

**3 CITIES & 3 COUNTIES  
NEW GROWTH POINT**

**PARTNERSHIP FOR GROWTH  
PROGRAMME OF DEVELOPMENT 2006-2026  
and indicative investment priorities for 2008-2011**

Appendix 1 – The Derby HMA

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## Vision and Rationale for Growth

### A1.1 Introduction

- A1.1.1 The Derby Housing Market Area (HMA) covers the districts of Derby, South Derbyshire and Amber Valley. This area has a track record of delivering new housing. There has been a strong past trend of migration into the HMA with house building at high levels relative to population. In some respects, the area has been performing a growth point function for many years.
- A1.1.2 Housing growth has been supported by the HMA's economic performance and record of job creation. The success of manufacturers such as Rolls Royce and Toyota has been a key part of this, but the service sector is also becoming increasingly important. The local economy is well positioned for continued growth within the context of the overall 3 Cities economic offer. Forecasts indicate that the area has relatively favourable projections for job growth.
- A1.1.3 In Derby itself, the City Centre is a priority for growth and regeneration. The establishment of a URC in the form of Derby Cityscape in 2003 reflects this. Derby Cityscape's Masterplan provides a vision for transforming the City Centre over the next 10-15 years. Outside the City Centre, there is a range of regeneration priorities within the Derby urban area and throughout the wider HMA in South Derbyshire and Amber Valley, including the towns of Swadlincote, Alfreton, Belper, Heanor and Ripley.
- A1.1.4 Housing in the Derby HMA is relatively affordable in the national context. However, research by DTZ on housing market areas for EMRA notes that there has been substantial price growth in the Derby HMA in recent years. There is considered to be an emerging affordability challenge. Studies of housing need carried out by the local authorities confirm that there is a substantial unmet requirement for affordable housing.
- A1.1.5 This part of the 6Cs Programme of Development has been developed by Derby City Council and Derbyshire County Council in close consultation with South Derbyshire District Council and Amber Valley Borough Council. Representatives from all four local authorities, meeting as the Derby HMA Programme Board, discuss the Derby HMA Appendix prior to its finalisation. There has also been consultation on the draft version of this document with key agencies and infrastructure providers, including East Midlands Regional Assembly, emda, English Partnerships, GOEM, the Environment Agency, the Highways Agency, Severn Trent Water and Derby Primary Care trust.

## **A1.2 Planning Vision and Strategy**

- A1.2.1 The vision for the 3 Cities Sub Regional Strategy (SRS), as set out in the draft Regional Plan, is for an area where the principles of sustainability are achieved through new development and regeneration. In the Derby HMA this will involve a strengthening of the role of the Derby Principal Urban Area (PUA) as a location for new homes, jobs and services. There will be a complementary emphasis on Swadlincote, Alfreton, Belper, Heanor and Ripley as important centres in their own right.
- A1.2.2 The SRS indicates that 1,770 dwellings pa will be provided in the Derby HMA over the period 2001 – 26. This is an increase of over 28% above the previous RSS baseline. It will provide for continuing in migration to the Derby HMA, but at a level slightly below that implied by the Government's trend based projections. The Derby HMA has seen particularly rapid past housing growth, especially in some parts of South Derbyshire and Amber Valley, which is reflected in the trend. There has been in-migration to the area from the Nottingham HMA, where housing has been constrained. It is considered that it would be unsustainable to continue to follow these trends and the 3 Cities SRS therefore proposes a more balanced approach to housing between the two HMAs.
- A1.2.3 The 1,770 dwellings pa for the Derby HMA is distributed as follows:
- Derby City                      700 dws pa – all Derby PUA
  - South Derbyshire        605 dws pa - of which 255 dws pa as Derby PUA extensions
  - Amber Valley                465 dws pa - of which 25 dws pa as Derby PUA extensions
- A1.2.4 The total annual provision for the Derby PUA as a whole is therefore 980 dwellings pa.
- A1.2.5 These Regional Plan proposals have recently been the subject of an Examination in Public with the Panel's report expected in the autumn. Proposed changes in the light of the report are now expected from the Secretary of State next Easter with approval of the Plan later that year. This process will ultimately determine the level of housing in the Derby HMA and the strategy for its delivery.
- A1.2.6 The housing targets in the SRS are challenging, particularly for the Derby PUA, but are considered achievable. The City of Derby Local Plan Review and the Amber Valley Local Plan provide for strategic housing land releases, including brownfield sites and modest urban extensions. The Derby Cityscape Masterplan identifies additional strategic housing opportunities in Derby City Centre that will extend well beyond the Local Plan's time horizon. In South Derbyshire there is a good supply of housing land in the southern half of the District at Swadlincote, but no up to date local plan for the district. A conjoined planning inquiry is underway in South Derbyshire into five applications for major housing development, four of which adjoin the

Derby PUA. The District and City Councils support the approval of one of these sites to help meet housing needs prior to LDF preparation. A decision is expected in 2008.

- A1.2.7 A Strategic Housing Land Availability Assessment (SHLAA) has recently been undertaken for the Derby PUA. This indicates that the urban capacity assumptions underpinning the draft Regional Plan's housing target are soundly based. It also found that there is scope to identify sufficient suitable greenfield sites to ensure requirements can be met to 2026.
- A1.2.8 The three local planning authorities are reviewing and rolling forward their plans under the new LDF system to meet the longer term requirements of the Regional Plan to 2026. The Councils have embraced the need for cooperation and joint working within the LDF process. The respective Local Development Schemes indicate a commitment to coordinated Core Strategies. There is joint working on the evidence base, for example the Housing Needs and Market Assessment and Employment Land Study, which have been undertaken on a HMA wide basis. The Councils have agreed to prepare a joint Site Allocations DPD for the Derby PUA to enable a comprehensive, cross boundary approach to planning for housing and related facilities.

### **A1.3 Complementary Strategies**

#### *Community Strategy*

- A1.3.1 Derby City Partnership is the LSP for the City. Its 2020 Vision document states that in 2020 Derby will be a dynamic and lively City, with a revitalised and bustling city centre. Priorities for 2006 – 09 are:
- To create a city centre which people of all ages and backgrounds will be able to enjoy, including the delivery of the right mix and balance of homes for city living
  - To focus on Derby's deprived neighbourhoods so that opportunities there are the same as for people in the rest of the city. This includes making sure that existing and future housing is appropriate to meet the housing needs of all parts of the community.

#### *City Growth Strategy*

- A1.3.2 The Derby City Growth Vision, endorsed by Derby City Partnership, provides a new form of economic development strategy based on three interrelated ambitions:
- To build Derby's portfolio of higher value, knowledge based employment

- To ensure Derby is a location of choice for able, talented and creative people
- To energise all of Derby's communities, capturing their full economic potential

A1.3.3 This vision will be achieved through a focus on four 'cluster' development opportunities: manufacturing/engineering, creative industries, retail and tourism. There are also six cross cutting themes, two of which are particularly relevant to housing growth:

- Generating the 'liveable City' to attract and retain creative people and key workers; and
- Infrastructure for growth

#### *Neighbourhood Renewal*

A1.3.4 Neighbourhood renewal is a Community Strategy priority for Derby. There are proposals to roll out neighbourhood forums across the City on a ward basis. The following neighbourhood renewal projects have particular relevance to the Programme of Development in the PUA.

- Rosehill Housing Market Renewal Initiative – this Government funded project relates to an area of terraced housing in relatively poor condition and suffering from low demand. A masterplan looking at options to improve the area is in preparation.
- Osmaston Masterplan – commissioned with funding from Derby Homes, Rolls Royce and the City Council. It will look at development options for the area, which includes surplus Rolls Royce premises and a large amount of inter-war council houses.
- Derwent Masterplan – commissioned to consider the options for the Derwent New Deal area, which primarily comprises interwar council housing.

#### *Local Transport Plans*

A1.3.5 The Derby Joint Local Transport Plan (LTP) covers the Derby PUA and the surrounding rural area. It is jointly produced by the City and County Councils in close liaison with the three adjoining district councils.

A1.3.6 The strategy underpinning the Derby LTP has six main elements:

- Land use policy - including an emphasis on placing major trip attractors in the City Centre
- Promotion of 'smarter' travel choices – soft demand management measures such as better public transport information and promotion of travel plans

- Local safety and accessibility improvements – such as high quality pedestrian and cycle routes
- Strategic public transport improvements – including bus priorities and new park and ride sites
- Strategic traffic management and demand restraint – e.g. car parking charges
- Maintenance of transport infrastructure

A1.3.7 The Derbyshire LTP sets out priorities for the remainder of South Derbyshire and Amber Valley including, as an Annex, a strategy specifically covering the Burton/Swadlincote area. This LTP covers a range of transport priorities reflecting the mainly rural nature of the area and identifies the need to improve accessibility by public transport to Derby City hospitals and to the Dove Valley business park. Similarly, access to education and training facilities in South Derbyshire and railway stations are highlighted as a priority. More generally, the role of the Burton - Swadlincote Bus Quality Partnership is acknowledged and aims to improve the quality of bus services linking the two towns and to National Forest attractions. The need for better links to Derby is also acknowledged. Further developments to the national cycle routes in South Derbyshire cycle route network are identified as necessary. In terms of road provision, the strategy points to emerging feasibility work on major road schemes needed to link Swadlincote to the wider trunk road network including Phase 2 of the Swadlincote Regeneration Route.

#### *Derby Cityscape Masterplan*

A1.3.8 The Derby Cityscape URC Masterplan provides a framework to rejuvenate Derby City Centre so that it can realise its full potential to serve the local community and the wider region. It seeks to promote a step change in the scale of activity, with a balance of new residential, commercial, retail, leisure and cultural uses. One of the key objectives is the establishment of a 'living centre' with new communities.

A1.3.9 There is potential for 4 - 5000 new homes in the City Centre. Key locations include Castleward, the Derbyshire Royal Infirmary (DRI), North Riverside and Friar Gate Goods Yard. The Eastern Fringes Area Action Plan currently in preparation by the City Council covers Castleward and the DRI and will help to bring these sites forward.

#### *Design Policies*

A1.3.10 A 'Sustainable Design' Supplementary Planning Document (SPD) for Derby City is in preparation. This will:

- reinforce and develop the design policies of the Local Plan
- expand on the requirements for Design and Access statements
- reinforce CABE Building for Life criteria
- introduce standards and targets for the reduction of carbon emissions

- provide guidance taking forward the principles of sustainable design and energy use
- reinforce and supplement the Code for Sustainable Homes

There will be continued liaison with OPUN, the Architecture and Built Environment Centre for the East Midlands, and their design review panel. The design of public realm improvements, bridges and housing schemes have all been successfully reviewed by OPUN. Training and workshops/ seminars are also provided by Regeneration East Midlands to raise skill levels.

- A1.3.12 Site specific SPDs have been developed for two major housing sites - Rykneld Road and Manor/Kingsway. These take forward the relevant local plan policies using a masterplanning approach, assessing the opportunities and constraints presented and setting out design and layout principles.
- A1.3.13 The Derby Cityscape Masterplan contains design guidance for developments in the City Centre. In addition, Derby Cityscape and the City Council have agreed a Public Realm Strategy for the design and delivery of a high quality coordinated City Centre public realm. This contains two key design themes:
- The Hidden River: unlocking the potential of the river, reinforcing its role as a place of historical importance and drawing people out to the Riverside to enjoy the green spaces.
  - City Vision: how people orientate themselves and find their way around the City Centre.

