DEVELOPMENT FRAMEWORK DOCUMENT

Infinity Garden Village

South Derbyshire District Council

Derby City Council

DERBYSHIRE County Council
Improving life for local people

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INTRODUCTION

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 on the southern edge of Derby and straddling the administrative boundary of both South Derbyshire District Council (SDDC) and Derby City Council (DCC). 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.

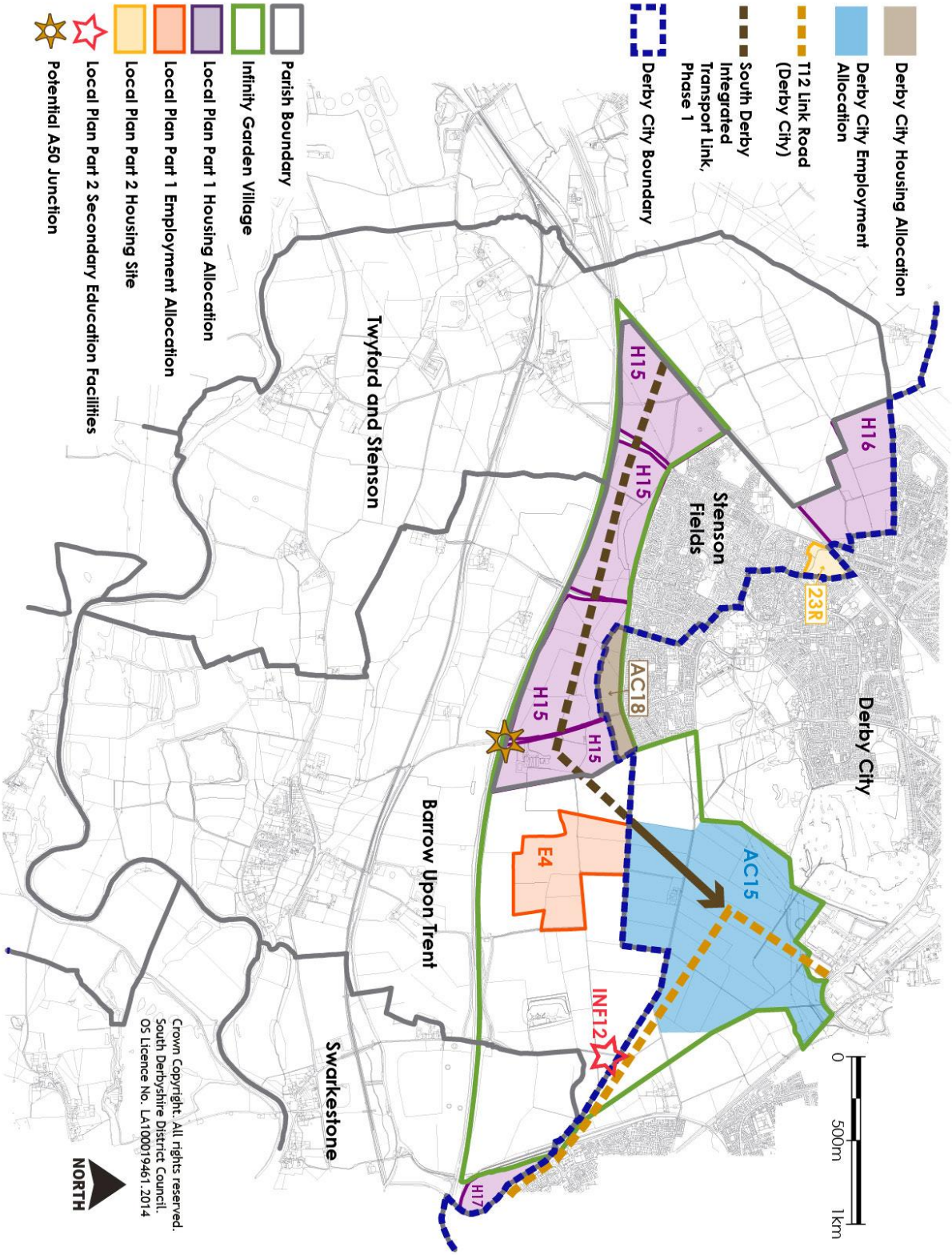
1.1.2 The IGV concept emerged from various components of proposed growth in the southern Derby area, some but not all of which is now committed in the Local Plans of both Derby City and South Derbyshire. The IGV area is broadly framed by Rolls Royce to the north, Chellaston to the east, the A50 to the south and Sinfin in the west. The IGV area is reproduced on the next page for ease of reference.

