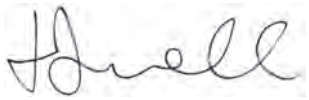
DERBY CHARACTER STUDY

FINAL REPORT
FEBRUARY 2021



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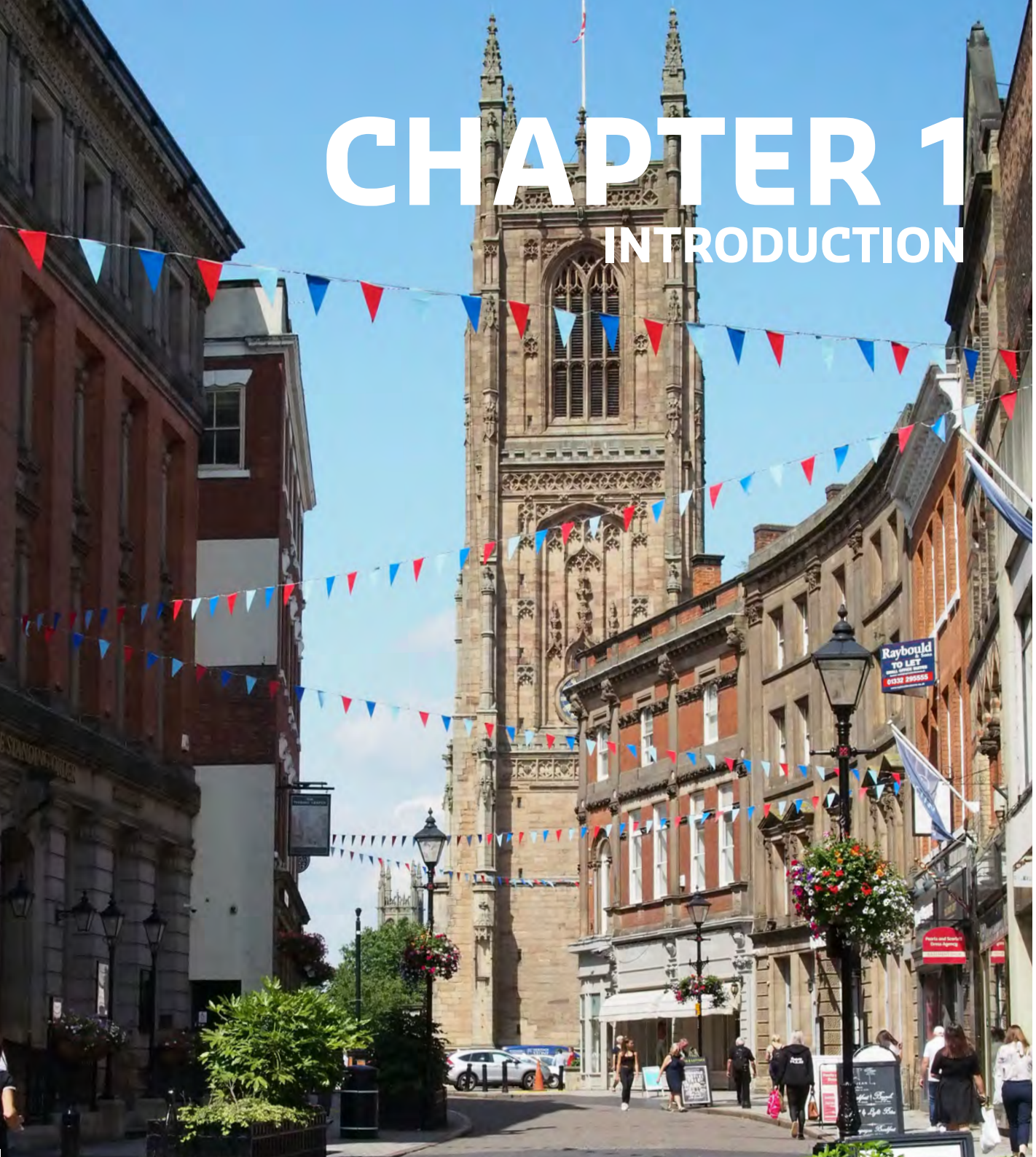
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CHAPTER 1
INTRODUCTION

1.1 WHAT IS THIS STUDY ABOUT

The administrative area of the City of Derby is largely built out, with relatively few development sites left for new housing. This raises the question of whether areas within the built fabric could be changed (redeveloped or intensified) to facilitate new housing or mixed use development.

This Character study has been commissioned by Derby City Council as evidence base to support spatial planning in the city. It provides an overview of the city's spatial structure, including transport, uses, building heights and density. Following this, the study identifies urban character typologies across the city and discusses their typical level of sensitivity and opportunity for change and intensification.

The purpose of the Character Study is to provide a high-level and strategic overview of the distribution of typologies, potential sensitivities and opportunities for change across the local authority area to help direct more detailed analysis and planning.

1.2 REPORT STRUCTURE

The Derby Character Study is structured as follows:

Chapter 1 Introduction

Chapter 2 Spatial Analysis provides an overview of the spatial structure of Derby, considering land use, transport, building heights, heritage, building uses and number of homes per building.

Chapter 3 Character Typologies presents the typological character areas of Derby as a whole, and under each theme: Functional Typologies, Mixed Typologies, Development Site Typologies and Residential Typologies. A description and key information accompanies each typology.

Chapter 4 Opportunity for Change and Intensification analyses each character areas' density, sensitivity to change and opportunity for change, and also illustrates where certain types of change (development/intensification) may be possible.

Chapter 5 Conclusion provides a summary of the study and identifies the areas with most opportunity for change, and where further capacity work could be carried out.



CHAPTER 2
SPATIAL ANALYSIS

2.1 INTRODUCTION

Chapter 2 provides a general spatial analysis of Derby city to provide the reader with an understanding of the city before discussing the character typologies and opportunities for change in following chapters. The topics covered are:

- Spatial Structure
- Land Use
- Public Open Space
- Green Infrastructure
- Building Uses
- Density - Units per Building
- Topography
- Flooding
- Road Network
- Public Transport Network
- Building Heights
- Heritage Assets

Note on wording: when the text refers to the “city centre” of Derby, this is typically considered to be the area bound by the inner ring road and river Derwent.

The Central Business District (CBD) is an area identified in the Derby Local Plan Part 1. It includes the city centre plus the land immediately adjoining the outer edge of the inner ring road, the Castleward area, Derby rail station and former Derbyshire Royal Infirmary site.

2.2 SPATIAL STRUCTURE

Derby exhibits a strong monocentric structure, with the Central Business District acting as the main focus of activity. In the wider city, the resident population is supported by a network of centres:

- 13 District Centres (indicated in Figure 2.1), which evolved from historic high streets at village centres or as purpose-built precincts, are now part of the wider urban area of Derby. These provide a range of retail, food/drink and services offer; and
- Neighbourhood Centres, which support localised residential neighbourhoods with small scale retail services.

These centres are complemented by a number of Out of Centre Retail Parks, which offer big box retailing in more industrial/employment focused locations.

A key element of Derby's structure is the green corridors that penetrate into the city from the surrounding countryside. They provide a mixture of public open spaces such as Darley Park and agricultural land