#### *Sport and Leisure*

- A1.3.14 A Derbyshire Sports Facility Strategy has recently been formally adopted. The key elements of the strategy conclude that:
- Compared with other counties, National Governing Bodies consider that Derbyshire has a lack of facilities suitable for the higher levels of performance sport, facilities are inadequate to support the needs of talented athletes and current facilities are not capable of staging or supporting major sporting events
  - Much of the supply of local sports provision in Derbyshire is of a low quality and requires urgent investment to modernise, improve and expand facilities. The current stock of facilities has largely suffered from a lack of long term investment. For example, the average age of dry side facilities is 26 years and swimming pools approximately 30 years
  - An integrated plan for investment in school sports provision through BSF and PFI and the modernisation, improvement and expansion of council owned local sports facilities is lacking and should be given the highest priority by Derbyshire Sport, local authorities and the governing bodies of sport.
- A1.3.15 In view of this a vision was established for the County and City to:



*“Create a network of high quality community and specialist sports facilities within Derbyshire that will enhance the quality of life of people within existing, new communities and visitors”*

In June 2005, the City Council adopted a Physical Activity and Indoor Sport Facility Strategy for Derby. In recognition that a large proportion of the population need to be much more active, the overarching aim of the Physical Activity Strategy, “Getting Derby Active” is to:

*“Provide opportunity, increase participation and actively encourage people to participate in physical activity across the City”*

Taking account of the role that sports centres play with regard to the above aim and the aging stock of provision across the city, a further priority was agreed:

*‘The development of a strategically located network of quality, accessible and affordable indoor facilities, providing for local participation needs and aspirations, in a range of sports and physical activity.’*

- A1.3.16 Derby has been identified as the preferred location for the development of four strategic priorities that include: a 50 metre pool, Indoor and Outdoor Athletics and Indoor Tennis. In addition to this, the strategy recommends that Derby looks into the feasibility of providing an Indoor Bowls Centre and Indoor Climbing Wall. Funding sources need to be identified for all these projects.

#### *Health Services*

- A1.3.17 Derby and Derbyshire PCTs cover the Derby HMA. The PCT’s Strategic Service Development Plan (SSDP), has been developed to support an approach to promoting and maintaining the good health of local neighbourhoods and individuals in line with the Government White Paper “Choosing Health”. This plan is intended to address the future needs of local populations including demand for services arising from population growth, the increasing proportion of older people and the need to improve access to services, especially in the more deprived neighbourhoods and communities.

## **A1.4 Key Infrastructure Issues**

### *Transport*

- A1.4.1 The provision of a reliable, safe, secure and environmentally sustainable transport system that responds efficiently to the needs of individuals and business is fundamental to the future vitality of the HMA. Increasing road congestion and the associated environmental and social impacts is a major concern. Indeed, the Outer Ring Road, Inner Ring Road and a section of the A52 Trunk Road within Derby have been declared Air Quality Management Areas because of consistently high levels of traffic pollutants found in these residential areas.
- A1.4.2 In order to sustain the economic and residential land use growth that is forecast and planned over the next decade, significant investment will need to be made to transport infrastructure and services. National, regional and local transport policy recognises the need for sustainable transport solutions, and that current trends in increased car ownership and usage cannot be supported in the longer term. As such, future transport investment needs to focus on measures that encourage modal shift away from the car and increase travel choice by improving conditions for pedestrians, cyclists and public transport users.
- A1.4.3 In Derby City Centre, the Connecting Derby Inner Ring Road LTP major scheme will be a key piece of infrastructure that will enable the regeneration of the City Centre. The scheme aims to improve transport links in and around the city centre. Phase 1 of the project has now been implemented and removed unnecessary through traffic from the main shopping area. Completion of the remaining phases 2 and 3, which includes a new link road, bus priority, pedestrian and cycle measures, are scheduled for the end of 2009 and is a top regional priority. Outside the City Centre, the capacity of the A38 junctions on the west side of the City is a constraint to the longer term development of urban extensions. The Highways Agency has proposed grade separation of these junctions and Regional Funding Allocation has been identified to complete the scheme by 2016.
- A1.4.4 A key element of the Long Term Transport Strategy in the second LTP is to focus on strategic public transport improvements. This includes the eventual provision of four park and ride sites and linked bus priority measures on Derby's four strategic trunk road transport corridors. The potential sites include:
- A516/A38 Derby City Hospital
  - A61 Sir Frank Whittle Road
  - A52 Nottingham Road
  - A6 Boulton Moor

- A1.4.5 Strategic Integrated Transport Strategies (SITS) have been developed or will be developed to provide 'whole corridor' approach to tackle congestion and provide a step change in bus transport infrastructure and services on all Derby's main transport corridors. This means implementing a range of schemes at the same time to deliver more comprehensive improvements that will encourage more people to switch to more sustainable travel modes.
- A1.4.6 The public transport long term strategy would be implemented subject to eventual acceptance of the 3 Cities Transport Innovation Fund (TIF) proposals currently being developed in detail following the successful bid for pump-priming funds. The TIF proposal encompasses a range of measures including accessibility improvements; soft demand management measures such as a major expansion of travel information and travel planning; and consideration of road user charging as part of a wider scheme including at least the 3 Cities area. These proposals, although not yet firm commitments, need to be taken into account in the Programme of Development.
- A1.4.7 The transportation impact of current proposals for new housing and economic development in and around the Derby PUA are being assessed through the recently developed Derby Area Transportation Model (DATM). This will help inform the best spatial location for housing development in terms of measuring traffic impacts and evaluating the effectiveness of transport schemes to mitigate and sustain development. The increasing economic and social demand to address the City's transport problems, and provide infrastructure and services to support land use growth, is driven by the possible combined release of significant housing land use sites as urban extensions to Derby in South Derbyshire through the current public inquiry. The Regional Plan requirement to identify additional urban extensions in Derby and elsewhere via Local Development Frameworks (LDFs) creates an additional need for research and analysis of the land use and transport interactions involved with different options. These projects represent major pieces of work to be undertaken in the coming year for which funding needs to be identified. Away from the PUA, the poor road connectivity between Swadlincote and the strategic road network limits the town's potential and gives rise to problems particularly around congestion.

#### *Water Related Infrastructure*

- A1.4.8 Flood protection is an important consideration, as the Rivers Derwent and Trent flow through the area. The Environment Agency's flood risk map identifies significant areas of Flood Risk Zones 2 and 3 within the Derby PUA. A number of the sites identified in the Derby PUA SHLAA are subject to some degree of flood risk. A Level One Strategic Flood Risk Assessment (SFRA) is underway for Derby PUA and similar assessments will be required throughout the rest of the HMA. Subject to the outcome of that work, a further Level 2 Assessment will be commenced early in 2008. This work will provide a sounder basis for considering planning applications and guiding LDF preparation.

- A1.4.9 Severn Trent Water was consulted on the preparation of the Derby PUA SHLAA. In terms of water resources and treatment, they advised that the location, scale and timing of the housing growth envisaged would be unlikely to cause significant difficulties. Current investment plans should be able to accommodate the growth proposed. In terms of sewage treatment capacity, however, the Derby works is unlikely to have sufficient capacity to accommodate the full scale of the growth proposed to 2026. The SHLAA notes that Severn Trent is working on its next business plan for submission to OfWat and that this will outline the scale of the asset investment required during 2010-15. The RSS housing growth proposals will need to inform this submission.
- A1.4.10 There is an acknowledged issue of flooding caused by the surcharging of foul sewers within parts of the south of the Derby PUA. This is caused primarily by the prevalence of older combined foul and surface water sewer systems. This issue is being addressed via the SFRA in consultation with the Environment Agency and Severn Trent.
- A1.4.11 In view of the interrelated nature of these issues, it is considered that there is a need to develop a Water Cycle Strategy to guide and coordinate planning for water services infrastructure and housing development. This would assess water supply, sewage disposal, flood risk management and surface water drainage issues in the context of development proposals, examining the scope for water use minimisation and sustainable drainage systems.

#### *Green Infrastructure*

- A1.4.12 Local plan policies define and protect a number of the major elements of the Green Infrastructure network, including Green Wedges and Green Belt, main areas of public open space, river and wildlife corridors and areas of particular biodiversity value. Policies on biodiversity are expanded on in the City's Nature Conservation SPD. In addition a number of other assets including all the boundaries of conservation areas, the World Heritage Site, Listed Buildings Local Nature Reserves and many footpaths and cycle ways are mapped separately. There are several proposals to develop new and improved parks, some of which relate directly to new housing development, but these require additional funding to be identified in order to be delivered. The proposed restoration of the Derby and Sandiacre canal is a sub regional project which would run through a significant part of the HMA, including the Derby PUA.
- A1.4.13 There has been recent close liaison with regional partners, including Natural England, on the region's developmental work on Green Infrastructure. There is an urgent need for a Green Infrastructure and Open Space Study to devise a comprehensive strategy and to inform LDF work. This would look at provision and needs and provide a basis for a Green Infrastructure delivery plan for new development areas, based on a character assessment of existing assets. Following consultation with Natural England a brief has been prepared to undertake this work on a 3 Cities basis. There are several proposed green

infrastructure projects proposed in this Programme. These have already been identified as necessary, in advance of the comprehensive green infrastructure strategy to help deliver and support the early phases of the housing trajectory

#### *City Centre*

- A1.4.14 A range of City Centre schemes complement and support the aims of the Derby Cityscape masterplan for a step change in city living. For example, the Eagle Centre extension opening in October 2007 will double the amount of retail space in the complex and provide a luxury multi-screen cinema. The Quad visual arts and media centre is under construction. The Riverlights development will provide a new bus station, hotels, leisure facilities and housing.
- A1.4.15 There is a developing programme of City Centre public realm improvements in accordance with the adopted strategy. Current schemes include refurbishment of East Street to coincide with the opening of the new Eagle Centre extension and the Cathedral Green improvements and footbridge funded under the Growth Point Pilot Fund. The City Council has earmarked significant resources to support the programme, but substantial additional funding will need to be found to achieve full delivery within a reasonable timescale.

#### *Health Services*

- A1.4.16 Major investment in a new 'superhospital' hospital for Derby is well underway at the Derby City General Hospital site at Uttoxeter Road. The new hospital will be complete in 2008, after which all remaining acute services will transfer from the Derbyshire Royal Infirmary. This will enable land at the DRI to be released for housing development in accordance with the Derby Cityscape Masterplan. There is also a need to provide for new residential accommodation for health workers and ancillary health care facilities at the Manor/Kingsway site which adjoins the new hospital.
- A1.4.17 There is a programme to develop and improve primary and community health care facilities through the Southern Derbyshire Local Improvement Finance Trust (LIFT). This has delivered recent projects throughout the HMA such as the Swadlincote Health Centre, the Alfreton Primary Care Centre and the Coleman Health Centre. It will be important to continue to work with the PCTs to ensure that future LIFT developments and other primary care investment is coordinated with and supports the housing programme envisaged.

### *Education*

- A1.4.18 The national Building Schools for the Future (BSF) programme aims to bring all secondary schools up to new standards by creating 21st century learning environments. As a Wave 5 authority, Derby City will shortly submit a Strategy for Change Part 1 addressing the following issues:
- The clarity of response to Departmental and Ministerial expectations as expressed in Remit for Change
  - The extent to which the Every Child Matters agenda is being addressed through and supported by BSF plans
  - Plans for greater diversity and choice of schools (including academies)
  - The value added to school level provision, outcomes and community access by BSF capital funding
- A1.4.19 Following Ministerial approval of Strategy for Change Part 1, the Council will submit a Strategy for Change Part 2 which is a more detailed document showing how the key challenges and objectives for the Council will be addressed through changes to the secondary estate. Derby City Council will need to continue to develop its approach as given in the Readiness to Deliver statement so that an overarching vision of the future of secondary schooling in the City is in place to support the development of Strategy for Change and to support schools and others in implementing Derby City's BSF programme.
- A1.4.20 There are emerging cross boundary issues regarding secondary school provision that will require early resolution in parallel with anticipated LDF work to identify sites for new housing around the PUA. Several secondary schools in Derby, Amber Valley and South Derbyshire which currently serve the PUA are at or near capacity. The scale of development envisaged longer term in the draft Regional Plan points to the eventual need for a new secondary school at some point. There will need to be close joint working between the respective planning and education authorities to examine the issues and options in full and to identify a solution.