1.1.3 The key components of Infinity Garden Village, as shown over the page, are:

- the delivery of around 2,130 new homes on land at Wragley Way, supported by a primary school, local centre and extensive network of green and blue infrastructure (SDDC Policy H15 and DCC Policy AC18);
- 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 DCC Policy CP24) and a new junction on the A50 (SDDC Policy INF13).

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. 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.

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.


Derby City Housing Allocation
Derby City Employment Allocation
T12 Link Road (Derby City)
South Derby Integrated Transport Link, Phase 1
Derby City Boundary
Parish Boundary
Infinity Garden Village
Local Plan Part 1 Housing Allocation
Local Plan Part 1 Employment Allocation
Local Plan Part 2 Housing Site
Local Plan Part 2 Secondary Education Facilities
Potential A50 Junction
H16
23R
H15
H15
H15
H15
AC18
AC15
E4
INF12
H17
Stenson Fields
Twyford and Stenson
Barrow Upon Trent
Swarkestone
Derby City
0
500m
1km
NORTH
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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. 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.

1.2.2 The DFD is intended to provide the framework and a masterplan for the consideration of planning applications within the Infinity Garden Village area, primarily to ensure that each planning application works towards creating the 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, 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; the DFD vision is expected to transfer all the way through to the implementation of the development as follows:

Planning Policy

Development Framework Document

IGV Masterplan

Design Code adding detail to the Masterplan

Design and Access Statements & Site Specific Plans

Reserved matters and conditional detail

Implementation

1.2.3 The DFD vision is supplemented by broad principles for the site. The vision and principles should be fully realised through the masterplan, subsequent Design Code, and site specific statements and plans. The Vision and guiding principles 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.

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 a unique environment which delivers a good quality of life for residents and workers and, by way of the creation of significant new green and blue infrastructure, 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, such as that available under the Housing Infrastructure Fund and the Garden Towns Programme, and it is likely that further expressions of interest and bids will follow.

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; Neighbourhood Planning Bodies, 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 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. Regular, meaningful, proportionate and relevant public engagement therefore forms a key element of achieving the vision and principles of this DFD.

CONTEXT

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.

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.

2.1.3 The site contains a variety of 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. The site includes a small part of the Sinfin Moor Local Nature Reserve (LNR), a statutory designated site that lies within the City.

2.1.4 The existing Infinity Park Derby (IPD) site to the north is part of the Nottingham and Derby Enterprise Zone which aims to create a focus for the further development of advanced manufacturing and related services, especially transport engineering supply chains. The first building 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. Permissions have already been granted for further employment floorspace within the DCC allocation within IGV.

Open tracts of land providing a buffer between IPD and existing communities in Sinfin and Chellaston, to the west and east of IPD respectively are a key feature of the surrounding area. These extend from within the City to its boundary with South Derbyshire and contain areas of parks, informal open space, local nature reserves, golf course, allotments along with recreation cycle and walkways. These open tracts of land are protected as Green Wedge through the Derby City Local Plan Part 1.

2.1.5 To the east of the IGV boundary 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 beyond which a cross-boundary housing site at Holmleigh Way is under construction. 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 now been provided, there remain concerns in respect of congestion at key junctions in the area – on both County Council and DCC roads, particularly at peak times.

2.1.7 Stenson Road and Sinfin Lane (beyond Stenson Fields to the north of Wragley Way) provide key but constrained 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 rural and leisure connections to the south, traversing the A50, towards the Trent and Mersey Canal. The canal is a conservation area and provides an important leisure resource for the area and includes a marina and public house at Stenson. Sinfin Moor Lane presently provides a non-vehicular route between Sinfin and Chellaston.

2.1.8 Sinfin to the north-west is one of the most deprived areas of Derby and is 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:

- Sinfin District Centre – including an Asda superstore, Sinfin Library and Health Centre;
- City of Derby Academy secondary school;
- Stenson Fields and Ashcroft Primary Schools;
- Sinfin Park with several sports pitches, a play area, community buildings and cafe;
- 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. Beyond this line is open agricultural land stretching west towards Findern and the A38. To the north-west, beyond the recently 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.

2.1.10 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.

2.2 POLICY & IGV STATUS

2.2.1 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 context for IGV and set out the implications for development.