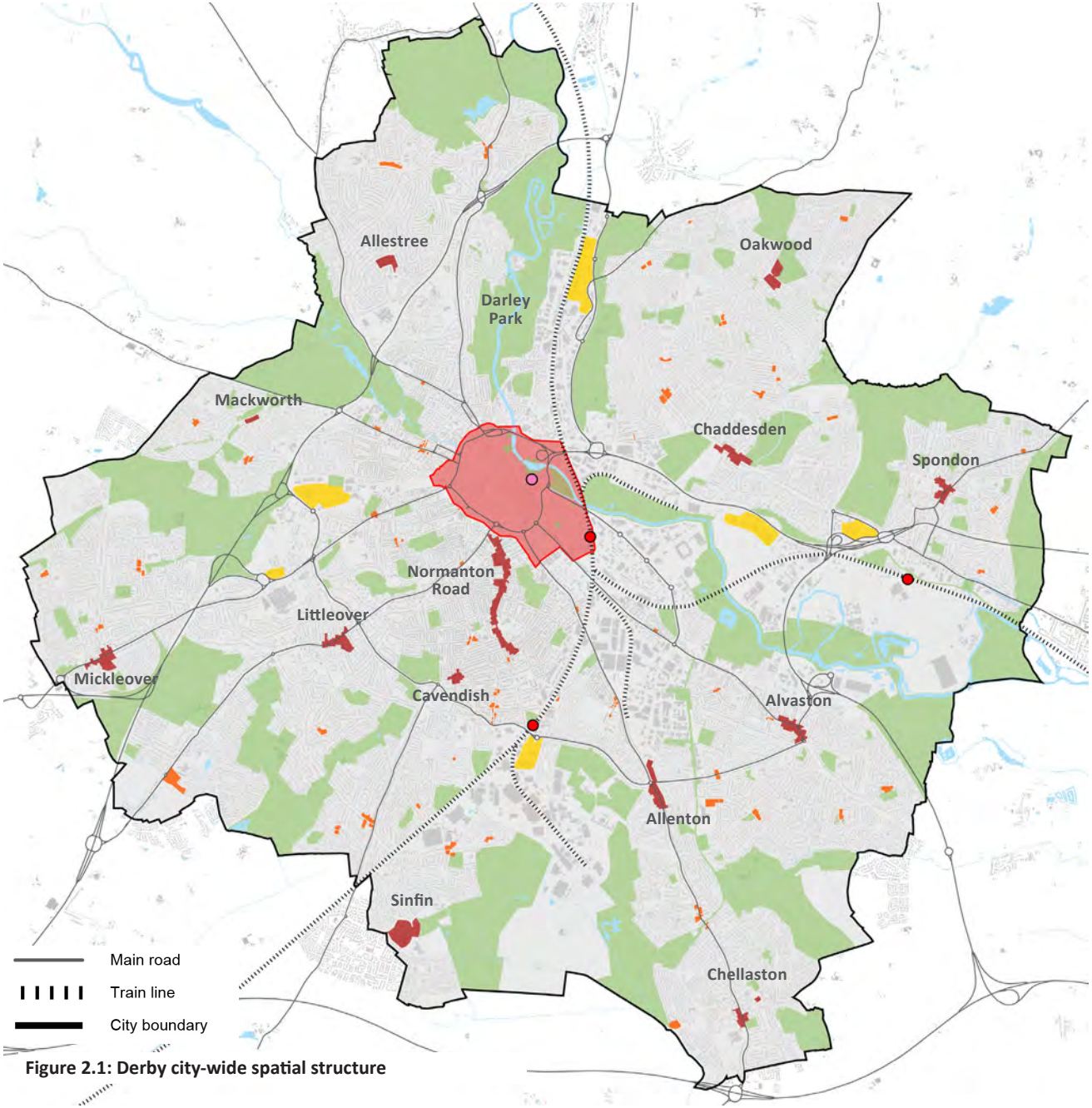


Figure 2.1: Derby city-wide spatial structure

2.3 LAND USE

The western side of the Derby urban area is dominated by residential use (and the Royal Derby Hospital), as are the suburban fringes to the south east and north east. Residential areas are supported by local commercial and small scale employment areas. However, the main employment areas for the city are located to the south-east of the central business district, stretching along the River Derwent and rail lines. These areas are largely industrial in nature, being home to companies such as Rolls Royce and Bombardier, usually with associated office use. Pride Park, directly south-east of Derby railway station is predominantly office-based, with some supporting uses. To the north of the CBD, along the river is another major employment area, which is dominated by light industry. Overall, the employment areas in Derby provide a low variety of uses, being largely dominated by large specialised facilities and office parks.

The CBD in contrast showcases a mixed use environment, with independent and national retailers sitting alongside a variety of food and beverage establishments, small office accommodations, leisure and cultural offer, student housing and some university buildings.

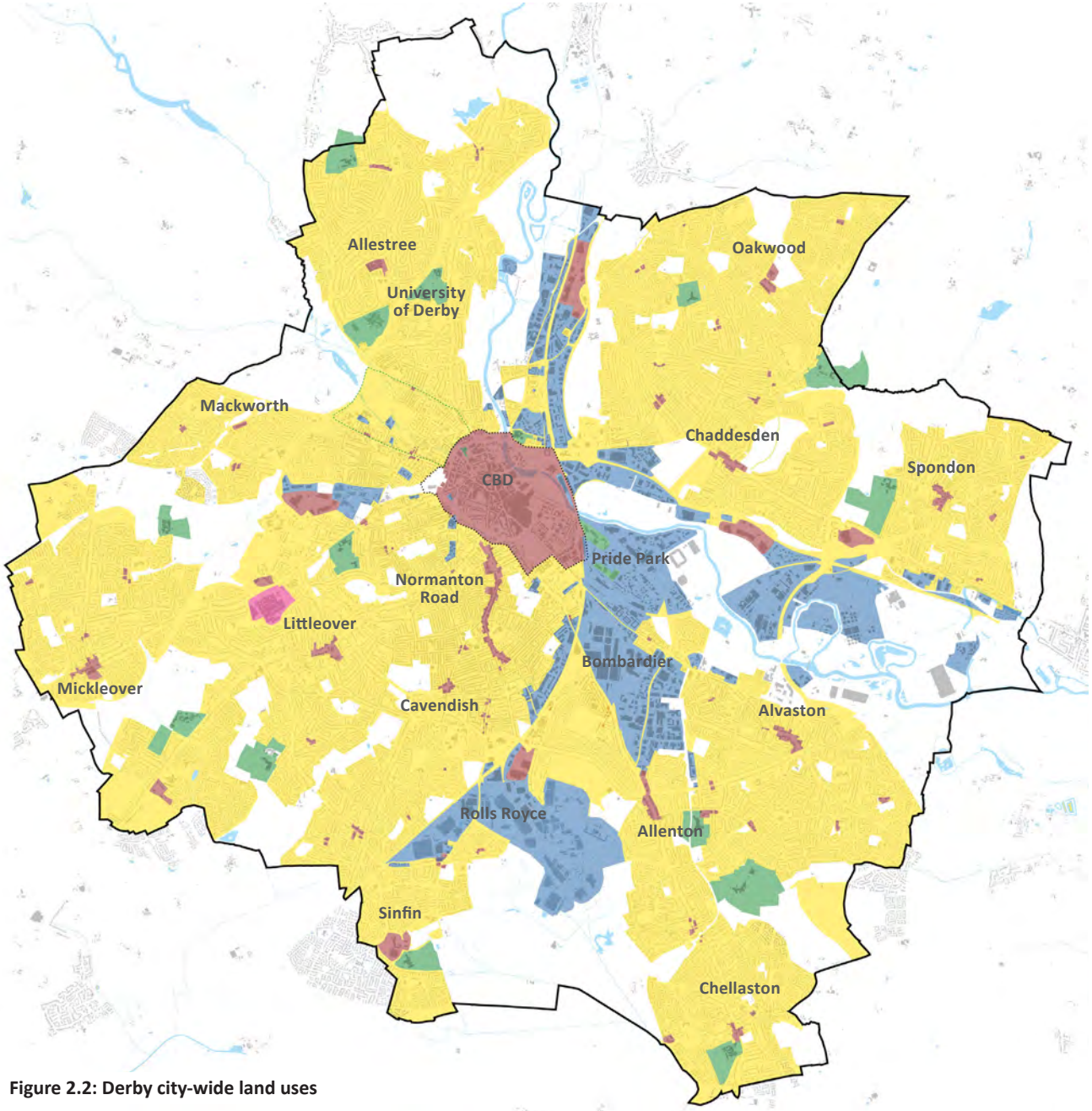


Figure 2.2: Derby city-wide land uses

2.4 PUBLIC OPEN SPACE

The majority of large public open spaces are located outside of the city centre, with many historically being the grounds of large manors, which have passed into public use. The CBD has a clear lack of large public open space although Cathedral Green, the Market Place and the River Gardens serve important functions in the city. Bass' Recreation Ground has potential to provide residents and visitors with a high quality green space close to the city centre. However, the barrier of the ring road, limited access and the lack of overlooking to the space means it is currently underutilised. Categories are as follows:

Public Green Spaces: Includes parks, outdoor sports facilities and amenity green space, Public green space is protected under policy CP17 of the Derby City Local Plan Part 1.

Allotments: Allotments provide an important source of recreation and amenity to local residents who use them. Urban growing spaces are important sources of education and food security for the city's residents. They are protected under policy CP17 of the Derby Ci Part 1.

Sports and Playing Pitches: There are a number of large sports and playing pitches in Derby that serve local sports teams. They are protected under policy CP17 of the Derby City Local Plan Part 1.



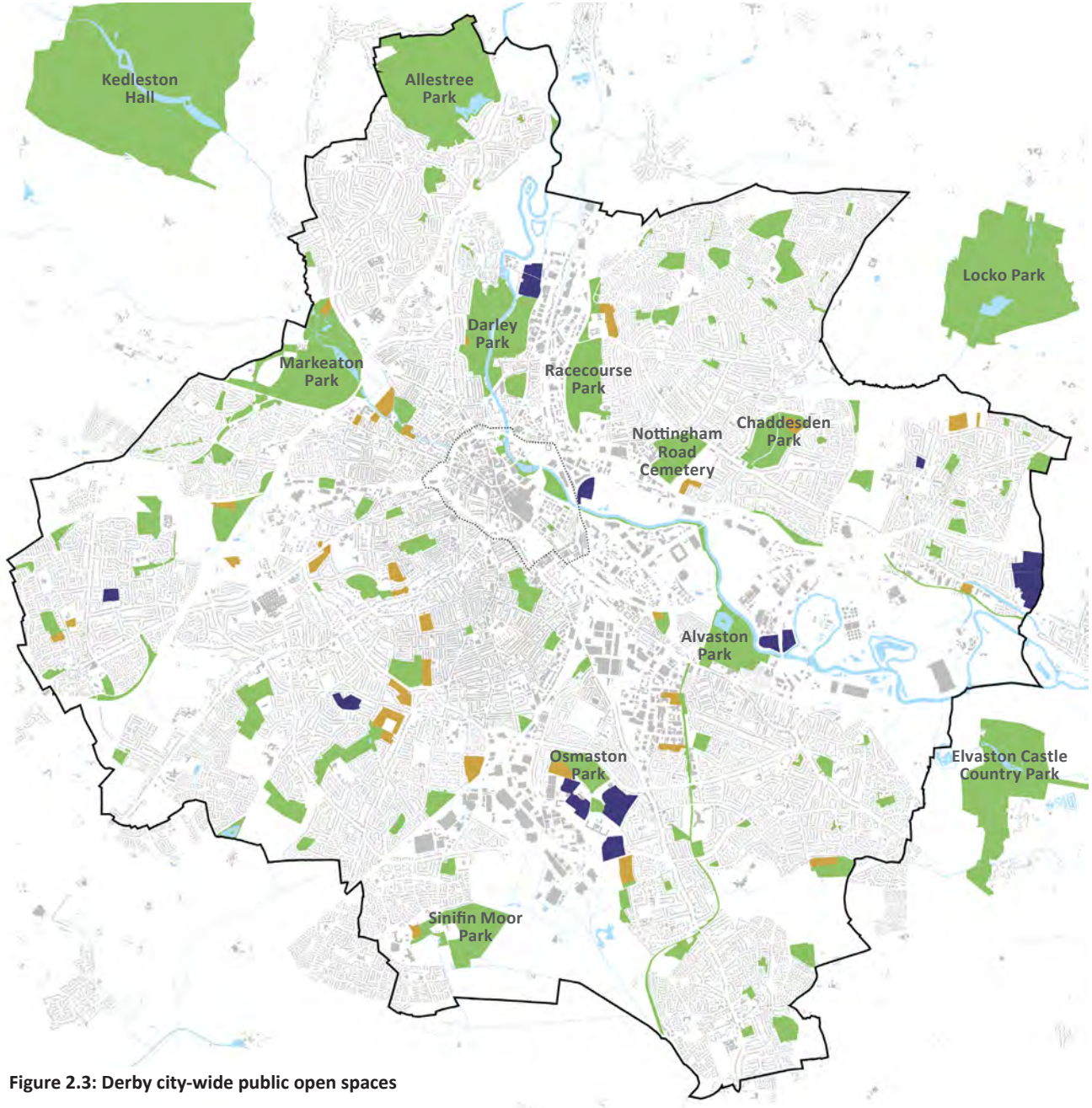


Figure 2.3: Derby city-wide public open spaces

2.5 GREEN INFRASTRUCTURE

The main types of green infrastructure spaces are as follows:

Green Wedges: Provide a direct link between the urban area and the open countryside. They have an important role in biodiversity, climate change adaptation and local identity for nearby residential neighbourhoods. Built development on green wedges is limited only to essential and ancillary buildings, and otherwise they should remain in uses compatible to their open nature, such as agriculture and forestry. Green Wedges are protected under policy CP18 of the Derby City Local Plan Part 1.

Green Belt: the Nottingham/Derby Green Belt is a large tract of open countryside between the cities of Derby and Nottingham, designated to limit urban sprawl. There are three areas of Green Belt within the city boundary on the eastern and northern edges. Green Belt land is protected by the NPPF and policy CP18 of the Derby City Local Plan Part 1.

Nature Conservation: These areas are nationally or locally designated as being important for nature conservation and wildlife. They comprise of many landscape types, including public parks, railway lines, open countryside or scrub land. They are protected by the NPPF and policy CP18 of the Derby City Local Plan Part 1.

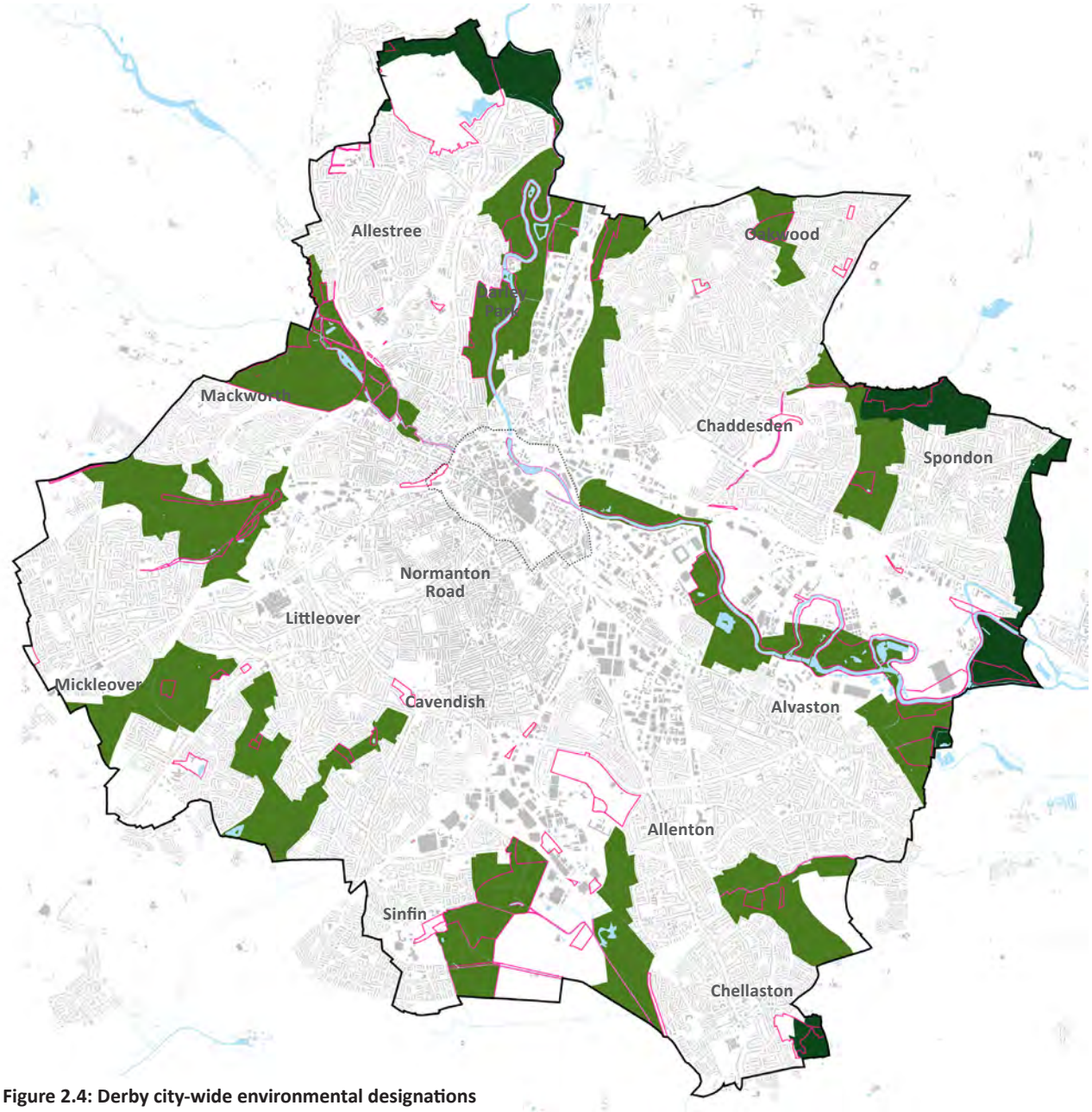


Figure 2.4: Derby city-wide environmental designations

2.6 TOPOGRAPHY

Derby city centre essentially sits in a bowl, being located beside the River Derwent, which is roughly 40m above sea level. The topography rises to the east, west and north; for instance, the village of Quarndon, to the north of the city, sits at 140m above sea level. Within Derby, Mickleover, Littleover, Allestree and Oakwood are all on elevated land above 100m above sea level. Whereas the south of the city (e.g. Sinfin, Chellaston) is generally low lying as part of the Trent Valley.

This change in topography creates opportunities for views over the city as one approaches from the north (see Derby Skyline Study for full details).

However, even local topography changes in and around the city centre have impacts on how the city is experienced. Raised topography has the effect of making some buildings appear larger than they really are, adding to their prominence on the skyline.