### *Planning Obligations*

- A1.4.21 The use of Section 106 planning obligations to secure necessary infrastructure is well established in the HMA and is supported by local plan and Government policy. A wide range of approaches has been developed by the planning authorities to assess the appropriate level of contributions in for different community needs in relation to different scales of development. The City Council is preparing a Supplementary Planning Document for consultation this autumn which will provide a guide to how planning obligations will be sought and ensure that appropriate provision is made for contributions to all relevant types of infrastructure.

## Housing Trajectory

### A1.5 Strategic Housing Sites

A1.5.1 Strategic priorities for intervention to deliver housing include the following brownfield sites in Derby City Centre being promoted by Derby Cityscape:

1. Castleward – 1,200 homes
2. North East Riverside – 390 homes
3. Derbyshire Royal Infirmary – 850 homes
4. Friar Gate Goods Yard – 771 homes
5. Other City Centre

A1.5.2 The strategic greenfield and brownfield/greenfield PUA sites outside the City Centre listed below play a key role in the housing trajectory and will also benefit from measures to support delivery:

6. Osmaston Regeneration Area Rolls Royce sites – 858 homes (subject to current Osmaston masterplanning process)
7. Wilmorton - 593 homes (development underway)
8. Mickleover Campus - 476 homes (development imminent)
9. Manor / Kingsway – 700 homes (development being led by English Partnerships)
10. Rykneld Road - 980 homes
11. Boulton Moor, South Derbyshire – 1,058 homes (subject to outcome of current planning appeal process)
12. Radbourne Lane, Amber Valley – 600 homes

A1.5.3 With the exception of Radbourne Lane, each of the above sites has been evaluated in the Derby PUA SHLAA, which contains more site specific information including detailed maps.

A1.5.4 Away from the PUA, there are three major housing sites in South Derbyshire and Amber Valley which will contribute significantly to early housing delivery in the Derby HMA.

13. Former Hilton Depot, Hilton, South Derbyshire – 1,800 homes, of which 476 remain to be completed
14. Swadlincote Lane, Swadlincote, South Derbyshire – 1,000 homes, of which 792 remain to be completed
15. Cinderhill, Amber Valley – 300 homes

## **A1.6 Site Details**

The sections below summarise the main characteristics and issues for each site. The location of each site is shown on the Maps at the end of this document. SHLAA reference numbers are also provided in each heading where applicable.

### *1. Castleward (SHLAA Ref 66)*

- A1.6.1 This is a regeneration priority in the City of Derby Local Plan Review and proposed for comprehensive redevelopment as an urban village in Cityscape's Masterplan. The site is covered by the emerging City Centre Eastern Fringes Area Action Plan which is reaching Preferred Options stage. Despite being located between the City centre shopping area and the Railway Station, the area is dominated by uses such as light industry and surface car parking. In addition to 1,200 homes of a mix of types and tenures, the proposals include major office development, supporting facilities for the new community and a new high quality pedestrian priority link between the Railway Station and the City Centre. This will incorporate active ground floor uses, including the potential for a supermarket, and will become the focal point for the new neighbourhood. Improved access to Bass' Recreation Ground, the major open space serving the area, is also a key priority but will create a significant challenge owing to the physical constraints that exist.
- A1.6.2 There are a large number of landowners in the Castleward area and it will be a challenge to assemble the land. Compulsory Purchase powers may be required. There may also be issues relating to the viability of regenerating the area, particularly in terms of providing affordable housing, necessary infrastructure and ensuring a high standard of sustainable design. Viability assessments are currently being carried out. It is anticipated that, in conjunction with Derby Cityscape, a 'Preferred Developer' will be appointed. English Partnerships and emda are partners with the Council and Cityscape in these efforts to bring the site forward.

### *2. North East Riverside (SHLAA Ref 22)*

- A1.6.3 The site is not allocated in the City of Derby Local Plan Review but has been identified in the Cityscape Masterplan as a mixed-use residential-led opportunity. In addition to 390 new dwellings, the site is identified for office, hotel, leisure and complementary retail uses. A new multi-storey car park would also be developed on the site of an existing surface level car park.
- A1.6.4 Land assembly will be an issue here as there are a number of landowners. Compulsory Purchase powers may be required. The site also falls within Flood Zone 3 and may require mitigation measures and there are issues of viability. These problems are



exacerbated by the need for pedestrian/cycle infrastructure in the form of bridge links across the river and part of the local road network. English Partnerships are actively engaged in helping to bring the site forward.

### *3. Derbyshire Royal Infirmary (SHLAA Ref 44)*

- A1.6.5 This site is becoming available as a result of the relocation of acute services to the City General Hospital elsewhere in the City. It is owned by a single landowner (the NHS Trust). This is also a regeneration priority area in the City of Derby Local Plan Review and proposed for comprehensive residential redevelopment in Cityscape's Masterplan. The site is covered by the emerging City Centre Eastern Fringes Area Action Plan which is reaching Preferred Options stage.
- A1.6.6 The site includes architecturally and historically important buildings, statues and other structures, the treatment of which will be particularly important. The most important of these will be the original Infirmary buildings, which are 'locally listed'. Whether these can be viably converted and refurbished for residential use will require careful consideration.

### *4. Friar Gate Goods Yard (SHLAA Ref 24)*

- A1.6.7 This is a regeneration priority identified in the adopted CDLP Review for residential use, supported by offices, leisure and other uses. The majority of the site is former railway land and includes listed buildings, including the Bonded Warehouse and Engine Shed, which need to be retained and reused as part of the site's redevelopment. Convenience retailing will be permitted on the ground floor of the Bonded warehouse as a means of securing its preservation. Other challenges to development include transport impact (including integration of the scheme with Connecting Derby), ground conditions and the presence of features of natural history importance on part of the site, impacts on which will require mitigation.
- A1.6.8 A planning application has been received and negotiations with the developer are well advanced but several outstanding issues remain to be resolved, including the ability of the site to deliver affordable housing in view of the viability issues arising from the challenges above.

### *5. Other City Centre Sites*

- A1.6.9 Other key City Centre housing sites include Full Street (Site 5a, 100 homes) and Becket Well (Site 5b, 212 homes). Full Street is a Riverside site being brought forward by a developer. There are viability and design issues associated with the need to incorporate the listed Magistrates Courts in the scheme. Becket Well is on the site of the former Duckworth Square development and is being taken forward by an affordable housing provider. There is also potential for housing at the St

Georges site (site 5c). Emda have taken a land holding as partners with Cityscape in the area and the site is being taken forward by Blueprint.

#### *6. Osmaston Regeneration Area (SHLAA Refs 13, 88)*

- A1.6.10 Rolls Royce are vacating older industrial premises in the Nightingale Road in the Osmaston area having developed new accommodation nearer to their main Sinfon works. These sites have been identified in the SHLAA as suitable for residential redevelopment. The largest site is the historic Nightingale Works which incorporates the locally listed Marble Hall. A masterplanning process is now underway for the wider Osmaston area and this is looking in more detail at redevelopment options for the sites in the context of a regeneration strategy for the area as a whole.

#### *7. Wilmorton (SHLAA Ref 35)*

- A1.6.11 This site, which is a redevelopment of the former Derby College, is now well under construction. It is located just outside the major employment area of Pride Park and its development will facilitate an extension to the nearby Alvaston Park within the Derwent Valley green wedge

#### *8. Mickleover Campus (SHLAA Ref 1)*

- A1.6.12 Derby University is vacating its Mickleover Campus having developed new facilities elsewhere in the City. The site is identified in the CDLP Review for residential development and open space and planning permission, based on a submitted masterplan, is about to be granted. Access infrastructure works are underway. Issues include the management of traffic along the Uttoxeter Road corridor and the need to integrate the new development with the existing community and the green infrastructure network.

#### *9. Manor/Kingsway (SHLAA Ref 7)*

- A1.6.13 The Manor/Kingsway hospitals site, identified for mixed use in the adopted CDLP Review, is now largely within the control of English Partnerships who are bringing it forward for development under the national Hospital Sites programme. It is one of the largest sites in the programme and of both national and regional significance. As well as housing, the site will provide employment opportunities, new mental health care facilities, supporting facilities for the nearby City Hospital, a park and ride facility and open space. A Supplementary Planning Document, incorporating a masterplan, has been prepared by EP and the Council in partnership with the health trusts and has been subject to consultation. EP are working up a planning application and disposal strategy. The intention is that the site will be an exemplar project for the City in terms of design and sustainability.

Challenges include the impact of traffic on the surrounding road network and the need to accommodate several competing objectives and interests within the limited area of land available.

*10. Rykneld Road (SHLAA Ref 19)*

- A1.6.14 This greenfield urban extension site is identified in the CDLP Review for almost 1,000 homes with supporting facilities. It forms an extension to the recently developed neighbourhood at Heatherton, but is split into two halves by the busy Rykneld Road. Proposals include an employment area, a primary school and an extension to the existing Heatherton neighbourhood centre. A Supplementary Planning Document, incorporating a masterplan, has been prepared in partnership with the developers and has been subject to consultation. A planning application is at an advanced stage of preparation. The main challenges are the management of traffic along the Burton Road corridor, provision of appropriate green infrastructure and enhanced on site and off site pedestrian and cycle linkages.

*11. Boulton Moor, South Derbyshire (SHLAA Ref N)*

- A1.6.15 This site is one of the five in South Derbyshire currently being considered at a conjoined Inquiry. The Council and South Derbyshire District Council have expressed their support for this urban extension to the PUA to be granted permission and for the purposes of this Programme it has therefore been included in the trajectory. The Boulton Moor planning application is based on a masterplan and proposes a school, neighbourhood centre, open space and park and ride to serve the London Road corridor. Land for the park and ride would be provided through a planning obligation but there would be a need for additional resources to fund its construction. As noted above, however, it is possible that further sites, or a combination of further sites, may be released as a result of the conjoined inquiry and this may need to be revisited. This would pose particular challenges in terms of the adequacy of the local and strategic road infrastructure, particularly on routes into the City and the provision of secondary education.

*12. Radbourne Lane, Amber Valley)*

- A1.6.16 This is an urban extension to the Mackworth area of Derby falling within Amber Valley. The site is allocated in the adopted Amber Valley Local Plan and a Supplementary Planning Document, incorporating a masterplan, has been published for consultation. A planning application is in preparation. Challenges include integration of the site with the existing Mackworth community and mitigating the impact on local services and the road network.

### *13. Former Hilton Depot, Hilton, South Derbyshire*

- A1.6.17 This is the site of a former MoD depot lying adjacent to the village of Hilton. Covering some 108ha, it is being re-developed in phases for both major housing and employment. Whilst development commenced in the mid 1990s, it is still being built out and it is expected that the final development will have provided around 1,800 dwellings in total. A major challenge is that the expansion of the village has outstripped the provision of local community infrastructure and facilities. This is largely a reflection of the period during which the original outline planning permission and developer contributions were agreed.

### *14. Swadlincote Lane, South Derbyshire*

- A1.6.18 This is a major greenfield site which has outline planning permission for 1,000 dwellings at Church Gresley, Swadlincote. Consent was originally granted in 1990, but development did not commence on site until 2003. Approximately 200 dwellings have been completed to date and it is expected that the overall dwelling capacity may increase as a result of higher residential densities. As noted elsewhere, Swadlincote is likely to receive further significant housing requirements under the emerging Regional Plan and particular challenges for the area are therefore road infrastructure and connectivity to the trunk road network together with the provision of health and education facilities.