2.2.2 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:

- 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.

These policies are set out below.

Policy H15: Wragley Way (South of Derby)

A Residential development on Land at Wragley Way will provide for around 1,950 dwellings within South Derbyshire.

B The Council will require the below listed site specifics and accordance with other Local Plan policies:

i) New highway infrastructure to mitigate the transport impact on the local and strategic road networks of the whole site. This will include the provision of and/or contributions to the construction of the South Derby Integrated Transport link;
ii) Developer contributions are to be made towards improvements to the A50/A514 and A50/A38 junctions to safeguard the operation of the Strategic Road Network;
iii) Any development should not prejudice the construction of a potential junction connecting the site to the A50, which may potentially be needed following the completion of the South Derby Integrated Transport Link;
iv) The provision of sufficient new primary school provision on site for the development as a whole;
v) High quality pedestrian and cycle links should be provided across the site and to the nearby residential, retail, and employment developments together with recreational areas;
vi) The number of homes to be occupied before completion of the South Derby Integrated Transport Link shall be agreed with the Council;
vii) A new on-site local shopping centre shall be provided which should be commensurate in size to the needs of the community, taking into account the surrounding retail provision available. The location of the centre should be the focal point at the heart of the new community;
viii) The east, south and west of the site will require a green buffer and landscaping from the railway line and the A50 and enhancements to a defensible boundary along Sinfin Moor;
ix) Improvements to existing green infrastructure shall be made, along with the

provision of new green infrastructure on site.

Policy E4: Strategic Location for Sinfin Moor Employment Site Extension

Land at Sinfin Moor is identified for development beyond 2018 for Use Class B1(b), B1(c), B2 and B8 purposes as an extension to planned new employment development at Sinfin Moor.

Explanation

Land measuring around 30 ha is identified as having the potential to create a comprehensive, coordinated and well integrated extension to Derby City's proposed Infinity Park at Sinfin Moor….

Policy INF4: Transport Infrastructure Improvement Schemes

A The Council will work with partners to deliver the following transport schemes…:

ii) South Derby Integrated Transport Link phases 1 and 2
iii) A50 junction with the A38 improvement scheme
iv) A50 junction with the A514 improvement scheme
v) Swarkestone Causeway Bypass

B Where required to mitigate the transport impacts of the development, the Council will seek to negotiate financial contributions toward these schemes. Proposals that would prejudice their implementation will not be permitted.

C In determining the detailed alignments and designs of these schemes regard shall be had to the following:

i) Minimising the impact on the environment, heritage assets and natural features;
ii) Taking full account of recreational routes along, or affected by, the schemes;
iii) Providing for the needs of pedestrians, cyclists and people with impaired mobility;
iv) Mitigating any potential flood risk impact.

Policy INF12: Provision of Secondary Education Facilities

Land at Southern Derby Area/Infinity Garden Village (shown on Map 5) is allocated for secondary education provision. The site will be identified through the provisions of Policy INF13. The school will provide for:

i) a minimum 800 pupil place secondary school; and
ii) of a minimum of 10 hectares; and
iii) served directly from a distributor road access; and
iv) be designed and laid out so as to minimise any undue impacts on surrounding land uses and the wider environment; and
v) include assessment and any necessary mitigation of transport impact on the surrounding road network and pedestrian and cycle links.

Policy INF13: Southern Derby Area and Infinity Garden Village

Development proposals and cross boundary collaboration will be supported in the Southern Derby Area as shown on Map 5 for a mix of uses as part of the Infinity Garden Village development.

In order to implement this development comprehensively and support the required infrastructure delivery, a joint development framework document will be prepared to guide the development and cross boundary collaboration between the Council, Derby City Council, Derbyshire County Council and developers.

The development framework document once approved will guide the delivery of the following development in support of the Infinity Garden Village proposal:

- Policy H15 Wragley Way (LP1)
- Policy E4 Strategic Location for Infinity Park Extension (LP1)
- The South Derby Integrated Transport Link (LP1 Policy INF4)
- A new Local Shopping Centre (LP1 Policy H15 vii)
- Green and Blue Infrastructure (LP1 Policy H15 ix) across the Southern Derby Area with consideration to Derby City's Green Wedge policy
- New secondary school (LP2 Policy INF12), the location of which is to be defined by the development framework document
- An A50 junction at Deepdale Lane to serve the Southern Derby Area proposals (LP1 Policy H15 iii)

Until the development framework document is approved, any necessary infrastructure required to deliver the comprehensive approach will be supported.