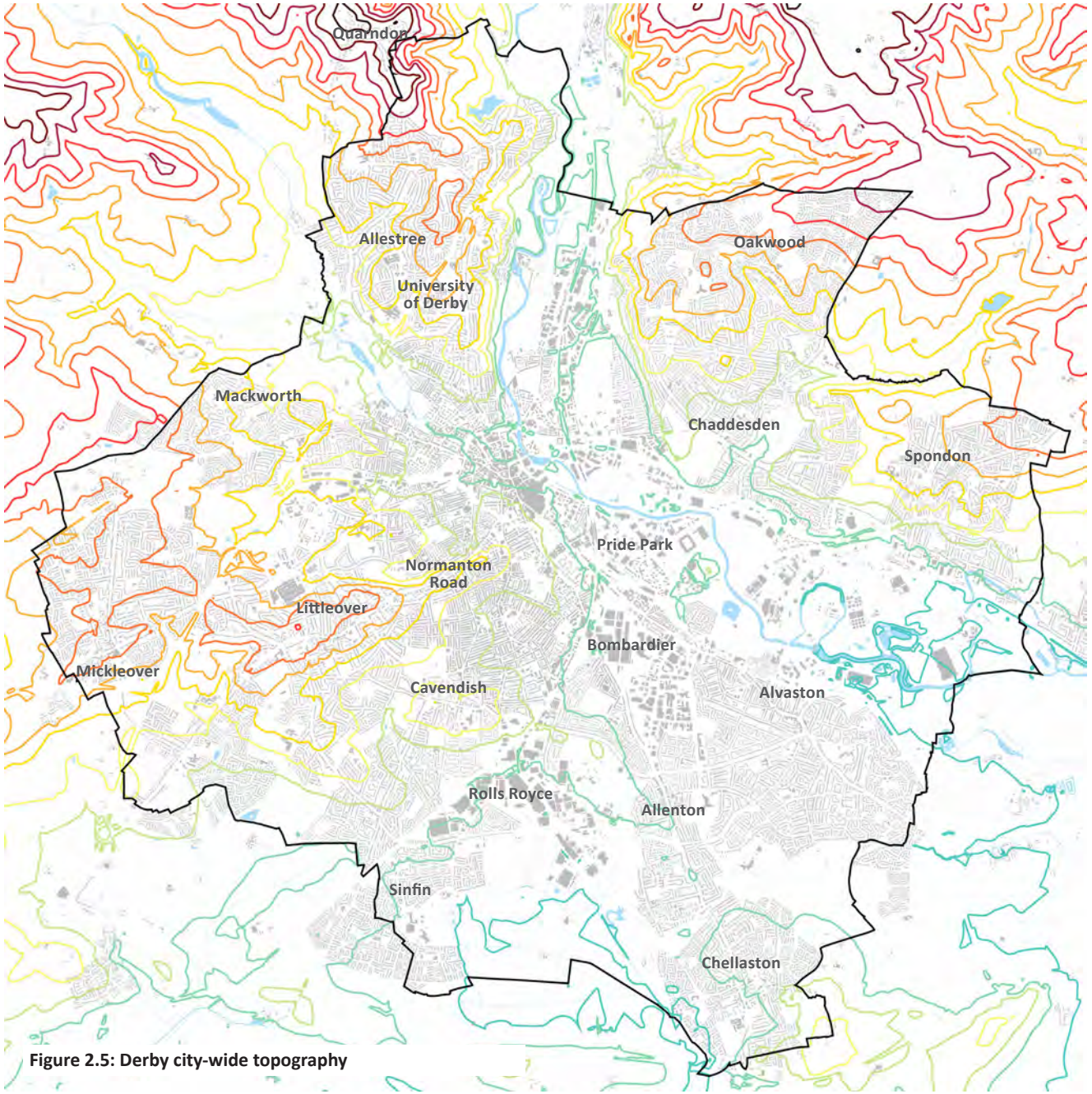


Figure 2.5: Derby city-wide topography

2.7 FLOODING

Figure 2.6 shows Derby's flood zones, using data sources from the Environment Agency. Areas in Flood Zone 2 have between 0.1 and 1% risk of flooding. These areas are expected to flood between once in 100 and once in 1000 years. Areas in Flood Zone 3 have a greater than 1% chance of flooding, meaning that they are likely to flood more often than once every 100 years. Therefore areas in Flood Zone 2 are more extensive and more rare compared to Flood Zone 3. However, the effects of climate change are already having an effect on the regularity of extreme floods and it is likely that "1 in 100 year flood events" are actually occurring more often than that.

Derby's location along the River Derwent means it has a long history of flooding. Large tracts of urban land along the Derwent's course previously served as the river's natural flood plain and are at risk of flooding. Within the city centre, parts of the main shopping area, the Castleward area and the northern riverside are at risk of flooding. The city centre is largely protected from a 1:100 year flood by defences along the river. However, the northern riverside remains at risk.

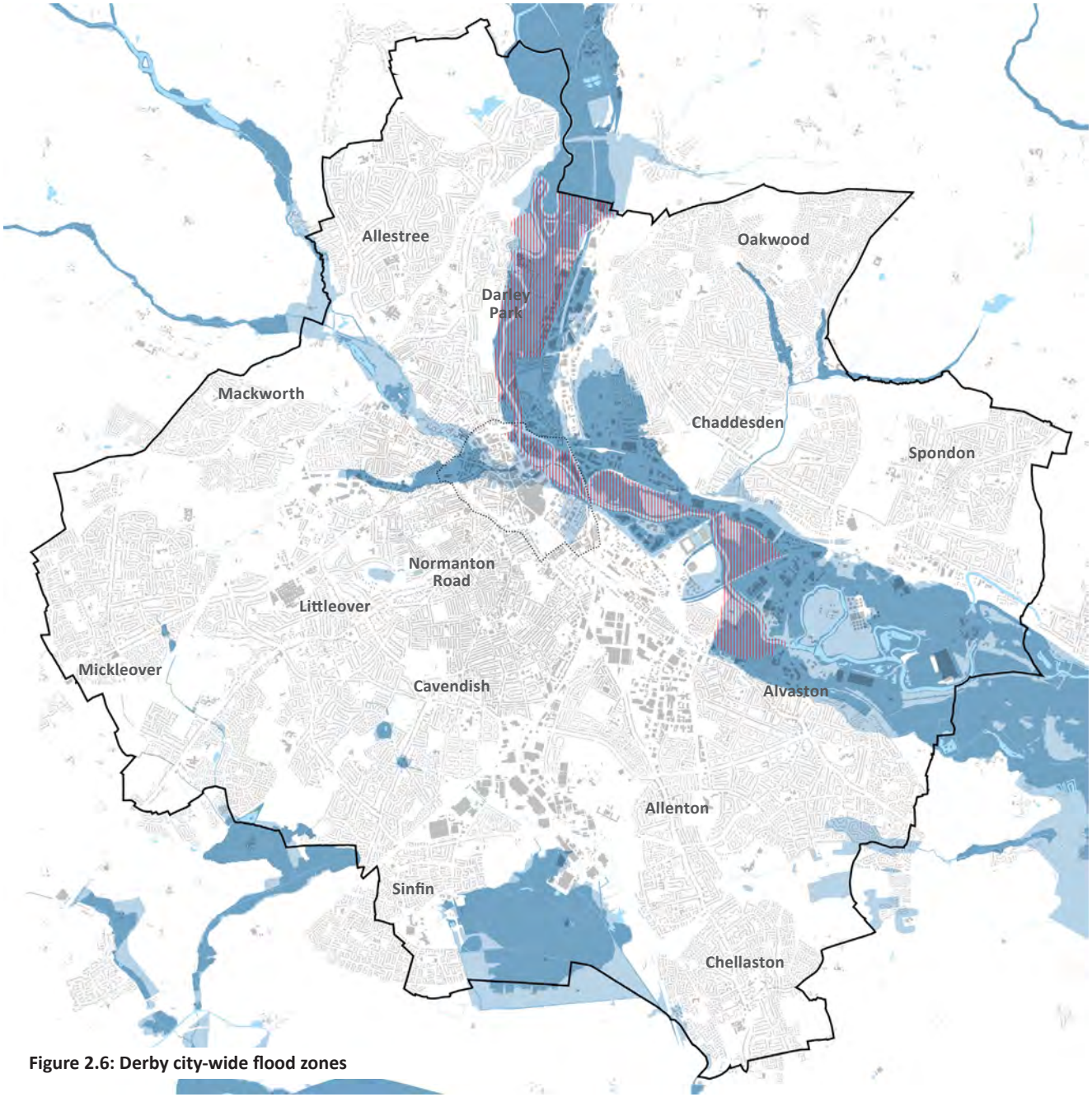


Figure 2.6: Derby city-wide flood zones

In response to flood risk, the Our City Our River project (OCOR) led by Derby City Council and the Environment Agency, aims to reduce flood risk caused by the river while also releasing land for development and creating a more attractive riverside. The OCOR project aims to re-establish the relationship between the city and the river.

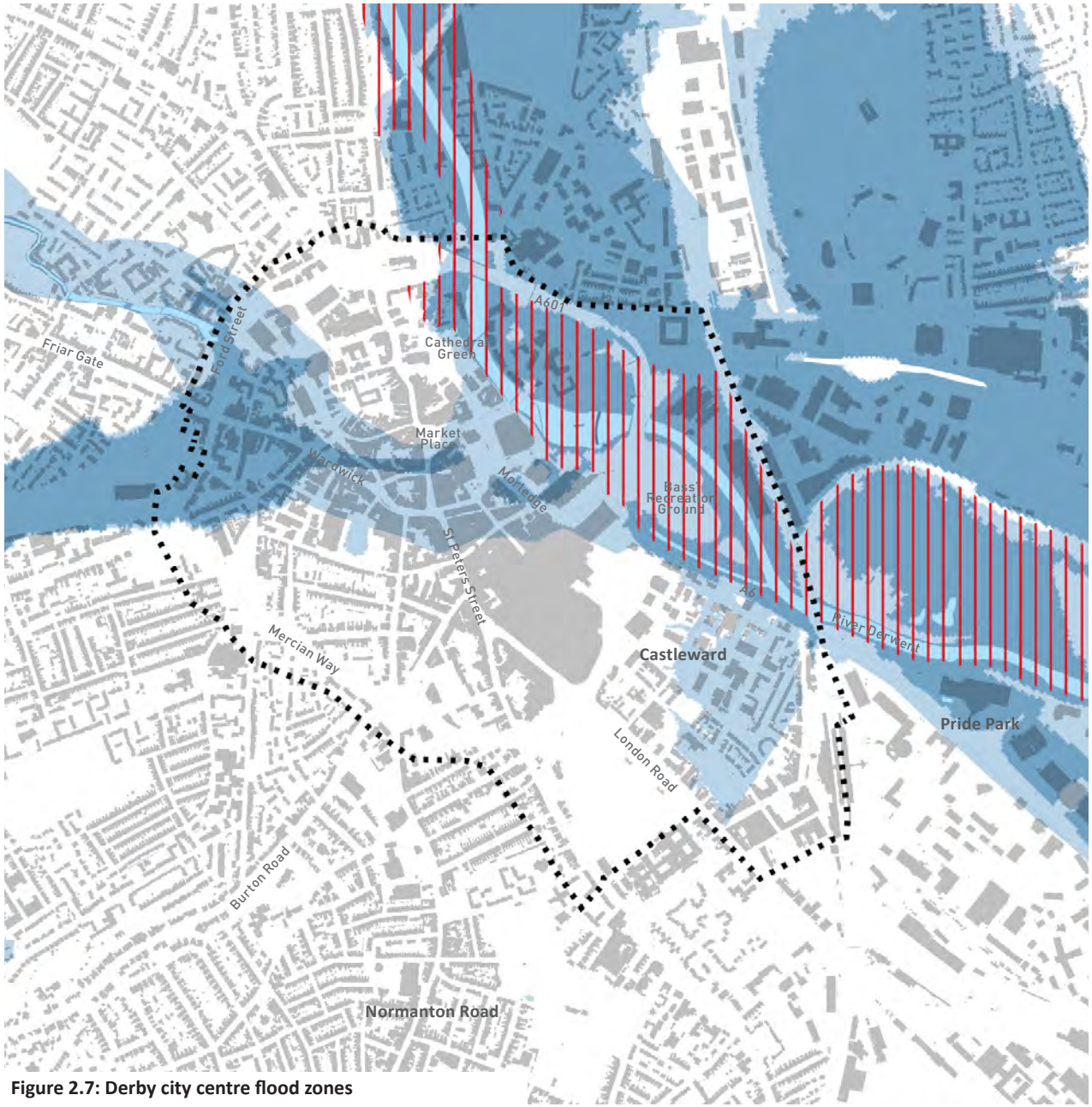


Figure 2.7: Derby city centre flood zones

2.8 BUILDING USES

A fine grain analysis of the uses of each building in Derby is presented in Figure 2.8. This map is based on the council's address database and represents building uses at a point in time. In the future, the uses of particular buildings will likely change.