### *15. Cinderhill, Amber Valley*

- A1.6.19 This proposed scheme is a comprehensive mixed-use development for employment and residential uses and will involve the remediation of existing derelict and contaminated land and the introduction of a major new access onto the A38. The site is allocated in the adopted Local Plan. An outline planning application supported by an illustrative masterplan has been submitted. However, there are still a number of challenges to bring forward the site, including the substantial cost of remediating the derelict/contaminated land, the implementation of key transport infrastructure, the delivery of affordable housing as an element of total housing provision within the site and the integration of the development with neighbouring communities. The Borough Council also anticipates having to use its compulsory purchase powers to secure ownership of the entire development site.

## **Longer Term Housing Delivery**

- A1.7.1 As the housing trajectory demonstrates, the identified sites plus other commitments can provide a reasonable continuity of supply for the next five years. There is a need to identify additional land through the LDF process to meet longer term needs up to 2026, both for Derby PUA and for the remaining parts of Amber Valley and South Derbyshire. For South Derbyshire, the

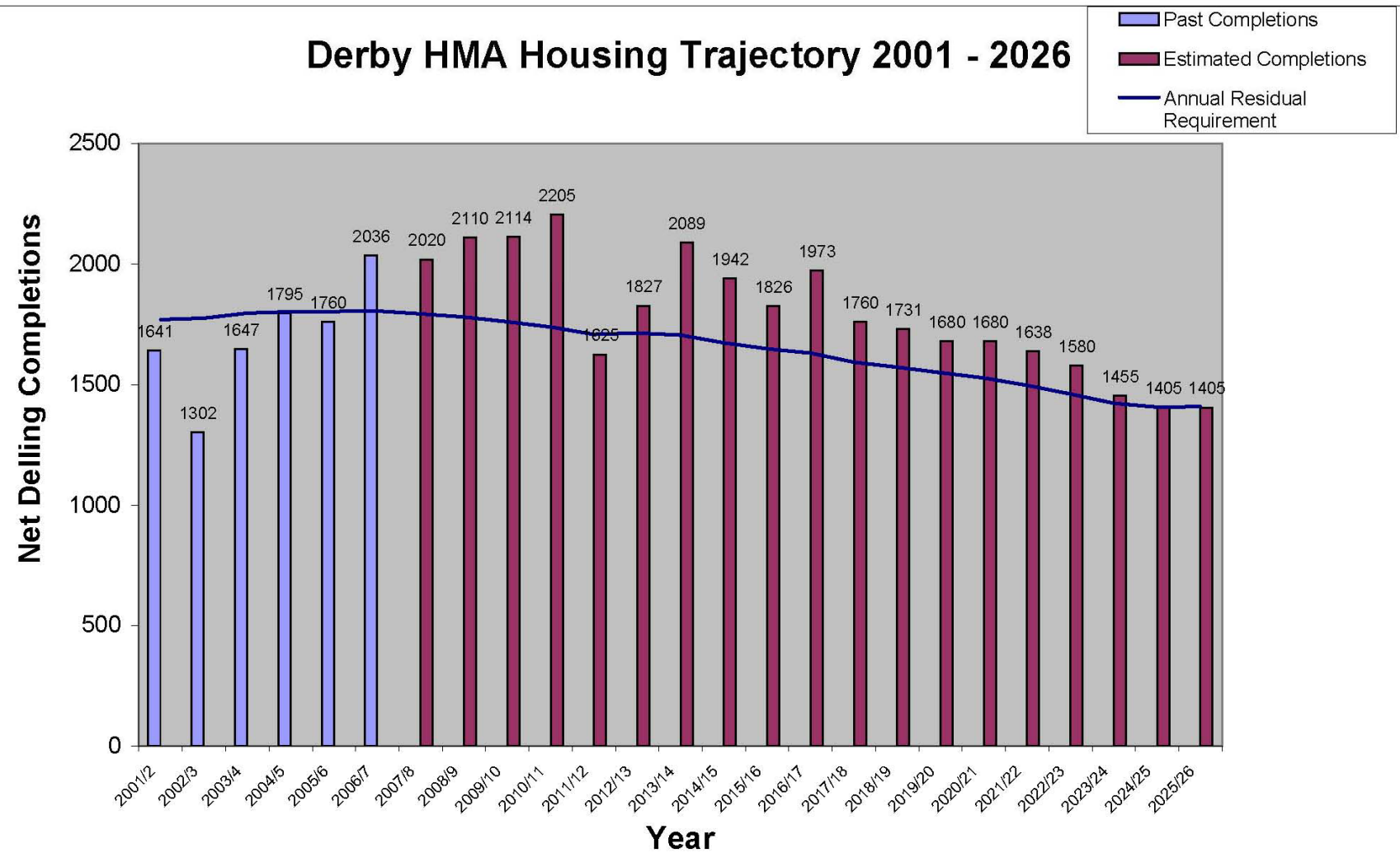
amount of land that will need to be identified through the LDF will depend on the decisions made in relation to the current conjoined Inquiry. The assumption made for the purposes of this Programme is that only the Boulton Moor proposal will be approved.

- A1.7.2 The three Councils in the Derby HMA have agreed to coordinate preparation of their Core Strategies and to work collaboratively on evidence base preparation. The common target for publication of Core Strategy Preferred Options is September 2008, with adoption in summer 2010. A joint Site Allocations DPD for the Derby PUA will follow, to be adopted by August 2011. This means that the new LDF sites should be delivering houses by 2013.
- A1.7.2 There are substantial challenges involved in undertaking this programme of joint work, in particular the need for a comprehensive evaluation of options for urban extensions capable of providing up to 5,000 homes in the South Derbyshire part of the Derby PUA. The evidence base for this work will need to cover a range of difficult and complex issues, including in particular the transportation, drainage, sewerage and secondary school issues identified earlier.
- A1.7.3 Similar LDF work will be needed to examine the options for urban extensions to the towns of Swadlincote, Alfreton, Belper, Heanor and Ripley in order to meet outstanding housing needs in the remainder of South Derbyshire and Amber Valley. Other development options may also need to be considered.

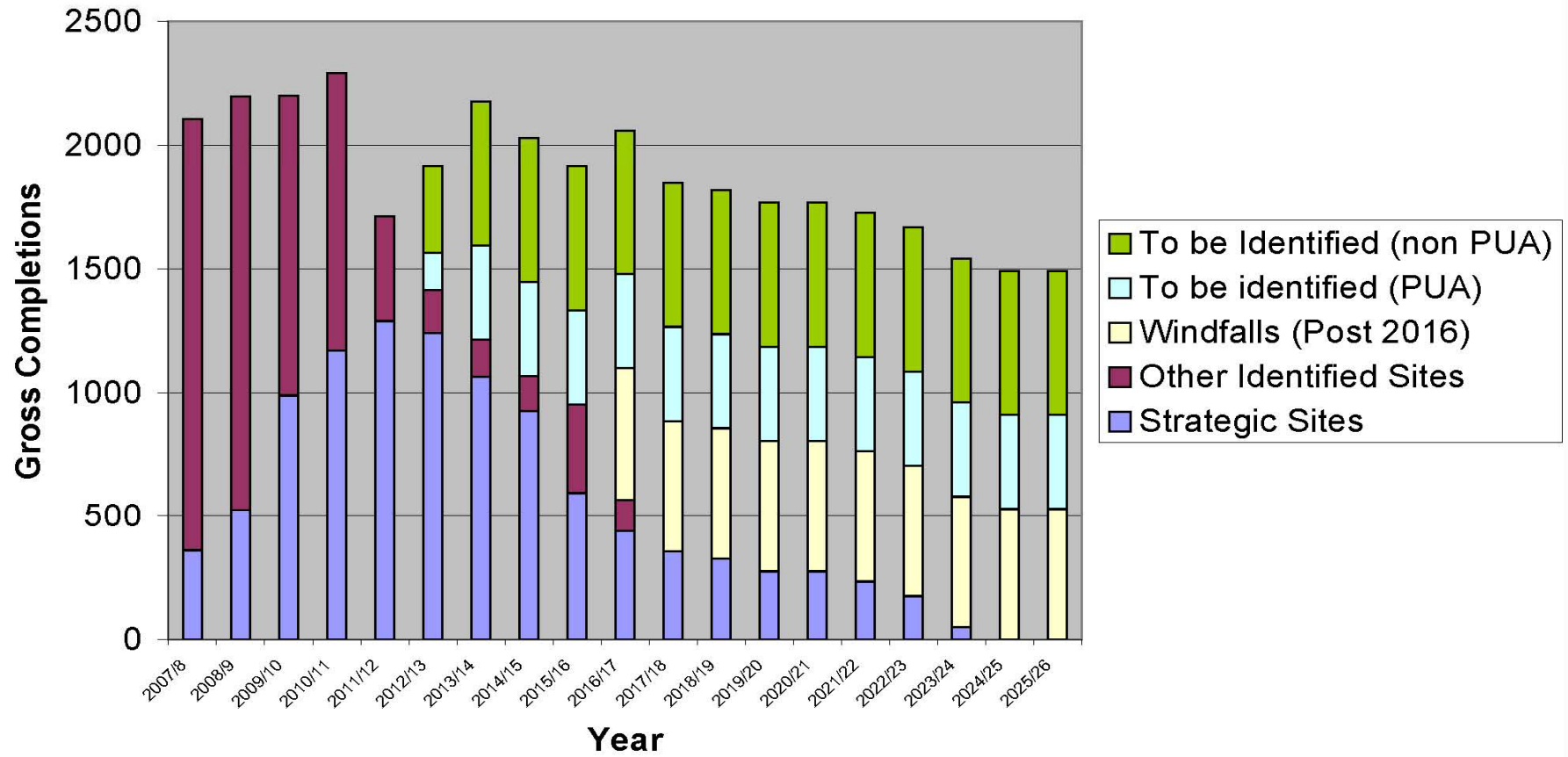
## DERBY HMA TRAJECTORY 2001-2026

	2001/2	2002/3	2003/4	2004/5	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	
Past Completions (Derby)	572	488	622	780	883	1054	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Past Completions (South Derbyshire)	735	575	607	756	486	451	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Past Completions (Amber Valley)	334	239	418	259	391	531	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Past Net Completions	1641	1302	1647	1795	1760	2036	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
STRATEGIC SITES																										
Derby																										
Castleward (1)											75	100	100	100	100	100	100	100	100	100	100	100	25			
North East Riverside (2)											100	100	100	90												
Derbyshire Royal Infirmary (3)											75	75	75	75	75	75	75	75	75	75	75	75	25			
Friar Gate Goods Yard (4)									80	80	80	80	80	80	80	80	80	51								
Osmaston Regeneration Area (6)													100	100	100	100	100	100	100	100	58					
Other City Centre (5)										106	106	100														
Wilmorton (7)							160	100	100	100	68															
Mickleover Campus (8)								75	100	100	100	101														
Manor/Kingsway (9)									120	120	120	120	120	100												
Ryknel Road (10)								50	140	140	140	140	140	140	90											
South Derbyshire																										
Hilton Depot (13)								100	100	100	100	76														
Boulton Moor (Derby PUA) (11)										75	150	150	150	150	150	83										
Swadlincote Lane (14)								100	100	100	100	100	100	92												
Amber Valley																										
Cinderhill (15)										75	75	75	75													
Radbourne Lane (Derby PUA)(12)									100	100	100	100	100													
OTHER SITES & WINDFALLS																										
Derby Identified Sites								836	987	575	515	94	80	110	110	321	0	0	0	0	0	0	0	0	0	
S/D Identified Sites								200	200	250	250	200	61													
A/V Identified Sites								712	486	387	357	129	33	40	31	36										
Windfalls (Post 2016)																	531	531	531	531	531	531	531	531	531	
Sites to be Identified in LDFs (PUA)												150	380	380	380	380	380	380	380	380	380	380	380	380	380	
Sites to be Identified in LDFs (non PUA)												350	582	582	582	582	582	582	582	582	582	582	582	582	582	
HMA Total GROSS Completions							2108	2198	2202	2293	1713	1915	2177	2030	1914	2061	1848	1819	1768	1768	1726	1668	1543	1493	1493	
Dwelling Losses Post 2007							88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	88	
HMA Total NET Completions	1641	1302	1647	1795	1760	2036	2020	2110	2114	2205	1625	1827	2089	1942	1826	1973	1760	1731	1680	1680	1638	1580	1455	1405	1405	
Cumulative Completions	1641	2943	4590	6385	8145	10181	12201	14311	16425	18630	20255	22082	24171	26113	27939	29912	31672	33403	35083	36763	38401	39981	41436	42841	44246	
PLAN - RSS annualised	1770	1770	1770	1770	1770	1770	1770	1770	1770	1770	1770	1770	1770	1770	1770	1770	1770	1770	1770	1770	1770	1770	1770	1770	1770	
MONITOR - dwellings above or below cumulative allocation	-129	-597	-720	-695	-705	-439	-189	151	495	930	785	842	1161	1333	1389	1592	1582	1543	1453	1363	1231	1041	726	361	-4	
MANAGE - Annual requirement taking account of past/projected completions	1770	1775	1796	1803	1803	1805	1793	1781	1761	1739	1708	1714	1705	1673	1649	1631	1593	1572	1550	1528	1497	1462	1423	1407	1409	