2.2.3 Whilst not directly relevant to the IGV, policy INF2C (Sustainable Transport) of the Local Plan Part 1 seeks to protect land adjacent to the Derby to Birmingham railway line:

> *"v) Land is protected for against development that would prejudice the establishment of a new passenger railway stations at… Stenson Fields…."*

Whilst indicatively shown to the west of the railway line, IGV provides potential to provide for this aim of the Plan through facilitating non-vehicular modes of transport to the western boundary of the site and a connection over the railway line.

2.2.4 Policy INF2B also states:

> *"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."*

2.2.5 The Derby City Local Plan - Part 1 Core Strategy was adopted in January 2017. The three policies most relevant to the Infinity Garden Village are:

- Policy AC15: Land South of Wilmore Road, Sinfin (Infinity Park Derby)
- Policy AC18: Wragley Way

- Policy CP24: Transport Infrastructure

These policies are set out below.

Policy AC15: Land South of Wilmore Road, Sinfin (Infinity Park Derby)

86.8 hectares of land is allocated to the south of Wilmore Road for the development of a new high quality business park accommodating B1, B2 and B8 uses. The site is identified for the development of a unique, innovation and technology park that will showcase and support innovation related to the automotive, rail, aerospace and energy sectors. It will provide high quality accommodation for companies in the manufacturing and manufacturing services sectors.

The first development within the 'Infinity Park Derby' area of the site will be an 'Innovation Hub' including an 'Innovation Centre'. The Innovation Centre will provide managed workspace and showcase R&D facilities, networks and support that will be offered to companies locating in this area of the City.

The Council will:

(a) support proposals which deliver a new link road between Wilmore Road and Holmleigh Way, provided that they do not prejudice the future restoration of the Derby and Sandiacre Canal. The road link will provide direct access to the new employment area from the A50. Developers of plots accessing the new road will be required to contribute towards design and construction costs

(b) permit the development of offices (B1a) within all areas of the site, subject to the provisions of Policy CP11. The Council will have regard to the complementarity of such proposals with the vision for the site and the relationship with surrounding uses

(c) limit the amount of B8 development across the whole site to 50% of overall floorspace, excluding complementary uses, in order to ensure that development is in-keeping with the vision for the area and does not prejudice the development of other employment sites within the city

(d) encourage the development of on-site, small scale, complementary uses to serve the immediate employment area, where they would not undermine the overall strategy of the Plan and where proposals optimise the employment generating potential of the area. Complementary uses should be located centrally within the development to encourage walking and cycling

(e) require the layout, scale, function and mix of development to respect the proximity of residential properties to the east and west of the site and open countryside to the south of the site. The layout and mix of development should also be compatible with the reasonable operation of the Rolls-Royce test beds on Wilmore Road

(f) require proposals to maximise the development potential of the allocated area and exhibit high standards of urban design and landscaping throughout the site

(g) ensure that access to the land to the south of Sinfin Moor Lane minimises the impact on the recreational and biodiversity value of the route and surrounding hedgerows

(h) require comprehensive flood alleviation measures to satisfactorily mitigate

flood risk, whilst maximising the developable area of the site

(i) seek to protect and enhance the biodiversity resources and rights of way within the site and the amenity of nearby residential areas by requiring the provision of a network of green infrastructure throughout the site, including the provision of structural planting and non-motorised multi-user routes, including:

1. A landscaped buffer along both sides of Main Drain / Sinfin Moor Lane
2. A landscaped buffer along both sides of Cuttle Brook
3. Structural planting on the eastern and western edges of the site, incorporating the rights of way
4. A landscaped multi-user route incorporating the rights of way from Sinfin Moor Lane to Wilmore Road
5. Measures to conserve and extend the woodland at Moor Plantation; and
6. Measures to maximise the biodiversity and amenity value of the areas of the site used for surface water management and flood risk mitigation

The Council will require appropriate alternative provision to be made to mitigate the loss or damage of environmental and recreational assets.