This generally reflects the high level land uses presented in Section 2.3 but paints a more complex picture. In terms of residential types, houses are the predominant form throughout the city, particularly in the outer suburbs. Closer to the city centre, more instances of residential flats are apparent, both in purpose-built apartment buildings and in older properties that have been sub-divided over time. Residential institutions include student accommodation, care homes and similar. There is a concentration of these institutions between the University of Derby and the City Centre, which are largely purpose-built student accommodation.

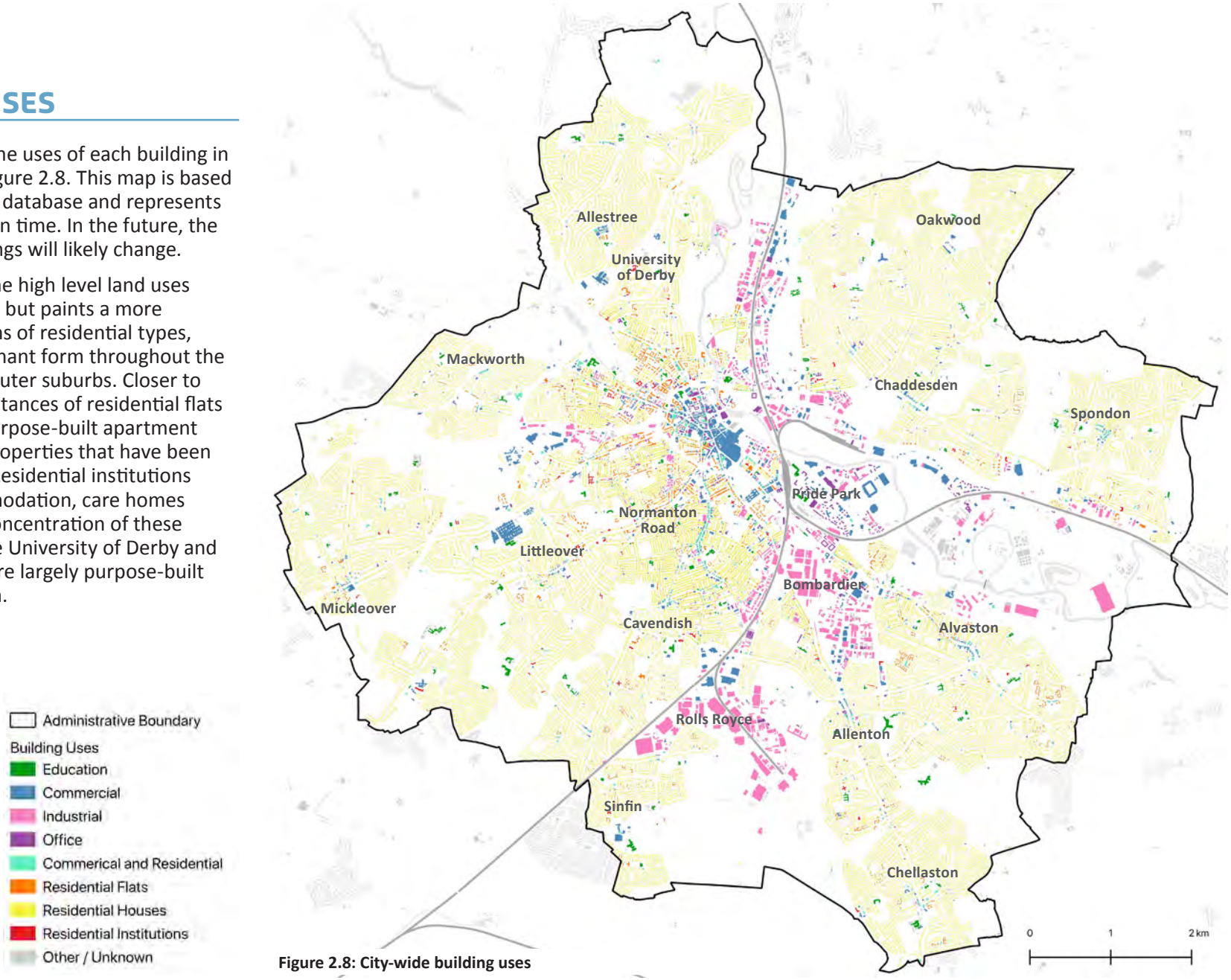


Figure 2.8: City-wide building uses

The industrial/employment clusters to the south and west of the city centre are apparent as large footprint, purpose built factories and offices.

The city centre is dominated by purely commercial uses, supported by some residential uses (mostly flats) on the fringes. Buildings shown in green contain both commercial and residential uses. These will generally contain a ground floor retail/ commercial unit with residential flats above. There are a number of these mixed use buildings peppered throughout the city centre and a noticeable concentration along Normanton Road.

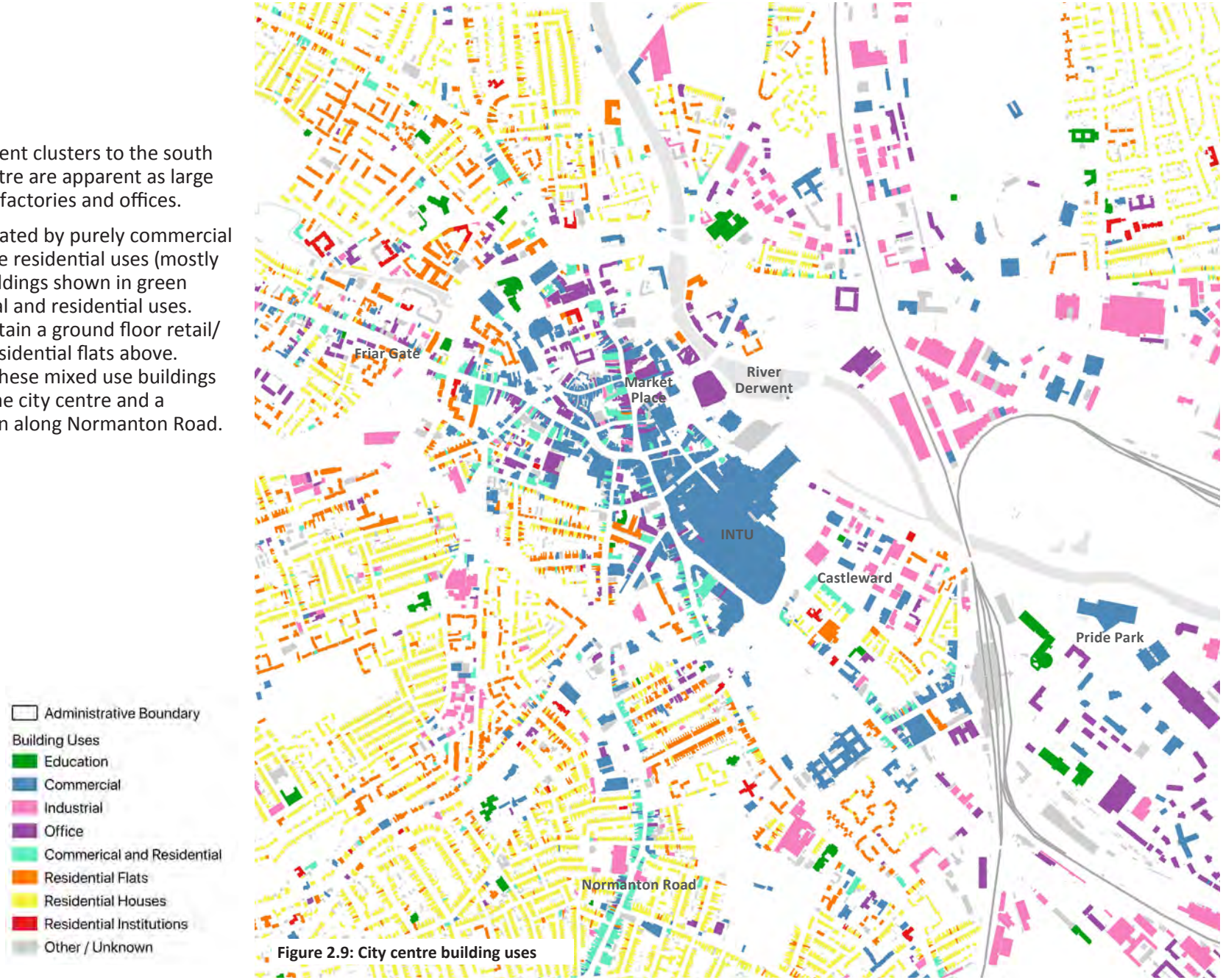


Figure 2.9: City centre building uses

2.9 DENSITY - HOMES PER BUILDING

Figure 2.10 presents an analysis of the number of homes in each building in Derby. This map is based on the council's address database. Density is calculated by counting the number of residential addresses within each building polygon in a GIS software. It is based on the available data at the time of writing and will likely change in the future.

Those without residential units are shown as grey. The vast majority of residential buildings throughout the city are homes with one household (or "unit") shown as blue. Many areas also contain some buildings with 2 units (green) or 3-5 units per building (yellow), which often signifies a building that has been sub-divided into flats.