## Derby HMA Housing Trajectory 2001 - 2026



**Derby HMA Housing Trajectory - Projected gross completions 2007-26**

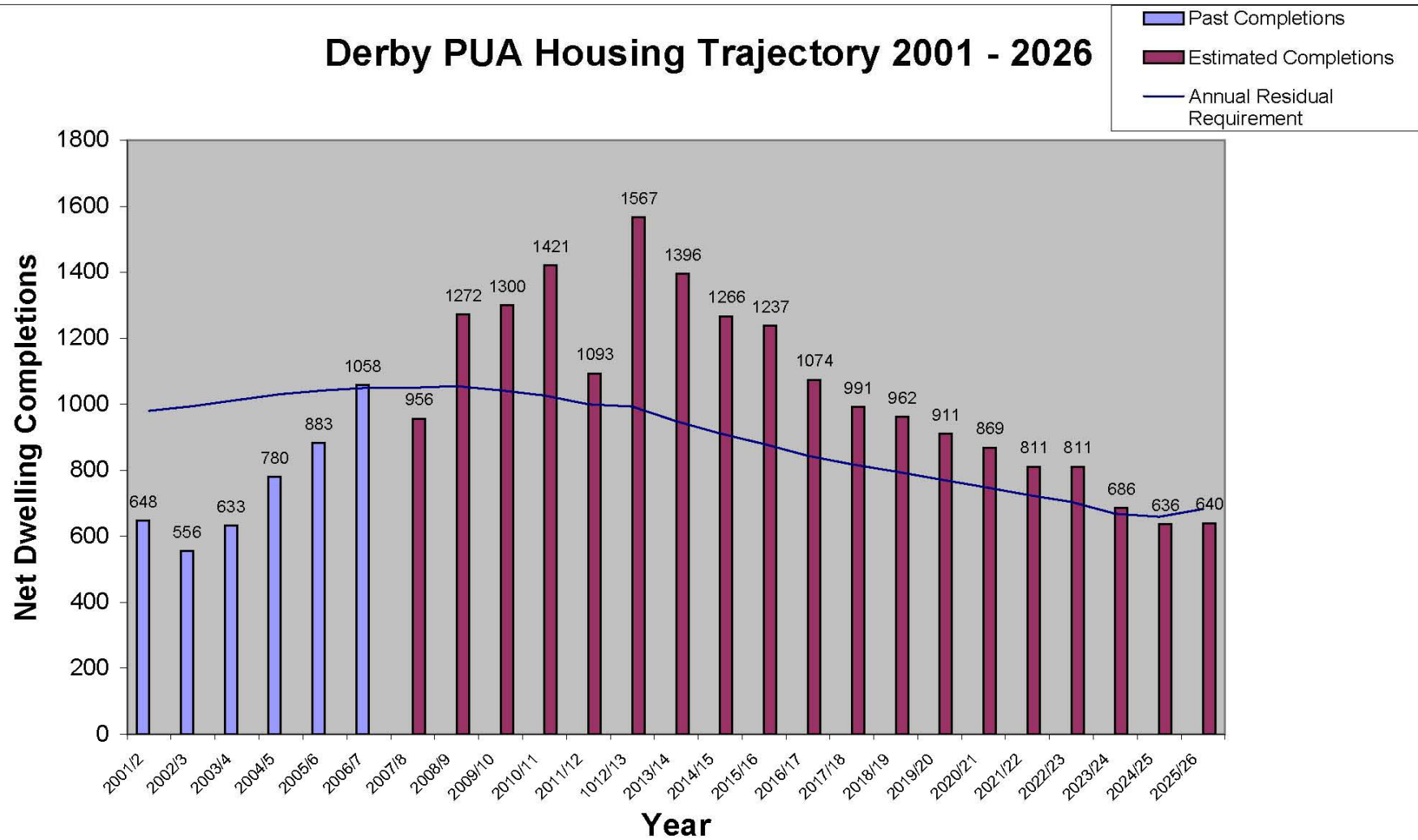




## DERBY PUA TRAJECTORY 2001-2026

	2001/2	2002/3	2003/4	2004/5	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Past Completions Derby	572	488	622	780	883	1054	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Past Completions South Derbys	76	68	11	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Past Completions Amber Valley	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Past Net Completions</b>	<b>648</b>	<b>556</b>	<b>633</b>	<b>780</b>	<b>883</b>	<b>1058</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Derby Large B/F Sites</b>																									
Castleward (1)											75	100	100	100	100	100	100	100	100	100	100	100	25		
North East Riverside (2)											100	100	100	90											
Derbyshire Royal Infirmary (3)												75	75	75	75	75	75	75	75	75	75	75	25		
Friar Gate Goods Yard (4)									80	80	80	80	80	80	80	80	80	51							
Osmaston Regeneration Area (6)												100	100	100	100	100	100	100	100	58					
Other City Centre (5)										106	106	100													
<b>Derby Large G/B Sites</b>																									
Wilmorton (7)							160	100	100	100	68														
Mickleover Campus (8)								75	100	100	100	101													
Manor/Kingsway (9)								120	120	120	120	120	100												
Rykneld Road (10)							50	140	140	140	140	140	140	90											
<b>S/D Large G/F Site</b>																									
Boulton Moor (11)									75	150	150	150	150	150	150	83									
<b>S/D Additional G/F PUA</b>												361	361	361	361	361	361	361	361	361	361	361	361	361	365
<b>A/V Large G/F Site</b>																									
Radbourne Lane (12)								100	100	100	100	100	100												
Derby (other Allocated Sites)							0	0	80	0	0	0	0	0	210	0	0	0	0	0	0	0	0	0	0
Derby (Major Sites with PP)							776	793	435	435	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Derby (Additional Sites)							0	134	0	20	20	20	50	50	51	0	0	0	0	0	0	0	0	0	0
South Derbyshire (Allocated Sites)									50	50															
Dwelling Losses							-40	-40	-40	-40	-40	-40	-40	-40	-40	-40	-40	-40	-40	-40	-40	-40	-40	-40	-40
Small Site Completions							60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60	60
Large Site Windfalls Post 2016															255	255	255	255	255	255	255	255	255	255	255
<b>Total Projected Net Completions</b>							<b>956</b>	<b>1272</b>	<b>1300</b>	<b>1421</b>	<b>1093</b>	<b>1567</b>	<b>1396</b>	<b>1266</b>	<b>1237</b>	<b>1074</b>	<b>991</b>	<b>962</b>	<b>911</b>	<b>869</b>	<b>811</b>	<b>811</b>	<b>686</b>	<b>636</b>	<b>640</b>
<b>Cumulative Completions</b>	<b>648</b>	<b>1204</b>	<b>1837</b>	<b>2617</b>	<b>3500</b>	<b>4558</b>	<b>5514</b>	<b>6786</b>	<b>8086</b>	<b>9507</b>	<b>10600</b>	<b>12167</b>	<b>13563</b>	<b>14829</b>	<b>16066</b>	<b>17140</b>	<b>18131</b>	<b>19093</b>	<b>20004</b>	<b>20873</b>	<b>21684</b>	<b>22495</b>	<b>23181</b>	<b>23817</b>	<b>24457</b>
<b>PLAN - RSS annualised</b>	<b>980</b>	<b>980</b>	<b>980</b>	<b>980</b>	<b>980</b>	<b>980</b>	<b>980</b>	<b>980</b>	<b>980</b>	<b>980</b>	<b>980</b>	<b>980</b>	<b>980</b>	<b>980</b>	<b>980</b>	<b>980</b>	<b>980</b>	<b>980</b>	<b>980</b>	<b>980</b>	<b>980</b>	<b>980</b>	<b>980</b>	<b>980</b>	<b>980</b>
<b>MONITOR - dwellings above or below cumulative allocation</b>	<b>-332</b>	<b>-756</b>	<b>-323</b>	<b>-1303</b>	<b>-1400</b>	<b>-1322</b>	<b>-1346</b>	<b>-1054</b>	<b>-734</b>	<b>-293</b>	<b>-180</b>	<b>407</b>	<b>823</b>	<b>1109</b>	<b>1366</b>	<b>1460</b>	<b>1531</b>	<b>1453</b>	<b>1384</b>	<b>1273</b>	<b>1104</b>	<b>935</b>	<b>641</b>	<b>297</b>	<b>-43</b>
<b>MANAGE - Annual requirement taking account of past/projected completions</b>	<b>980</b>	<b>994</b>	<b>1013</b>	<b>1030</b>	<b>1042</b>	<b>1050</b>	<b>1050</b>	<b>1055</b>	<b>1042</b>	<b>1026</b>	<b>1000</b>	<b>993</b>	<b>949</b>	<b>911</b>	<b>879</b>	<b>843</b>	<b>818</b>	<b>796</b>	<b>772</b>	<b>749</b>	<b>725</b>	<b>704</b>	<b>668</b>	<b>660</b>	<b>683</b>

## Derby PUA Housing Trajectory 2001 - 2026



## INFRASTRUCTURE PROJECTS

This section sets out the key infrastructure projects that have been identified to support delivery of the housing trajectory indicated in the Programme. The projects take account of the main infrastructure issues identified in section A1.4. Projects are presented in three sections: projects already underway or planned for 2007/08, medium term projects for 2008/11, including candidates for DCLG funding and longer term projects post 2011.

### Short Term (Current) Key Projects 2007/08 Supporting Housing Delivery

Ref No	Project	Description and Link to Housing Delivery	Cost
1	<b>East Street Enhancement, Derby</b>	City Centre public realm improvement project supporting City Living	£2.1m
2	<b>Cathedral Green, Derby</b>	City Centre public realm project using New Growth Point Pilot fund encouraging City Living	£3.6m
3	<b>Rosehill Housing Market Renewal Initiative</b>	Project for area of low demand, poor quality terraced housing and high vacancies. Masterplan is being developed to identify improvements to strengthen housing demand, including possible new housing opportunities.	£5.525m
4	<b>St Alkmunds Footbridge, Derby</b>	New footbridge over inner ring road linking City Centre to other residential areas	£1.5m
5.	<b>Derby Quad, Market Place</b>	Visual arts and media centre adding to the cultural offer of the City Centre and making it a more	£10.3m

		attractive place to live.	
<b>6.</b>	<b>Baseball Ground Redevelopment, Derby</b>	EP gap funding to help deliver 149 homes and public open space on site of former football stadium. Currently under construction.	£2.3m
<b>7</b>	<b>Strategic Flood Risk Assessment</b>	Study to assess flood risk in Derby and guide future decisions regarding location of housing. Essential input to LDF work.	£120k
<b>8</b>	<b>Housing Needs and Market Assessment</b>	HMA wide study to inform future housing strategy and LDF regarding market trends and specific housing needs including affordable housing.	In house

## 2. Medium Term Infrastructure Projects to Support Housing Delivery 2008/09 – 10/11

The projects set out below will help deliver the early part of the housing trajectory. The linkages to specific strategic housing sites are shown in each case. Projects have been prioritised 1, 2 or 3 (1 = top priority) taking account of the following criteria:

- Degree to which the infrastructure is needed to enable early housing development in line with the trajectory
- Linkage to other priority plans, programmes and objectives, eg LTP, Derby Cityscape URC Masterplan
- Extent to which project helps achieve sustainable development objectives, eg reduced carbon footprint

This prioritisation may be subject to review. Where projects are seen as candidates for growth point funding, the amount sought is shown separately to the total costs in *italics*. The lead authority is Derby City Council except where otherwise stated.

