

Agenda Item No. 6(d)

DERBYSHIRE COUNTY COUNCIL

CABINET

17 May 2018

Report of the Strategic Director – Economy, Transport and Environment

**HOUSING INFRASTRUCTURE DELIVERY FOR BUXTON (HIGHWAYS, TRANSPORT AND INFRASTRUCTURE)**

(1) **Purpose of Report** To seek the approval to add a highway scheme to facilitate delivery of housing within Buxton, to the capital programme, funded by external grant.

(2) **Information and Analysis** At its meeting of 14 September 2017, Cabinet considered a report on the Government's new Housing Infrastructure Fund (HIF) (Minute No. 243/17 refers) which was announced by the Government in July 2017 as an ambitious £2.3 billion investment programme to unlock sites and bring forward much-needed housing. The overall target is to facilitate delivery of up to 100,000 homes across England and funding is to be spent predominantly in the period up to 2021. Proposals from local authorities were invited by 28 September 2017 against two funding streams:

Forward Funding - this element of the programme is intended to support a small number of major infrastructure projects, each costing up to £250 million, which can provide a strategic uplift to the ability of an area to release housing sites. A proposal relating to the East Midlands HS2 Growth Strategy was submitted, incorporating infrastructure projects within Derbyshire supporting both the Northern Growth Zone (Staveley Regeneration Route) and the Southern Growth Zone (access to the A50 Trunk Road to serve the South Derby Growth Zone). This proposal was successful in the first phase of assessment and it is understood that the next stage of the selection process will comprise the production of a more detailed business case to be submitted in the autumn of 2018.

Marginal Viability Funding – this is intended to address situations where delivery of critical infrastructure can allow a 'stalled' housing site to proceed or at least to become deliverable. Government guidance makes clear that the expectation is to see housing delivery follow "at pace" behind completion of the infrastructure; on this basis, strong commercial interest needs to be demonstrated. Cabinet was advised, in September 2017, that a number of proposals were anticipated from Derbyshire district and borough councils. This

was the case with a number being submitted, but only one of these has been successful and is the subject of the remainder of this report.

High Peak Borough Council submitted a Marginal Viability Fund proposal for the delivery of highway infrastructure within Buxton which will bring forward housing sites capable of providing 650 additional homes. These are within existing allocations and do have commercial housebuilders in place. Provision of highway infrastructure will accelerate delivery of these housing sites. It will also address the risk that individual proposals, brought forward on an ad hoc basis, may not be adequate to address the collective impact of the amount of housing land to be developed of the potential land to be developed.

The offer of HIF funding will be made to High Peak Borough Council by Homes England and is expected to be conditional on the rapid delivery of infrastructure to meet the Government's expectation of housing construction following "at pace". At this stage, it is understood this is likely to mean completion of the enabling infrastructure itself would be required during the financial year 2019-20. This will be challenging and the Borough Council has requested access to the County Council's own expertise and to its design and construction frameworks which would assist High Peak Borough Council in expeditionary delivery.

From the County Council's own perspective, there is good reason to offer this facility; the proposed infrastructure comprises a new roundabout on the A6 north of the town, with spurs to each side serving housing land in the Hogshaw area to the west and the Fairfield area to the east. The latter will provide some additional benefit through improved access to the Tongue Lane Industrial Estate and the former could potentially provide improved access to the Hogshaw rail sidings. Another important consideration is that the proposed roundabout sits at the terminus of an existing bridleway which is likely to represent the preferred option to connect the White Peak Loop multi-user trail to Buxton; the Hogshaw land to the west may present opportunities to provide a high-standard route further towards the town centre. Direct control of design and construction contracts will enable the Council to ensure these opportunities are maximised.

The full grant offer by Homes England to the Borough Council is expected to be £2 million, from which it is intended to implement the A6 roundabout and adjoining sections of spur road, with the remainder of these being delivered through housebuilders rather than the public sector. Map A refers. In order to provide sufficient flexibility in negotiations with the Borough Council, it is proposed the County Council adds a scheme comprising the A6 roundabout, plus up to 150m in length of the proposed spurs to each side, to the capital programme (as shown on DIIP/18/001). With regard to the design and construction work, it is intended that the County Council offers to procure this from existing suppliers, with costs reimbursed by the Borough Council under

the terms of a proposed Memorandum of Understanding (MoU). It is recommended that Cabinet authorises the Strategic Director – Economy, Transport and Environment, advised by the Director of Legal Services, to agree the terms of this an appropriate memorandum.

(3) **Financial Considerations** Acceptance of a role in delivering the infrastructure proposed in this report is not intended to carry direct financial implications for the County Council. Officer support for briefing and procuring design and construction resources can be met from existing sources. However, given there may be valid reason for designs to be enhanced to meet County Council objectives, such as delivery of multi-user trails, Cabinet is asked to note that some limited contribution may be recommended in due course from within the overall Highways and Transport Programme.

(4) **Legal Considerations** Section 101 of the Local Government Act 1972 provides for a Local Authority to arrange for the discharge of any of its functions by any other Local Authority.

Should the recommendations of this report be accepted by Cabinet, it is intended that a MoU be agreed with High Peak Borough Council which will ensure recovery, by the County Council, of the costs of all design and construction works procured on behalf of the Borough Council. The Director of Legal Services will advise on the MoU.