The largely low density outer areas are punctuated by occasional blocks of flats, which contain more than 21 units. These higher density forms are more common in the city centre and it fringes. The most dense buildings are those with over 101 units (purple), of which there are a few examples: Prosperity House near St Peter's Street, Cathedral Court and Agard Court student accommodation. However, these cases are rare and are generally student accommodation. Most of the multi-unit housing in Derby contains between 3 and 20 homes.

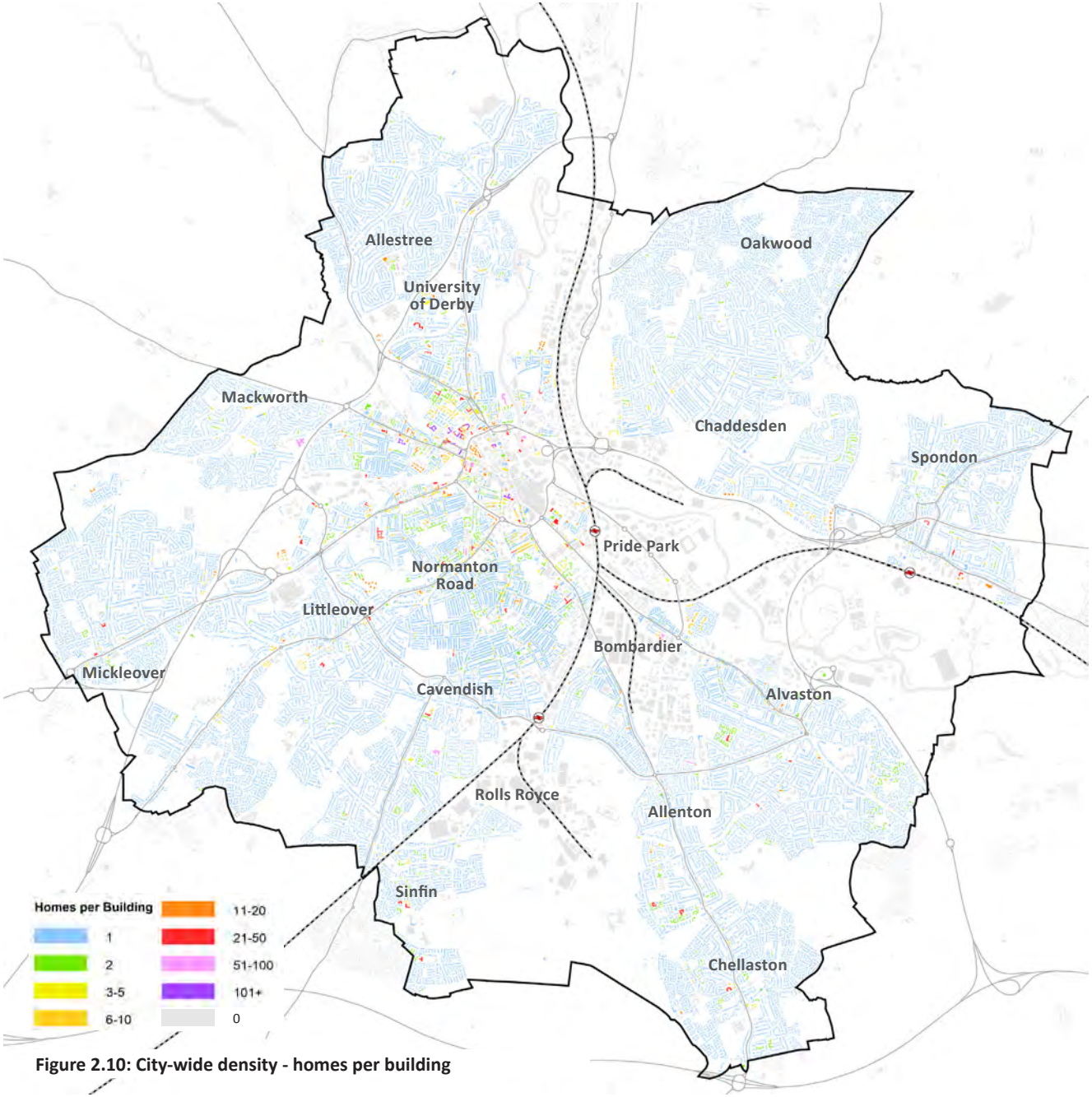
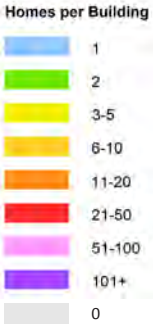


Figure 2.10: City-wide density - homes per building

Figure 2.11 clearly shows that there are very few homes within Derby city centre. Increasing residential density here could be key to improving the vitality of the centre as a whole.



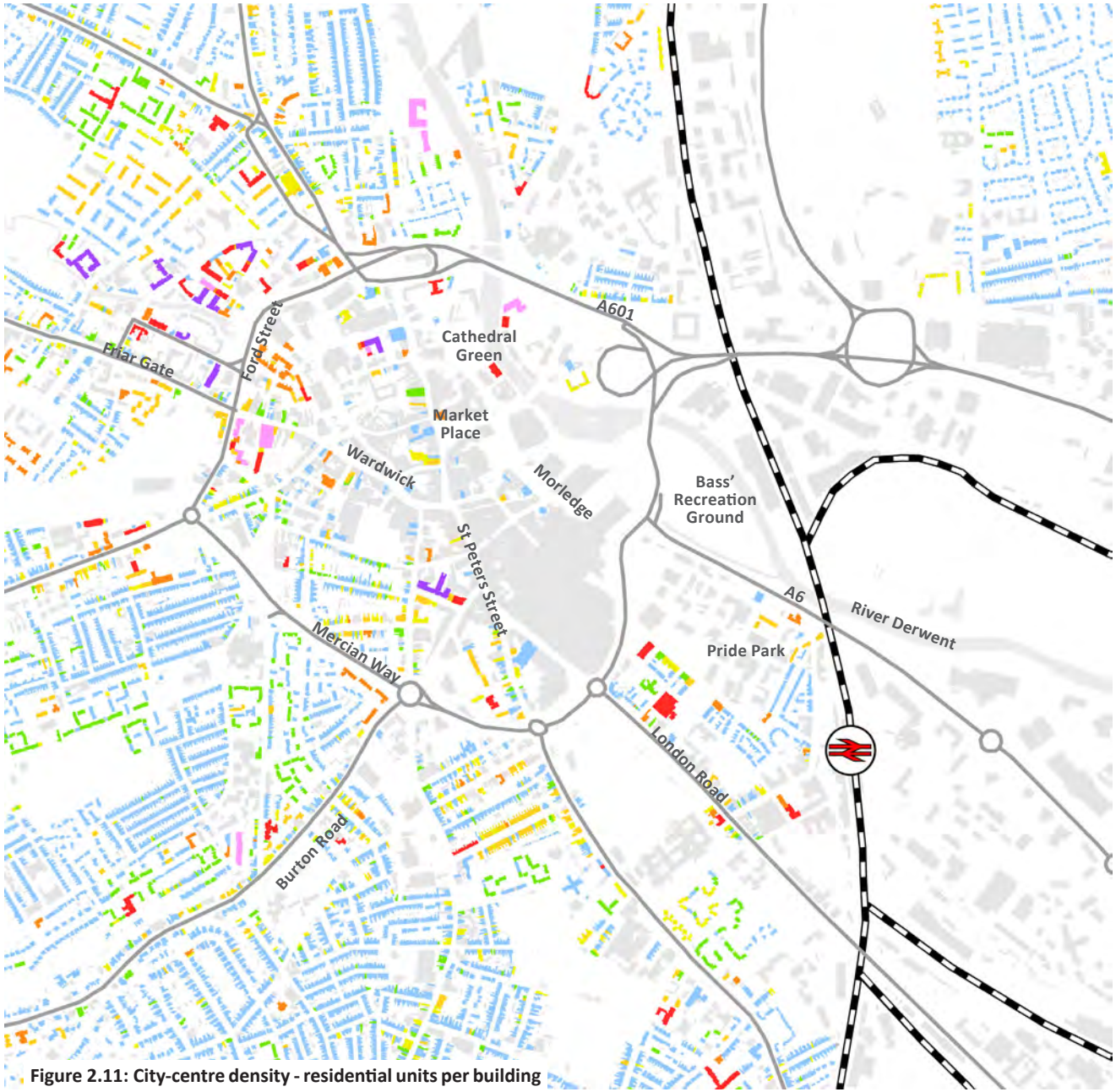


Figure 2.11: City-centre density - residential units per building

2.10 ROAD NETWORK

Derby's road network has a radial structure, with main routes emanating out from the city centre ring road. The extensive road network facilitates use of the private car as the primary mode of transportation; on a typical day 660,000 car trips are made in Derby (Derby Local Transport Plan, 2011). This dominance of road infrastructure and private car use results in a number of negative side effects. The ring road creates a hard edge to the city centre and results in a generally poor pedestrian environment at the interface between the CBD and the outer residential areas. Large-scale road infrastructure dominates the riverside north of Holmes Bridge, including the "Darwin Place Loop", which results in poor permeability and environmental quality around this area.

Combustion vehicles cause air pollution, which in high concentrations has detrimental impacts on health and wellbeing. This can be exacerbated by the form of the street and buildings. The height and shape of buildings has the potential to significantly affect air pollutant concentrations, due to the way physical structures affect air dispersion and flow. This is especially the case where tall buildings line both sides of a narrow street that inherently suffers high volumes of traffic or queuing, creating what is known as a 'street canyon'. Stafford Street (Inner Ring Road) and Agard Street are both examples of street canyons with poor air quality. The council has identified Air Quality Management Areas (Figure 2.12) and is taking action to improve air quality through traffic management. Note that these areas are currently under review.