Ref No.	Project Description, Justification and Links to Housing Delivery	Potential Funding Sources and Case for Growth Point funding	Priority Level 1 - 3	Total Cost and GP Contribution £s 2008/11	Spend Profile £s		
					08/09	09/10	10/11
	<b>Capital Projects</b>						
	<b>a) Green Infrastructure/Parks</b>						
<b>1</b>	<b>Markeaton Park Improvements</b>  Improvements to Derby's main City Park, including new sports pavilion, refurbished play facilities, new access and parking arrangements, refurbished/extended craft village, new visitor centre, tree planting, lighting and path works.  <b>Supports PUA Housing Sites, particularly Site 12</b>	Potential funding sources identified – Big Lottery, Sport England, S106 receipts. Growth Point contribution would help provide match for lottery funding.	2	Total Cost 7,000,000  <i>Growth Point Contribution 2,000,000</i>	250,000  <i>250,000</i>	250,000  <i>250,000</i>	6,500,000  <i>1,500,000</i>

2	<p><b>City Park, Moorway Lane</b></p> <p>New city park providing natural style park with new recreational facilities – paths, cycle routes, play areas from toddler to senior, nature and wildlife areas, woodland planting, public art/sculpture trails and new park centre. With a catchment of 5 km, the park will serve new housing developments at Rykneld Road, Mickleover Campus and potentially land to be identified in South Derbyshire.</p> <p><b>Supports Housing Sites across the PUA, especially Sites 8 and 10</b></p>	Developer contributions will cover a proportion of the costs, but a large funding gap will remain.	1	<p>Total Cost 3,000,000</p> <p><i>Growth Point Contribution</i> 2,160,000</p>	<p>150,000</p> <p>150,000</p>	<p>850,000</p> <p>850,000</p>	<p>2,000,000</p> <p>1,160,000</p>
3	<p><b>Mickleover District Park</b></p> <p>Creation of a new district park from new open space and enhancement of existing open space. Includes purchase of land and laying out new open space to provide new paths, cycle routes, play areas, recreational facilities, woodland and tree planting. It will serve new housing developments on the north side of Mickleover,</p>	There is potential for a developer contribution to this park from the Radbourne Lane housing site, but more resources are required for full implementation.	3	<p>Total Cost 800,000</p> <p><i>Growth Point Contribution</i> 463,000</p>	<p>50,000</p> <p>50,000</p>	<p>300,000</p> <p>300,000</p>	<p>450,000</p> <p>113,000</p>

	including the University Campus site and Radbourne Lane.  <b>Supports Housing Sites 8 and 12</b>						
<b>4</b>	<b>Osmaston Park Improvements</b>  Phase 1 improvements to the park are already being delivered. Phase 2 would provide meeting rooms and changing rooms, new paths, lighting and entrance improvements, tree planting and play equipment. Osmaston Park will provide the major open space for new housing in Osmaston. The park has already undergone substantial investment to raise the range and quality of facilities. These projects will provide additional facilities and improve accessibility to the park required by increased local population.  <b>Supports Housing Site 6</b>	The City Council has committed substantial investment to this park (including £400k in 2008/09). Additional funding will allow improvements to be completed by 2010.	2	Total Cost 1,000,000  <i>Growth Point Contribution</i> 600,000	900,000  500,000	100,000  100,000	
<b>5</b>	<b>Derwent Riverside Development Project</b>  This is a comprehensive improvement programme of the River Derwent corridor through	The City Council has committed £840k for improvements at	1 overall (some elements)	Total Cost 4,800,000	1,370,000	1,750,000	1,680,000

	<p>the City, including part of the Derwent Valley World Heritage Site It provides a continuous public route linking a series of parks and open space and the wider countryside beyond the city boundaries. Emphasis is on improved accessibility, addressing issues of public safety and quality of the open spaces to encourage increased usage. The Derwent corridor is a city wide recreational resource benefiting all residents. Bass's Rec within the corridor is the main piece of open space for City centre residents. Key elements include:</p> <ul style="list-style-type: none"> <li>• Cycle and pedestrian route Haslams Lane to City boundary</li> <li>• Darley Park riverside walk, Visitor Centre and bridge to Darley Fields</li> <li>• Riverside path and bridge enhancements</li> <li>• Riverside Gardens improvements in city centre</li> <li>• Improvements to Bass's Rec,: paths, lighting, wheeled sports, biodiversity</li> </ul>	<p>Alvaston Park in 2008/09. North of City Centre the project complements measures proposed as part of World Heritage Site Action Plan. Developer contributions to improvements at Bass's Rec are anticipated. Funding would also complement current Cathedral Green project.</p>	<p>lower priority)</p>	<p><i>Growth Point Contribution</i> 3,610,000</p>	<p>530,000</p>	<p>1,750,000</p>	<p>1,330,000</p>
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	<ul style="list-style-type: none"> <li>• Riverside path improvements, Bass's Rec to Alvaston Park</li> <li>• Public art and interpretation, particularly relating to WHS</li> <li>• Riverside management to improve biodiversity and control invasive species</li> </ul> <p><b>Supports Housing Sites across PUA, particularly 1- 5 and 7</b></p>						
	<b>B) City Centre</b>						
<b>6</b>	<p><b>Castleward Infrastructure - Derby Cityscape</b></p> <p>Early provision of spine route/public realm for the Castleward urban village proposal. Central to Masterplan concept for Castleward, also will benefit DRI site</p> <p><b>Supports Housing Sites 1 and 3</b></p>	<p>Design work is underway at a cost of £175k this year. EP has agreed £2m for the acquisition of premises fronting the Boulevard. The route is a substantial abnormal cost that severely affects development viability. Growth point funding would be supplemented by other sources including S106.</p>	1	<p>Total Cost 8,000,000</p> <p><i>Growth Point Contribution</i> 5,000,000</p>	<p>2,000,000</p> <p>1,250,000</p>	<p>4,000,000</p> <p>2,500,000</p>	<p>2,000,000</p> <p>1,250,000</p>

7	<b>North Riverside – Derby Cityscape</b>  Infrastructure includes bridge link across Derwent to Riverlights, footbridges into Derwent Place car park, riverside landscaping and plazas. In line with Derby Cityscape masterplan and necessary to bring forward North Riverside site.  <b>Supports Housing Site 2</b>	EMDA /EP /City Council project. Preliminary spending to date £225k. Application for £7.2m funding made to EP. Growth Point funding would enable river bridge to be built.	1	Total Cost 10,200,000  <i>Growth Point Contribution</i> 3,000,000		5,600,000  2,000,000	4,600,000  1,000,000
8	<b>Market Place/Assembly Rooms</b>  Improvements to façade and interiors of Assembly Rooms and TIC, plus related public realm improvements, paving and landscaping. Complements other City Centre projects including nearby Quad under construction and benefits all city centre housing sites.  <b>Supports Housing Sites 1-5</b>	Key public space and cultural facility. Recent investment of £65k by Council on Big Screen, £380k committed for public realm improvements including war memorial, other sources being pursued. 50% of costs from growth point funds will help match funding to be secured.	2	Total Cost 5,140,000  <i>Growth Point Contribution</i> 2,570,000	1,140,00  1,140,000	500,000  500,000	3,500,000  930,000

<b>9</b>	<b>The Orangery</b>  This proposal is included in the City Centre Public Realm Strategy. It envisages the creation of a 'Memorial Orangery' on the site of the current memorial gardens.  <b>Supports Housing Sites 1-5</b>	This is a key part of the public realm strategy, but no funding has yet been identified.	2	Total Cost 1,840,000  <i>Growth Point Contribution</i> 1,840,000		1,150,000  1,150,000	690,000  690,000
<b>10</b>	<b>City Centre Public Realm Programme</b>  Public realm improvements in the City Centre in accordance with the approved Public Realm Strategy. In the short term the aim is to complete the four projects set out below as 10a – 10d. Improved public realm will provide a more attractive and liveable City Centre encouraging the development of housing schemes.  <b>Supports Housing Sites 1-5</b>	The City Council has set aside a substantial capital sum in the short term to help deliver the programme of public realm improvements. Complementary growth point funding to complement this would enable more of the programme to be delivered in the short term.	1				
<b>a)</b>	Full Street Corridor & Heritage Walk			Total Cost 28,000,000  <i>Growth Point Contribution</i> 2,000,000	2,000,000  1,000,000	10,000,000  1,000,000	14,000,000

<b>b)</b>	Cathedral Green/Full Street Crossing			Total Cost 830,000  <i>Growth Point Contribution</i> 400,000	830,000  400,000		
<b>c)</b>	Shopfront improvements			Total Cost 610,000  <i>Growth Point Contribution</i> 150,000	130,000  75,000	160,000  75,000	320,000
<b>d)</b>	Theatre Walk			Total Cost 1,800,000  <i>Growth Point Contribution</i> 300,000	1,500,000  300,000	300,000	
<b>11</b>	<b>Bus Station</b>  As part of the Riverlights mixed use development, a new bus station is being provided. This will enhance public transport across the City and be of particular value to City centre residents and workers.  <b>Supports all PUA housing sites, particularly 1-5</b>	The bus station is being developed at a cost of about £4m which is being borne by the developer. The additional funding will enable a larger concourse to be included.	1	Total Cost 4,400,000  <i>Growth Point Contribution</i> 400,000	2,400,000  400,000	2,000,000	
<b>12</b>	<b>City Centre Affordable Housing</b>						

	<p>Assistance for key City Centre sites coming forward in the next 2-3 years, which have abnormal costs and/or viability difficulties, but which are not likely to receive other forms of support.</p> <p>Supports Housing Sites 4 and 5</p>	<p>Funding will enable more balanced communities to be developed. Housing Corporation support alone is not sufficient to enable targets to be met.</p>	1	<p>Total Cost 1,500,000</p> <p><i>Growth Point Contribution 1,500,000</i></p>	<p>500,000</p> <p><i>500,000</i></p>	<p>500,000</p> <p><i>500,000</i></p>	<p>500,000</p> <p><i>500,000</i></p>
13	<p><b>City Centre Public Art</b></p> <p>To facilitate public art on each of the strategic City Centre housing sites</p> <p><b>Supports Housing Sites 1-5</b></p>	<p>Developers are expected to incorporate public art under the 'percent for art scheme' This funding would be used to match fund developer spending</p>	3	<p>Total Cost 600,000</p> <p><i>Growth Point Contribution 300,000</i></p>	<p>200,000</p> <p><i>100,000</i></p>	<p>200,000</p> <p><i>100,000</i></p>	<p>200,000</p> <p><i>100,000</i></p>
14	<p><b>Community Legal Advice Centre</b></p> <p>The Centre will provide integrated, accessible, end to end legal advice services. It requires a central location in Derby City Centre, together with outreach services and other delivery methods to ensure that vulnerable priority client groups are reached. Services will be delivered flexibly, in places, at times and in ways that promote access for clients. This is a</p>	<p>A tendering process is underway to select an organisation to set up and run the Community Legal Advice Centre for 3 years from 2008. (Closing date 21<sup>st</sup> September 2007)</p> <p>Funding is needed to acquire and convert a building in the City</p>	3	<p>Total Cost 700,000</p> <p><i>Growth Point Contribution 700,000</i></p>	<p>700,000</p> <p><i>700,000</i></p>		