(5) **Social Value Considerations** The investment represented by Highways and Transport Capital programmes is a vital part of the County Council's work on improving access to essential services, improving connectivity to support the local economy, preventing casualties from road traffic collisions, and reducing the impact of transport on people and the environment. The specific infrastructure proposed within this report will assist both housing delivery and connectivity.

## **Other Considerations**

In preparing this report the relevance of the following factors has been considered: prevention of crime and disorder, equality and diversity, human resources, environmental, health, property and transport considerations.

(6) **Key Decision** No.

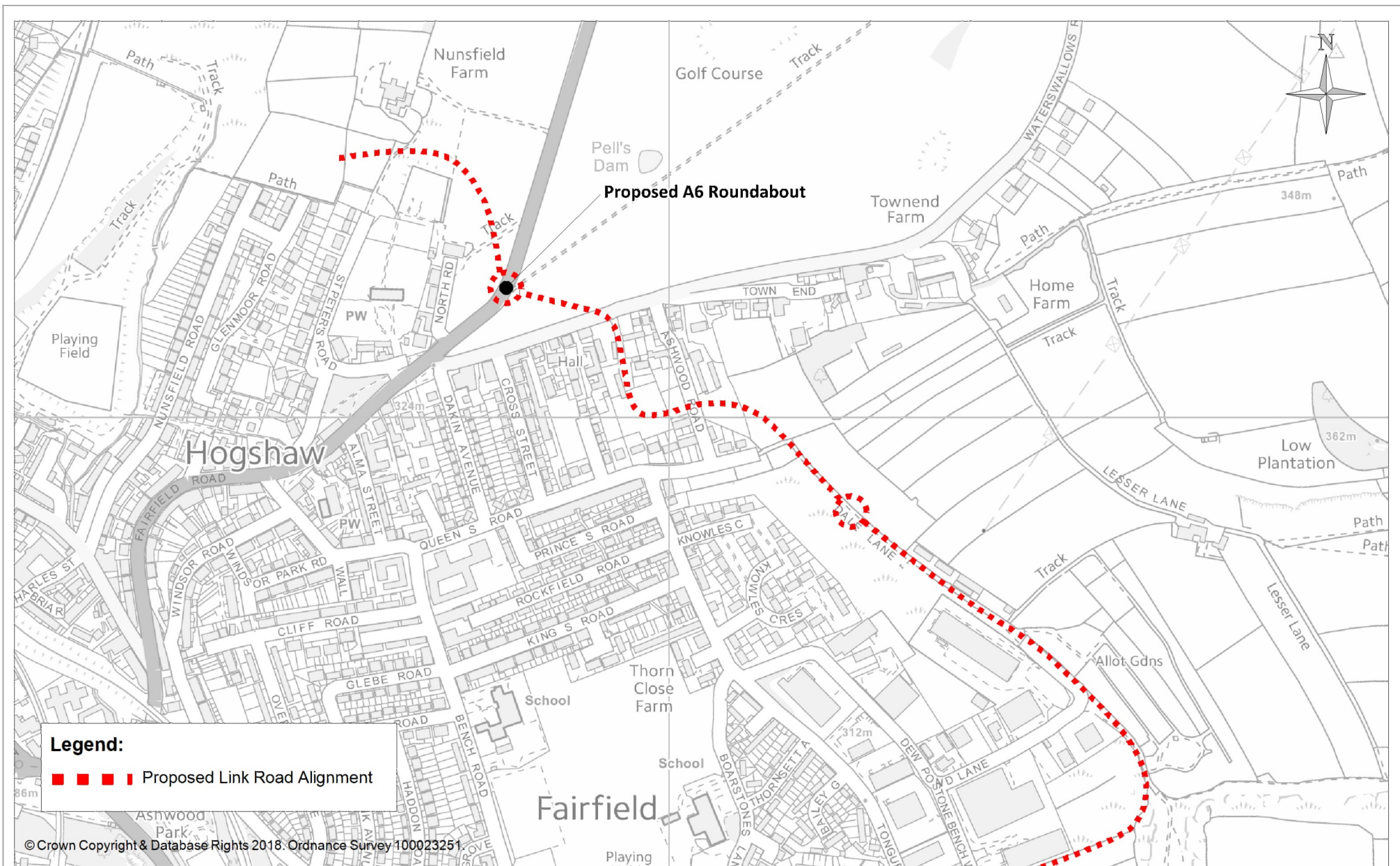
(7) **Call-In** Is it required that call-in be waived in respect of the decisions proposed in the report? No.

(8) **Background Papers** Held on file within the Economy, Transport and Environment Department. Officer contact details - Jim Seymour, extension 38557.

**(9) OFFICER'S RECOMMENDATIONS** That Cabinet:

- 9.1 Subject to entering into an appropriate funding agreement with High Peak Borough Council, approves the addition of a project to provide a new roundabout on the A6 north of Buxton, together with adjoining spurs as described in this report to the capital programme.
- 9.2 Approves the continued support of Derbyshire County Council officers to facilitate the accelerated delivery of required infrastructure through provision of expertise and access to construction frameworks.
- 9.3 Authorises the Strategic Director – Economy, Transport and Environment, advised by the Director of Legal Services, to enter into a Memorandum of Understanding with High Peak Borough Council over the recovery of costs incurred on design and construction of this scheme.

**Mike Ashworth**  
**Strategic Director – Economy, Transport and Environment**



Project

Fairfield Link Road

Title

Location Plan

Date

April 2018

Scale

N.T.S.

Drawing No.

DIIP/18/0001