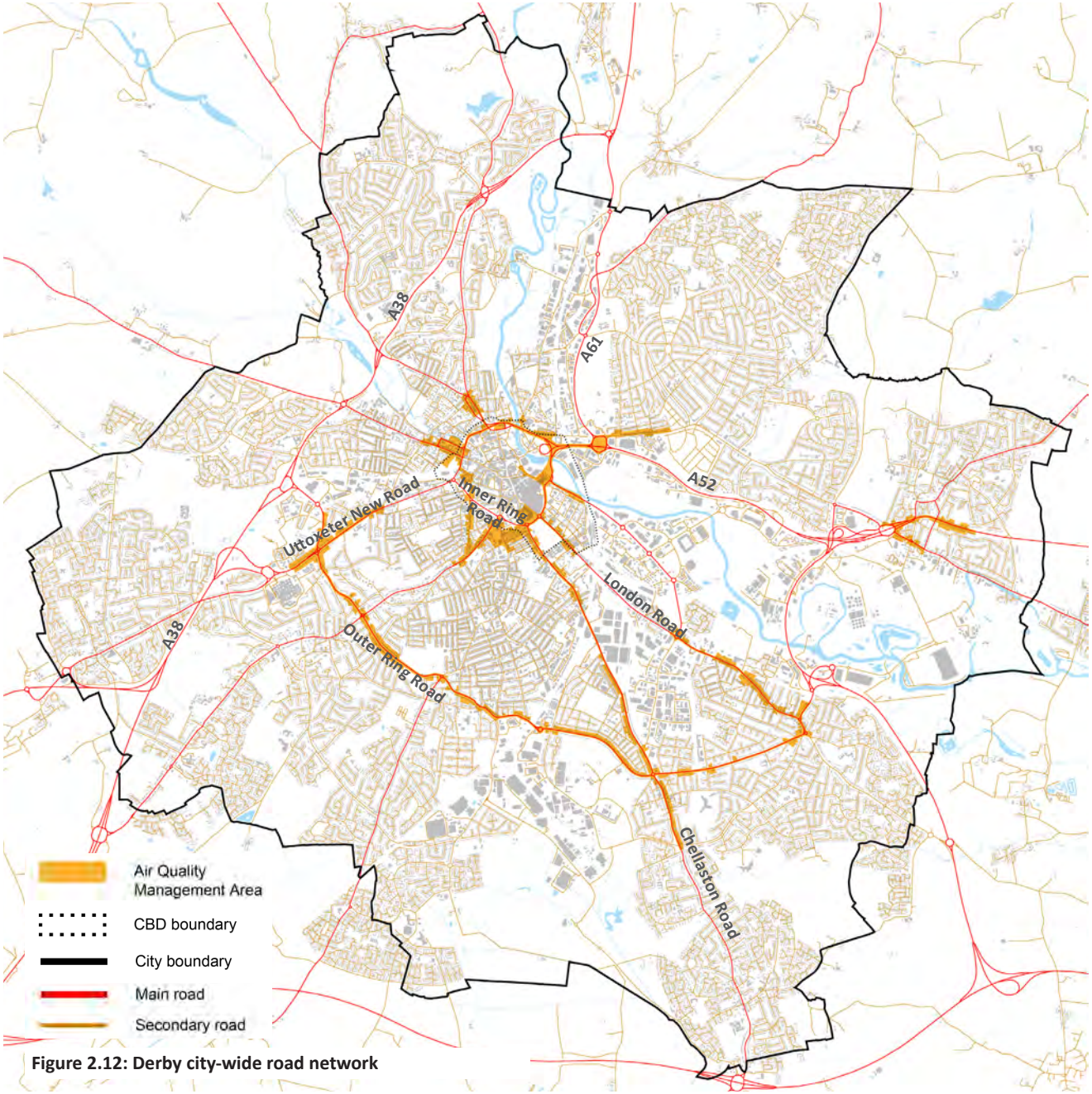


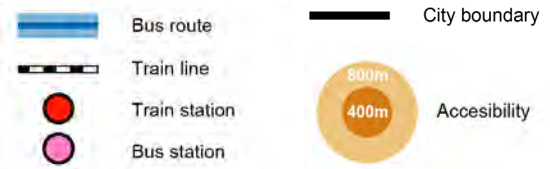
Figure 2.12: Derby city-wide road network

2.11 PUBLIC TRANSPORT

Derby's main public transport mode is its extensive bus network, which creates 55,000 bus passenger trips every day (Derby Local Transport Plan, 2011). The bus network (mapped in Figure 2.13 based on publicly available bus route maps) is generally well distributed across the city, with Derby Bus Station at Riverlights acting as the central hub. The bus network can be described as a "hub and spoke" system, with the majority of routes moving people in and out of the city centre, with few radial routes directly connecting suburban neighbourhoods and destinations such as Royal Derby Hospital .

Derby is also well connected to London, the North of England and nearby cities by rail. Derby Rail Station is the hub of rail traffic, with two local stations at Spondon and Peartree providing a limited service. Derby Rail Station is located on the edge of the CBD, at the interface between Castleward and Pride Park. Despite being only a short walk or bus ride away from the city centre, this lack of centrality may make people less likely to use rail over their car for certain journeys, especially as the city centre offers ample car parking.

Thanks to investment over the last number of years, cycling in Derby comprises 15% of mode share, with aspirations to grow more (Derby Local Transport Plan, 2011).



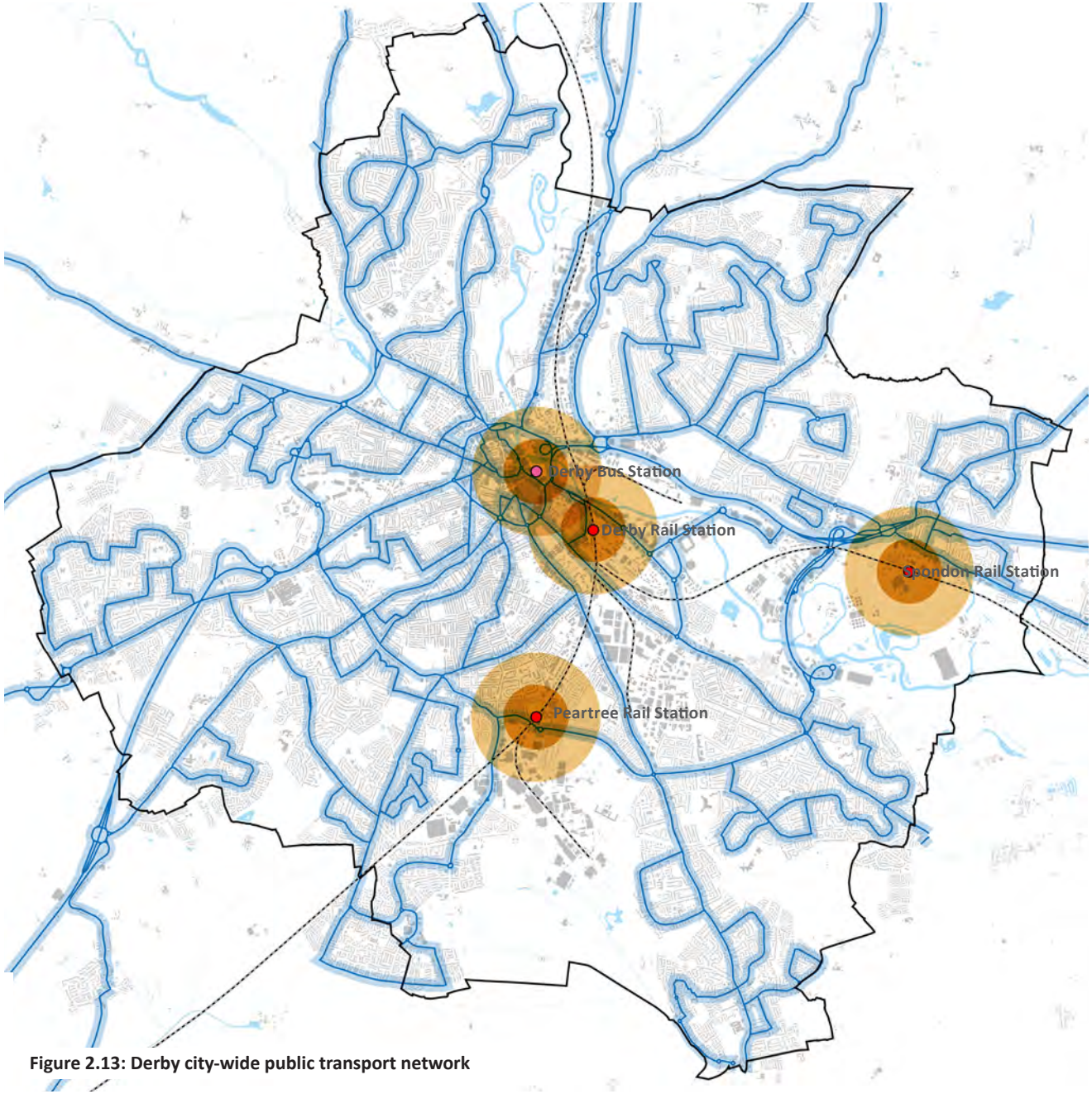


Figure 2.13: Derby city-wide public transport network

2.12 BUILDING HEIGHTS

Across the residential areas outside the CBD, buildings are predominantly 1-2 storeys in height. Buildings of 3 and 4 storeys, which have a stronger presence in areas like Friar Gate and Normanton Road, may indicate larger houses, institutional buildings such as schools and historic high streets. This low-lying context is occasionally punctuated by church spires such as St Luke's Church, and historic mills (e.g. Britannia Mill) above 20m. The industrial areas along the river and in the south of the city are generally higher than the surrounding residential buildings, ranging between 9m and 21m (equivalent to 3-6 storeys). Derby Arena and Pride Park Stadium stand above the surrounding buildings at 21-24m tall. This makes them highly visible as one approaches Derby from the south by rail. In the north, the University of Derby is distinctly tall at 39-48m.