	Community Strategy led scheme that will support the growth of the City in many ways, for example by meeting the needs of migrant workers.  <b>Supports all PUA Sites 1- 12</b>	Centre.					
	<b>C) Transport</b>						
<b>15</b>	<b>Connecting Derby</b>  Completion of Inner Ring Road for City Centre. Integral part of Cityscape masterplan and essential for successful City Centre regeneration, including achievement of City Living aspirations.  <b>Supports Housing Sites 1- 5</b>	Major scheme primarily funded through regional funding allocation and City Council and other sources. Substantial spending already incurred. Not expected to require growth point contribution	1	14,646,000 (RFA based on costs @ 2004)  <i>No Growth Point Contribution Sought</i>	8,992,000	5,654,000	
<b>16</b>	<b>London Road Bridge</b>  Replacement of bridge on strategic transport corridor serving all sites on London Road corridor. Bridge suffering from corrosion of structural elements. Programmed for 2010/12  <b>Supports Housing Sites 1,3,7, 11</b>	Major scheme funded through regional funding allocation. Not expected to require growth point contribution.	1	6,934,000 (RFA based on forecast outturn)  <i>No Growth Point Contribution Sought</i>			6,934,000 (incl some spend in 2012)

17	<b>Boulton Moor Park and Ride</b>  Provision of park and ride facility on land to be provided through S106. Links to Boulton Moor housing site and other sites on London Rd corridor.  <b>Supports Housing Sites 1, 3, 7 and 11</b>	Developer is providing land at residential value for the scheme (not included in total costs identified here). Growth point contribution sought for construction costs.	1	Total Cost 2,500,000 (excl. est. land value 13,000,000)  <i>Growth Point Contribution 2,500,000</i>		1,000,000       1,000,000	1,500,000       1,500,000
18	<b>A6 London Road SITS</b>  Implementation of a range of bus priority and traffic management measures. These would support reliability of local and park and ride bus services.  <b>Supports Housing Sites 1,3,7 and 11</b>	Expected to be delivered through LTP block funding, S106 developer contributions and TIF	1	3,000,000  <i>No Growth Point Contribution Sought</i>			3,000,000
19	<b>Alvaston Bypass Extension Bus Priority Scheme</b>  Construction of Bypass extension and associated bus priority measures. Benefits to all sites on London Rd corridor  <b>Supports Housing Sites 1,3,7 and 11</b>	This project would be delivered subject to a successful TIF bid. In that event it is proposed that growth point funds could supplement funding under TIF.	2	Total Cost 8,000,000  <i>Growth Point Contribution 2,000,000</i>			8,000,000       2,000,000

20	<b>City Hospital Park and Ride</b>  Provision of decked parking for park and ride facility. Assists with transport impacts of sites on Uttoxeter Rd and Burton Rd corridors, including Mickleover Campus, Rykneld Rd and Manor/Kingsway. Decked car parking more efficient use of land at Manor/Kingsway site.  <b>Supports Housing Sites 8,9, and 10</b>	This project would be delivered subject to a successful TIF bid. In that event it is proposed that Growth Point funds could supplement funding under TIF.	2	Total Cost 10,000,000  <i>Growth Point Contribution</i> 2,500,000		2,000,000  500,000	8,000,000  2,000,000
21	<b>Uttoxeter New Road and Burton Road Corridor SITS</b>  Implementation of a range of bus priority and traffic management measures. These would support the reliability of local and park and ride bus services.  <b>Supports Housing Sites 8,9 and 10</b>	Expected to be delivered through LTP block funding, S106 developer contributions and TIF	2	6,500,000  <i>No Growth Point Contribution Sought</i>	3,000,000	3,500,000	
22	<b>Rykneld Road Pedestrian and Cycle Link</b>  Provision of additional pedestrian/cycle link between the two halves of the housing	Some developer contribution towards the costs may be	3	Total Cost 400,000		400,000	



	<p>site using third party land. This will encourage journeys by foot and bike, especially to the neighbourhood centre and school. Costs to cover acquisition and construction.</p> <p><b>Supports Housing Site 10</b></p>	<p>forthcoming, but the link is not a prerequisite of development and cannot reasonably be made so.</p>		<p><i>Growth Point Contribution</i> 300,000</p>		300,000	
23	<p><b>Woodville – Swadlincote Regeneration Route Phase 2 – Derbyshire County Council</b></p> <p>Commencement of highway scheme opening up land for development (identified in emerging Area Action Plan) and providing essential relief to congested local highways, mitigating impact of housing at Church Gresley.</p> <p><b>Supports Housing Site 14</b></p>	<p>Potential for funding contributions via regional transport, S106 and/or regeneration sources. However, immediate funding required for preparation of Orders, processing of planning application and 'business case'.</p>	1	<p>Total cost 4,500,000</p> <p><i>Growth Point Contribution</i> 4,500,000</p>	<p>250,000</p> <p>250,000</p>	<p>250,000</p> <p>250,000</p>	<p>4,000,000</p> <p>4,000,000</p>
24	<p><b>Public Transport Corridor Improvements – Derbyshire County Council</b></p> <p>Provision of 'benchmark' standards on public transport corridors linking Derby City, housing sites and route termini. Includes high-standard 'hub' facilities at terminus plus stop</p>	<p>Objective is to put in place facilities to encourage the continued provision of services by commercial bus operators. This is</p>					

	improvements along route including real-time passenger information. Four corridors are targeted based on the location of proposed housing sites as set out below:  <b>Supports Housing Sites 11, 13, 14 and 15</b>	likely to include both commitments from the operators over vehicle standards and service levels, and from developers for infrastructure directly related to sites. LTP contributions possible.					
<b>a)</b>	Derby-Melbourne via Boulton Moor		1	Total Cost 286,000  <i>Growth Point Contribution</i> 286,000	43,000  <i>43,000</i>	43,000  <i>43,000</i>	200,000  <i>200,000</i>
<b>b)</b>	Derby-Ripley via Cinderhill		2	Total Cost 473,000  <i>Growth Point Contribution</i> 473,000		100,000  <i>100,000</i>	373,000  <i>373,000</i>
<b>c)</b>	Derby-Hilton		1	Total Cost 298,000  <i>Growth Point Contribution</i> 298,000	100,000  <i>100,000</i>	100,000  <i>100,000</i>	98,000  <i>98,000</i>
<b>d)</b>	Burton-Swadlincote (linked to Church Gresley housing)		1	Total Cost 100,000  <i>Growth Point Contribution</i> 100,000	50,000  <i>50,000</i>	50,000  <i>50,000</i>	

	D) Other Capital Projects						
25	<p><b>Allenton Library</b></p> <p>Multi purpose space including traditional library services, internet access, music, video, advice services and learning facilities. Allenton District Centre does not have a library. The library would serve new housing in the Osmaston area.</p> <p><b>Supports Housing Site 6</b></p>	Developer contributions from the Osmaston developments could help make up a proportion of the funding required.	3	<p>Total Cost 750,000</p> <p><i>Growth Point Contribution 520,000</i></p>		<p>750,000</p> <p><i>520,000</i></p>	
26	<p><b>Cinderhill Affordable Housing – Amber Valley Borough Council</b></p> <p>Comprehensive mixed-use development scheme (housing and employment) requiring direct access to A38 and remediation of existing derelict and contaminated land within the site. Development should include an element of affordable housing consistent with policy.</p> <p><b>Supports Housing Site 15</b></p>	Despite long-standing commitment in Structure Plans and Local Plan, site has not come forward, due to substantial cost of remediating derelict and contaminated land, and transport infrastructure. Growth Point funding would support match funding currently being sought from the Housing Corporation and would enable the	1	<p>Total Cost 1,600,000</p> <p><i>Growth Point Contribution 533,400</i></p>	<p>800,000</p> <p><i>266,700</i></p>	<p>800,000</p> <p><i>266,700</i></p>	

		provision of a more substantial element of affordable housing (30% of total housing provision)					
27	<b>Etwall Leisure Centre – South Derbyshire District Council</b>  A new sports hall, outdoor facilities and swimming pool on the site of John Port School in a partnership with the school and local community aimed at serving the north west parishes including Hilton.  <b>Supports Housing Site 13</b>	Majority of funding already committed through S106, Derbyshire County Council and DDEP (potential) with planning permission secured. Growth Point contributions would enable addition of essential outdoor facilities to the scheme.	1	Total Cost 7,300,000  <i>Growth Point Contribution</i> 1,000,000	7,300,000  1,000,000		
28	<b>Swadlincote Town Centre Public Realm Improvements – South Derbyshire District Council</b>  Continuation of phased approach to town centre public realm improvements including re-paving, street furniture, signage, lighting and tree planting. Phase 1 is nearing completion. Funding for phases	Growth Point funding required to maintain momentum on this programme of improvements for the regeneration of Swadlincote Town	2	2,300,000  2,300,000	800,000  800,000	950,000  950,000	550,000  550,000

	2 and 3 is sought via the medium term programme with remaining phases being programmed for the longer term programme below.  <b>Supports Housing Site 14</b>	Centre. S106 and potentially DDEP funding may available for future phases of this project.					
	<b>Revenue Projects</b>						
<b>29</b>	<b>Water Cycle Studies – all LPAs</b>  Will complement Strategic Flood Risk Assessments linking to other water infrastructure issues, including water supply, sewage system capacity and water use minimisation. The outcome will be in the form of strategies to inform infrastructure planning and to input to the LDF process. To be undertaken in partnership with Severn Trent Water and the EA.  <b>Supports all Housing Sites and identification of future sites</b>	SFRAs will be funded by the LPAs. Complementary funding for Water Cycle Studies is sought.	1	Total Cost 150,000  <i>Growth Point Contribution</i> 150,000	150,000  150,000		
<b>30</b>	<b>Travel Planning Coordination</b>  To provide coordinated advice and support on the	Funding will support LTP strategy relating to	2	Total Cost 300,000	100,000	100,000	100,000

	development, implementation and enforcement of green travel plans for PUA housing sites. Funding for post and studies.  <b>Supports all PUA Housing Sites</b>	soft demand management measures		<i>Growth Point Contribution</i> 300,000	100,000	100,000	100,000
31	<b>Strategic Development Options Studies – all LPAS</b>  Transportation and land use studies are needed to help identify sites in LDFs for additional urban extensions and to establish associated transport and other infrastructure requirements.  <b>Supports identification of future housing sites</b>	The scale and complexity of the work required involves a need for consultancy implying funding requirements well in excess of existing LDF budgets.	1	Total Cost 500,000  <i>Growth Point Contribution</i> 500,000	500,000  500,000		
32	<b>Nightingale Works Marble Hall</b>  Survey and feasibility work to establish appropriate community use for locally listed Marble Hall Part of the surplus property to be released by Rolls Royce in Osmaston,.  <b>Supports Housing Site 6</b>	This work would complement the masterplanning exercise being funded by the City Council, Derby Homes and Rolls Royce	3	Total Cost 100,000  <i>Growth Point Contribution</i> 100,000	100,000  100,000		