(j) support proposals for delivery of the 'South Derby Integrated Transport Link', subject to the requirements of Policy CP24, and proposals that help provide sustainable and accessible links to new housing at Wragley Way

(k) seek to ensure that the site is developed comprehensively and that development on one part of the site does not prejudice development of the remainder, its long term expansion or implementation of the 'South Derby Integrated Transport Link'

(l) require proposals to take proper account of the Local Geological Site designation covering the area

(m) work with developers, bus operators and other public transport providers to ensure that the site is adequately served by public transport, at an appropriate point in the phasing of development.

Policy AC18: Wragley Way

Land south of Wragley Way will form part of a new sustainable urban extension to Derby, the majority of which will be within South Derbyshire. Land within the City will deliver a minimum of 180 new, high quality, mixed tenure homes. The whole strategic location south of the urban extent of the City will provide over 2,000 new homes and supporting infrastructure when complete.

The City Council will work with South Derbyshire District Council to ensure that the new neighbourhood is comprehensively masterplanned, embraces high quality design standards and delivers a sustainable addition to the city. It will provide a range of new homes and will integrate with existing development along Wragley Way, helping to form a seamless extension to the built area of the City.

Similarly, green infrastructure links and pedestrian and cycle routes should be established to allow people to walk and cycle through the site and provide access to the new local facilities. They should also provide access to the existing local facilities at Sinfin District Centre, employment opportunities and links to the open countryside in South Derbyshire and the recreational benefits which it provides.

The Council will work with South Derbyshire District Council to ensure that :

(a) new highway infrastructure is provided to help mitigate the impact of the development on the local and strategic road networks. This will include the development of, or contributions towards, the construction of the South Derby Integrated Transport Link. The potential for a new junction onto the A50 to be delivered in the future should not be prejudiced. Contributions may also be required towards improvements to the Strategic Road Network as necessary
(b) appropriate primary school provision is made to serve the wider development as a whole
(c) secondary school needs are met through the extension of existing facilities and/or the provision of a new secondary school
(d) new on-site local shopping and community facilities are provided to meet the needs arising from the new development
(e) appropriate flood mitigation and drainage measures are implemented
(f) appropriate landscaping/buffering is provided between new homes and the proposed employment site south of Wilmore Road (Infinity Park), the Derby to Birmingham railway line west of Stenson Road, the Local Wildlife Site/Local Nature Reserve at Sinfin Moor Lane Meadows and between new homes and the A50 trunk road
(g) a mix of new green infrastructure is provided to meet the needs of residents. Green infrastructure should be integrated to create a cross boundary network of green spaces
(h) improvements to the Green Wedge at Sinfin Moor. The boundaries of the Green Wedge should also be strengthened
(i) cycleway and pedestrian links are provided and/or improved across and around the site including links to Infinity Park, the local District Centre at Sinfin and to the open countryside and wider rights of way network

Within the City, the City Council will require development:

(j) to be designed to integrate fully with the larger element of the development in South Derbyshire, particularly in terms of scale, design and road, cycle and pedestrian links
(k) where appropriate, to contribute to the provision of supporting infrastructure which will be required as a result of the development. Supporting infrastructure will be carefully planned and co-ordinated between the two authorities and may be required within the City and/or South Derbyshire

Policy CP24: Transport Infrastructure

The Council will work with partners to deliver the Council's long term transport strategy in association with the Local Transport Plan and support the implementation of strategic proposals and initiatives that help create an economically and environmentally sustainable transport network.

Initiatives will include…:

(b) implementation of 'T12' and the 'South Derby Integrated Transport Link' Phases 1 and 2…

(d) implementation of improvements at the A50 junctions with the A514 and A38…

(h) implementation of a strategic cycle network…

(j) implementing the restoration of the Derby Canal…

The Council will seek to negotiate financial contributions to these schemes in appropriate circumstances. Proposals that prejudice the implementation of these schemes will not be permitted.

The detailed route of the South Derby Integrated Transport Link (CP24b) will be subject to further investigation. However, in determining the final route and design, regard should be had to the following issues:

- minimising the impact on the environment and natural features, including the impact on noise and residential amenity
- taking full account of recreational routes along, or affected by, the link
- safeguarding the option to restore the Derby and Sandiacre Canal for navigation
- providing for the needs of pedestrians, cyclists and disabled people.

2.2.6 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.. It is an aim of the policy to ensure that development adjacent to a green wedge does not endanger the character and function of the wedge, and 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).

2.2.7 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.

2.2.8 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).

