500,000		5 years	Derby and Sandiacre Canal Trust					X	Funding gap; ownership; planning permission are all constraints
New Greenway and Cycle routes including National Cycle Route 63 between Swadlincote and Burton-on-Trent and another connecting the Conkers circuit to Rosliston Forestry Centre.	Derbyshire County Council, South Derbyshire District Council, The National Forest Company, Sustrans	Unknown		Unknown	Derbyshire County Council, South Derbyshire District Council, Developers , National Forest Company, Sustrans			X		X	