## Summary of Medium Term Projects 2008/09 – 10/11 for which Growth Point Support Sought

Ref. No	Project Description	Priority Level	Growth Point Contribution Proposed Spend Profile			Total Growth Point Contribution Sought
<b>Capital Projects</b>			08/09	09/10	10/11	
<b>a) Green Infrastructure/Parks</b>						
1	Markeaton Park	2	£250,000	£250,000	£1,500,000	£2,000,000
2	City Park, Moorway Lane	1	£150,000	£850, 000	£1,160,000	£2,160,000
3	Mickleover District Park	3	£50,000	£300,000	£113,000	£463,000
4	Osmaston Park Improvements	2	£500,000	£100,000		£600,000
5	Derwent Riverside Development Project	1 (overall some elements lower)	£530,000	£1,750,000	£1,330,000	£3,610,000
<b>Green Infrastructure Subtotal</b>			<b>£1,480,000</b>	<b>£3,250,000</b>	<b>£4,103,000</b>	<b>£8,833,000</b>
<b>b) City Centre</b>						
6	Castleward Infrastructure	1	£1,250,000	£2,500,000	£1,250,000	£5,000,000
7	North Riverside Infrastructure	1		£2,000,000	£1,000,000	£3,000,000
8	Market Place/Assembly Rooms	2	£1,140,000	£500,000	£930,000	£2,570,000
9	The Orangery	3		£1,150,000	£690,000	£1,840,000
10	City Centre Public Realm – Short Term Programme	1	£1,775,000	£1,075,000		£2,850,000
11	Bus Station Concourse	1	£400,000			£400,000
12	City Centre Affordable Housing Support	1	£500,000	£500,000	£500,000	£1,500,000
13	City Centre Public Art	3	£100,000	£100,000	£100,000	£300,000
14	Community Legal Advice	3	£700,000			£700,000
<b>City Centre Sub Total</b>			<b>£5,865,000</b>	<b>£7,825,000</b>	<b>£4,470,000</b>	<b>£18,160,000</b>

<b>c) Transport</b>						
17	Boulton Moor Park Ride	1		£1,000,000	£1,500,000	£2,500,000
19	Alvaston Bypass Extension Bus Priority Scheme	2			£2,000,000	£2,000,000
20	City Hospital Park & Ride	2		£500,000	£2,000,000	£2,500,000
22	Ryknelnd Road pedestrian and Cycle Link	3		£300,000		£300,000
23	Woodville - Swadlincote Regeneration Route	1	£250,000	£250,000	£4,000,000	£4,500,000
24	County Public Transport Corridors	1/2	£193,000	£293,000	£671,000	£1,157,000
<b>Transport Sub Total</b>			<b>£443,000</b>	<b>£2,343,000</b>	<b>£10,171,000</b>	<b>£12,957,000</b>
<b>d) Other Capital Projects</b>						
25	Allenton library	3			£520,000	£520,000
26	Cinderhill Affordable Housing	1		£266,700	£266,700	£533,400
27	Etwall Leisure Centre	1	£1,000,000			£1,000,000
28	Swadlincote public realm	2	£800,000	£950,000	£550,000	£2,300,000
<b>Other Capital Projects Sub Total</b>			<b>£1,800,000</b>	<b>£1,216,700</b>	<b>£1,336,700</b>	<b>£4353,400</b>
<b>e) Revenue Projects</b>						
29	Water Cycle Studies	1	£150,000			£150,000
30	Travel Planning Coordination	2	£100,000	£100,000	£100,000	£300,000
31	Strategic Development Options Studies	1	£500,000			£500,000
32	Nightingale Works Marble Hall	3	£100,000			£100,000
<b>Revenue Projects Sub Total</b>			<b>£850,000</b>	<b>£100,000</b>	<b>£100,000</b>	<b>£1,050,000</b>
<b>OVERALL TOTAL</b>			<b>£10,438,000</b>	<b>£14,734,700</b>	<b>£20,180,700</b>	<b>£45,353,400</b>



## Longer Term Projects to Support Housing Delivery Post 2011

This list of longer term, post 2011 projects will support the delivery of the full housing trajectory. Some projects may be capable of being brought forward sooner, subject to feasibility work being undertaken and/or funding sources being identified.

<b>Ref No.</b>	<b>Project Title, Description and Justification</b>	<b>Potential Funding</b>	<b>Total Estimated Cost £s</b>
<b>1.</b>	<b>A 38 Junction Improvements – Highways Agency</b>  Grade separation of three junctions on A38 which are congested at peak times. Junction capacity affects all existing and potential housing sites on west and south west side of Derby.	RFA based on forecast outturn	87,000,000
<b>2</b>	<b>Mickleover/Mackworth Guided Busway</b>  Land is safeguarded along the line of the former railway from the City Centre to Mickleover for this longer term transport project. It relates well to housing developments at Manor/Kingsway, Radbourne Lane and Friar Gate Goods Yard, and other areas west of Derby which may have potential for housing development.	Based on costs @ 2004 TIF/LTP/Developers/Growth Point	23,500,000
<b>3</b>	<b>City Centre Public Realm</b>  Longer term projects to fully implement the Public Realm Strategy, including 'City Pathways'	City Council, DDEP, Lottery, Growth Point	25,000,000
<b>4</b>	<b>Osmaston – Rosehill Road Bridge</b>  Project emerging from Rosehill Housing Market Renewal initiative and masterplanning work for Osmaston. These	HMRA, LTP, Growth Point	To be established

	two areas, which both have potential for new housing are severed from each other by a railway line. A bridge would directly address this issue.		
<b>5</b>	<b>Osmaston – Osmaston Park Footbridge</b>  This would provide a safe link across the busy Outer Ring Road from the Osmaston housing area to its nearby park (see Medium term Project 4)	LTP, Growth Point	To be established
<b>6</b>	<b>Racecourse Park improvements</b>  New cycle routes, paths and lighting. Could justify Growth Point funding if new housing developments arise from the Derwent Masterplan	Lottery, S106, Growth Point	150,000
<b>7</b>	<b>Museum Square</b>  Linking to public realm improvements on Wardwick. Creation of glass atrium providing enclosed, disabled friendly new entrance into library and museum, with reception, catering and retail within. Space in building reallocated to make library more effective.	Lottery, Growth Point	4,000,000
<b>8</b>	<b>Silk Mill Museum</b>  Renewal of museum as part of WHS Action Plan, including possible installation of river turbines	Heritage lottery fund, capital receipts, Trusts, Growth Point	10,900,000
<b>9</b>	<b>Moorways Sports Development</b>  Relocation of Moorways Athletics Stadium, which could provide additional housing land in the Osmaston area.	Land sales, Sport England, Lottery, Growth Point	16,000,000 – 24,000,000

	Provision of a 50 metre swimming pool complex and remodelled sports centre.		
<b>10</b>	<b>Queens Leisure Complex</b>  Remodelling of the centre to replace the Family and Teaching Pool with a new 25m training pool, provision of a new health and fitness facility, boulder wall and b-active shop.	Sport England, Growth Point	Up to 7,000,000
<b>11</b>	<b>Alvaston Park Cycle Centre</b>  Centre for cycling activity, cycle hire etc, located in district park adjoining the strategic River Derwent cycle route.	Lottery, Growth Point	800,000
<b>12</b>	<b>Rosehill Sport and Health Complex</b>  Replacement of Shaftesbury Sports Centre Centre, possibly co-located with new health facilities, potential partnership with PCT	LIFT, Growth Point	To be established
<b>13</b>	<b>Hilton Village Facilities Improvements</b>  Refurbishment and extensions to the existing Village hall which is unable to satisfy the demands of the increased population for meeting and leisure space. Also, variety of sport and leisure facilities such as multi-use games areas and sports pitches	S106, Growth Point	1,750,000
<b>14</b>	<b>Swadlincote Regeneration Route Phase 2</b>  Completion of phase 2 of regeneration road between	S106, Growth Point	4,000,000 approx

	Woodville and Swadlincote to improve accessibility of town to strategic road network, reduce HGV congestion on Clock roundabout and improve quality of life in residential areas. See also medium term project 23.		
<b>15</b>	<b>Swadlincote Town Centre Public Realm Improvements</b>  Continuation of phased approach to town centre public realm improvements including re-paving, street furniture, signage, lighting and tree planting. Phase 1 is nearing completion. Funding for phases 2 and 3 is sought via the medium term project 28 above with remaining phases being programmed for the longer term.	DDEP, S106, Growth Point	5,200,000 approx  (Total £7,500,000 approx)
<b>16</b>	<b>Melbourne Leisure Centre</b>  Existing facility of converted Victorian school in poor condition and unsuitable for current usage, local leisure needs and perceived demand for performance space within the area.	S106, Growth Point	5,000,000
<b>17</b>	<b>Melbourne Sports Facilities</b>  Improvements required to land at Cockshut Lane owned by the Council, Parish Council and Melbourne Rugby Club. Land is used by rugby club, football clubs and cricket club with potential for use by tennis club, bowls club and others. Changing facilities are wholly inadequate, pitch layout, levelling and drainage improvements are required and other site upgrades and additions needed.	S106, Growth Point	2,000,000

<b>18</b>	<b>Greenbank Leisure Centre/urban core leisure requirements</b>  New or revamped leisure Centre facilities required to meet the needs of the urban core either on the existing Greenbank site or at another location close to Swadlincote town centre	S106, Growth Point	12,000,000
<b>19</b>	<b>South Derbyshire Youth and Play Facilities</b>  Range of play and youth facilities including fixed play equipment, natural play sites, youth shelters, multi-use games areas etc to support housing growth at locations throughout the district.	S106, Growth Point	2,000,000
<b>20</b>	<b>South Derbyshire Football pitches</b>  Additional pitches plus improvements to existing pitches across district	S106, Growth Point	200,000
<b>21</b>	<b>Swadlincote Woodlands</b>  Improvements to Swadlincote's unique urban forest park including play facilities and other additional features, attractions and infrastructure.	S106, Growth Point	1,000,000
<b>22</b>	<b>Rosliston Forestry Centre</b>  Variety of additional features, attractions and infrastructure at this site jointly owned by the Council and Forestry Commission and managed in partnership with the National Forest Company. Provisional additions include new entrance, additional cabins, community arena, additional meeting space and increased	S106, Growth Point	2,000,000

	play/leisure facilities.		
<b>23</b>	<b>Eureka Park refurbishments</b>  Total refurbishment of this inner urban area park in Swadlincote.	S106, Growth Point	1,000,000
<b>24</b>	<b>Recreation facilities in Aston on Trent</b>  Demolition and replacement of existing pavilion on Aston on Trent playing fields with new sports and changing facilities.	S106, Growth Point	500,000

# Map 1

## Derby Housing Market Area

### Strategic Housing Sites

#### Key

Strategic housing sites  
(outside Derby City Centre)

- 6. Osmaston
- 7. Wilmorton College
- 8. Mickleover Campus
- 9. Manor/Kingsway
- 10. Rykneld Road
- 11. Boulton Moor
- 12. Raddbourne Lane
- 13. Hilton Depot
- 14. Swadlincote Lane, Church Gresley
- 15. Cinderhill

Derwent Valley Mills  
World Heritage Site

Green belt



## Map 2 - Derby Principal Urban Area - Strategic Sites and Infrastructure



City centre sites  
1 to 5, see map 3

### Key

Strategic housing sites

- 6. Osmaston
- 7. Wilmorton College
- 8. Mickleover Campus
- 9. Manor/Kingsway
- 10. Rykneld Road
- 11. Boulton Moor
- 12. Radbourne Lane

Regeneration zones

- 1. Osmaston Master Plan Area
- 2. Rosehill Housing Market Renewal Area
- 3. Derwent Master Plan Area

Major employment

- 1. Chellaston Park
- 2. Raynesway/Acordis

River Derwent

Derwent Valley Mills  
World Heritage Site

Green belt

Green wedge

Park and Ride

Strategic transport route

A38 Junction Improvements

Derby Principal Urban Area

0 2 kilometres  
0 1 mile

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# Map 3 - Derby City Centre - Strategic Sites