2.3 THE VISION

2.3.1 Infinity Garden Village will create a unique sustainable community to the south of the City of Derby, set within high quality green and blue infrastructure providing the Village with its own distinct character. Delivering around 2,130 new homes and at least 5,000 new jobs commensurate with infrastructure, Infinity Garden Village will include supporting community facilities, including primary and secondary schools, a new vibrant local centre,. 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 the built and natural environment. The village will also benefit from well-connected, convenient and attractive pedestrian, cycling, public transport and vehicular routes.

2.3.2 Whilst being in part self-contained, the high quality green linkages delivered through IGV will provide good accessibility to surrounding areas and destinations within the development.

2.3.3 Infinity Garden Village will derive its distinctiveness from:

- 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 village with surrounding areas and habitats , including maintaining the role and function of green wedges within the City and extending these where appropriate;
- The use of innovative flood mitigation approaches and 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, 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 and recreation 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, 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, as well as use of public transport.

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.

2.3.5 The delivery of high quality employment space will also be a key focus of the development, including a mix of high quality premises suitable to accommodate research, manufacturing and distribution industries. 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.

OVERARCHING PRINCIPLES

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.

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 2,130 dwellings at Wragley Way.

3.1.3 The central area of the IGV will be focussed on employment. This will be serviced by part of the SDITL that will link the recently constructed T12 road in the north to a new junction on the A50 in the south. 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.

3.1.4 A multi-functional blue/green corridor from Sinfin Moor Park in the north down to the A50 in the south will extend the role of existing green infrastructure, from the Sinfin green wedge in Derby, and help to provide an appropriate and meaningful buffer/interface between these primarily residential and employment land uses. This has the potential to act as an extension to the green wedge. 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.

3.1.6 The linkages through the village will also connect with well-designed recreational infrastructure, with their location focussed towards the housing development.

3.1.7 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. This school should benefit from safe, direct and convenient pedestrian and cycle links so to encourage walking and cycling to school. 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 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 re-enforcing the wider GI vision for the village.

3.1.8 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, catering for convenience needs and complementing the role of the nearby Sinfin district centre. The preferred location lying in the vicinity of the junction of Wragley Way and Arleston Lane. Any further retail elsewhere within IGV will need to be evidenced and justified against prevailing retail policy. 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.

3.1.9 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, whilst use of Compulsory Purchase Powers may be considered if absolutely necessary.

3.2 MOVEMENT FRAMEWORK

3.2.1 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:

1) Phase 1 of the SDITL, which runs from the western boundary of the IGV area through to the T12 roadlink in the north, provides the majority of required mitigation for traffic generated from the village;
2) A new junction on the A50 into which the SDITL will link to facilitate more direct movements to and from the strategic road network, and potentially provide mitigation on the wider network;
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
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. Options for delivering public transport to IGV will need to respond to the latest innovations in bus service provision, such as through Demand Responsive transport, to provide commercially viable solutions.

As the scheme evolves, consideration should also be given to future opportunities for connections to the IGV, to ensure that passive provision for schemes or potential infrastructure is allowed for. (Andy G suggests adding this to cover the potential for a new rail link, park and ride or autonomous vehicles).

3.2.2 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.

3.2.3 The development will provide a network of connected and continuous dedicated pedestrian and cycle linkages, including protection/enhancement of existing routes, 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, Sinfin and Stenson Fields. Linkages will run both north to south and also east to west. 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.

3.2.5 Public Transport provision will be secured to connect the village to Sinfin, Stenson Fields, Chellaston, surrounding employment opportunities 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. There shall be liaison between the service providers, Councils, and developers in establishing the routes.

3.2.6 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.

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.

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. Across the housing allocation this will be designed in response to the transport modelling and 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. A new junction on the A50 at Deep Dale Lane will not only provide better access to the Infinity 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 and forms the primary element of infrastructure, currently being developed ahead of a formal planning application.

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 promptly between the authorities and the promoters/landowners whilst continued efforts will be made to secure available grant funding. Any development coming forward in advance of this infrastructure being provided will need to demonstrate that it can be accommodated without resulting in any 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.

3.3.7 The vast majority of infrastructure provision will be provided as part of planning application proposals but in line with the overarching development principles set out in the DFD. In respect of the Wragley Way housing proposals, the developer will need to ensure the phased delivery of necessary infrastructure within the allocated site including:

- New primary school;
- New local centre(s);
- Community facilities;
- Healthcare facilities, where feasible;
- Recreational facilities;
- Open space and landscaping.

Given the Vision for the IGV, early delivery of social infrastructure, and green/blue linkages, will be promoted, subject to phasing and viability.

3.3.8 All development proposals will need to make appropriate provision for drainage, landscaping, estate roads, bus routes, 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.

3.3.10 Infrastructure will be required outside of the employment and housing allocations to support the Infinity Garden Village proposals. This includes:

- Those parts of the SDITL that are not part of the Wragley Way housing site or part of the Infinity Park Derby Southern Extension;
- 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 necessary to mitigate impact or loss, particularly in relation to public open space, sports pitches and the local nature reserve.

A mechanism to ensure this infrastructure is delivered at the correct time will be developed.

3.4 CLIMATE CHANGE & ENERGY CONSUMPTION

3.4.1 Flood mitigation and drainage infrastructure must be designed holistically, so that infrastructure for one 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. Land proposed for development outside of existing allocations will be subject to the sequential and exceptions test and set out in prevailing national policy and the respective local plans.

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.

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 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 where feasible. Low emissions vehicle charging points should also be included so to encourage a shift from fossil fuel powered motor vehicles to electric vehicles.

3.4.5 Consideration will also be given to district-wide energy generation, distribution and use by way of community heat and electricity infrastructure, especially given opportunities presented by the significant commercial development to the north around the Rolls-Royce campus.

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INFRASTRUCTURE

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) or Design Manual for Roads and Bridges, as appropriate.

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.

4.1.3 Conjoined and segregated walking and cycling routes will be provided at the appropriate times to provide a choice of safe, convenient and attractive routes through the village and to nearby areas. This may include the use of shared surfaces where appropriate, as well as temporary routes whilst surrounding development is built out.

4.1.4 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.

4.1.5 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.

4.1.6 It will be important to minimise and mitigate any adverse effects of existing routes beyond IGV. Consideration will be given to downgrading Arleston 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..

4.2 DRAINAGE

4.2.1 It will be expected that existing drainage networks will be retained and improved, as far as is practicable, 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.

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.

4.3 LANDSCAPING & OPEN SPACE

4.3.1 Infinity Garden Village will provide significant areas of new landscaping, open space and habitat creation. 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.

4.3.2 Existing public open space, sports pitches, hedgerows and trees will be retained within open spaces and enhanced for biodiversity with additional 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.

4.5 SOCIAL, HEALTH & EDUCATION

4.5.1 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 services, such as those at the Sinfin District Centre and further afield within Derby. This may require off-site works and/or financial contributions 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, including contributions where necessary, to the improvement of facilities 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, the new centre at Wragley Way could include a public square fronted with retail, a café and the primary school, or a pedestrianised street with shop units fronting it. Car orientated retail areas are not part of the vision for IGV. Any applications for retail uses outside of existing or planned centres would need to follow the sequential test and be accompanied by the relevant impact assessment required by the prevailing planning policy at the time of the application.

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HOUSING

5.1 AMOUNT & LOCATION

5.1.1 The Wragley Way cross boundary allocation will deliver around 2,130 new homes. A variety of types and tenures of dwellings will be provided, including up to 30% Affordable Housing. Dwellings should also be designed with adaptation in mind reflecting the increasing trend of working from home, as well as facilitating the co-location of multiple generations to deal with an ageing, less mobile 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.

5.1.3 Any delivery of homes at Lowes Farm, in the eastern part of Infinity Garden Village, will be the subject of a future Local Plan review.

5.2 DESIGN PRINCIPLES

5.2.1 The approach to design must incorporate the IGV Vision, promoting the ethos of a garden village which has a distinctive character as set out at sub-section 2.3. The 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.

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.

5.2.4 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 Registered Provider led phases and financial contributions partially in lieu of on-site provision.

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.

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.

EMPLOYMENT

6.1 AMOUNT & LOCATION

6.1.1 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.

6.1.3 Encouragement will be given to creation of live-work units where appropriate, as well as attracting independent local business 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 and sensitively managing the relationship between employment and residential uses across IGV. This should include 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.

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.

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.

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IMPLEMENTATION

7.1 DESIGN AND ACCESS STATEMENTS

7.1.1 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.

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).

7.2.2 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 and assessment of the application(s).

7.2.3 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.

7.2.4 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).

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.

7.3.2 Ownership and management of some other 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.)

GLOSSARY

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

Infinity Garden Village
Development Framework Document
2018