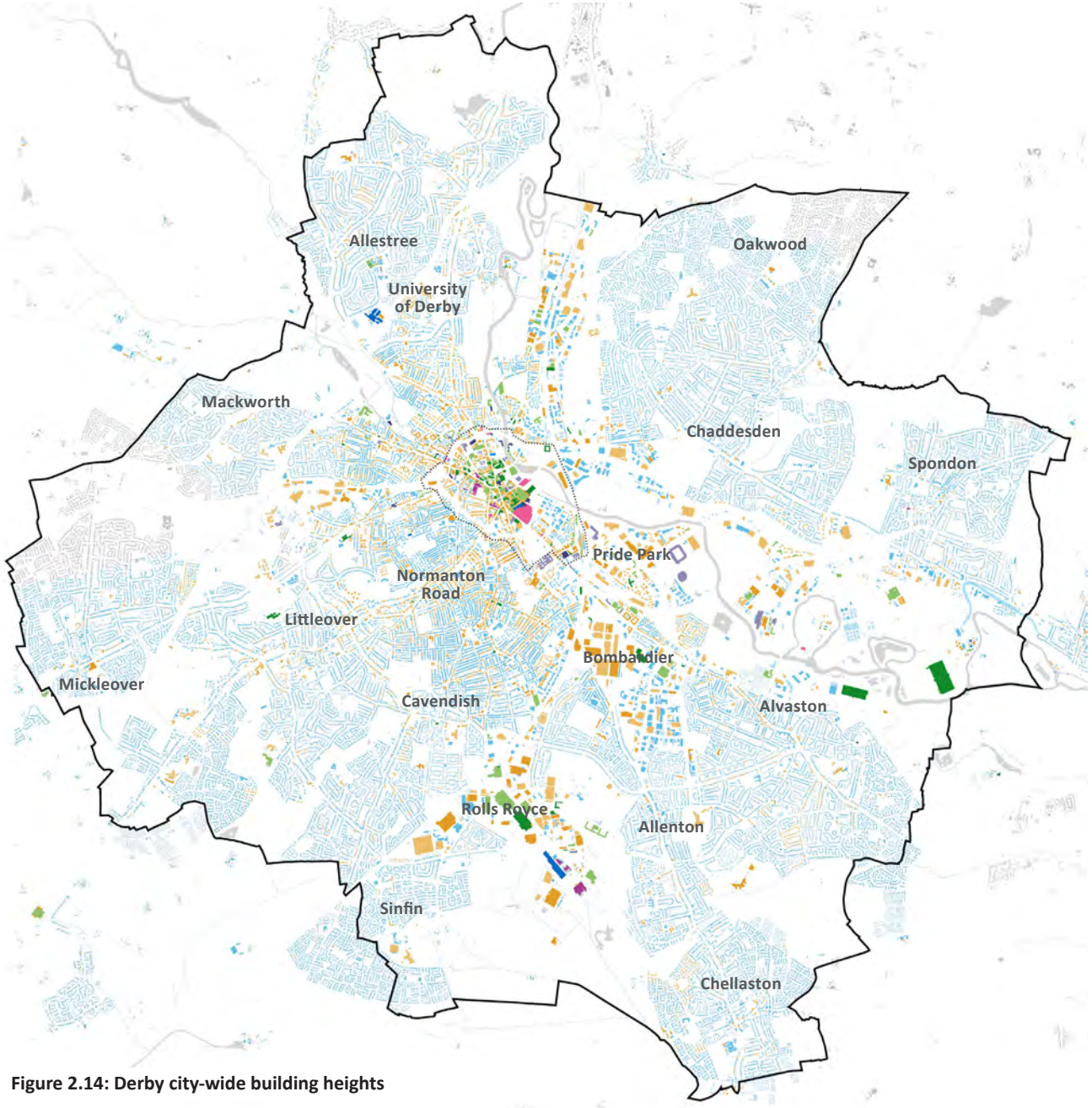


Figure 2.14: Derby city-wide building heights

Building heights increase generally in the city centre. Most buildings around the Market Place and Corn Market are 18-21m (5-6 storeys) in height. Buildings are lower at the edges of the city centre, being typically 9-15m (4-5 storeys) high. Taller buildings in the centre include INTU, Riverlights and St Mary's Church at 27-30m. Derby Cathedral is currently the tallest building in Derby at 65m above ground.

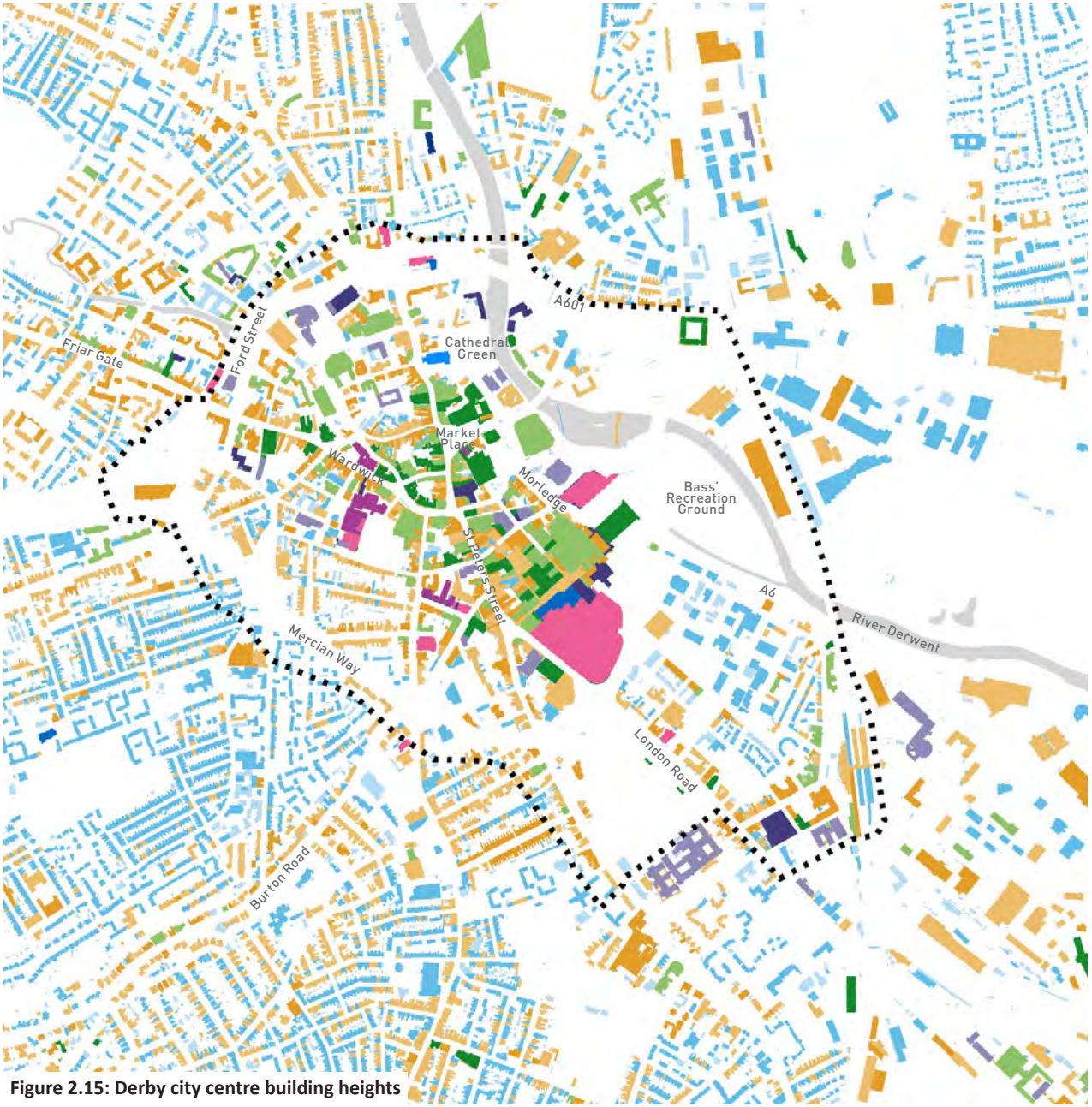


Figure 2.15: Derby city centre building heights

2.13 HERITAGE ASSETS

Parts of Derby contain large numbers of heritage assets and designations, meaning these areas are likely more sensitive to change and development.

Derby is the southern-most part of the Derwent Valley Mills World Heritage Site (WHS), which stretches 24 linear kilometres north, as far as Matlock Bath. The Derby focus is the Silk Mill, originally built on an island, and the River Derwent. Further north, the WHS enlarges to include Darley Abbey and Darley Park. The Buffer Zone of the WHS incorporates Derby Cathedral, and substantial areas to the east and west of the WHS boundary.

There are sixteen conservation areas in Derby, of which the largest within the core of the City are: City Centre, Friar Gate, and Green Lane and St. Peter's, all of which developed during the medieval period and during subsequent centuries.

There are 388 listed buildings in Derby of which 47 are listed Grade I or Grade II*. Many of these buildings are focused on the northern settlement of Darley Abbey, which lies within the Derwent Valley Mills World Heritage Site. There are three Registered Parks and Gardens in Derby city, the most significant being the Grade II* Derby Arboretum to the south of the city centre.

Important heritage views are identified in the Derby Skyline Study.

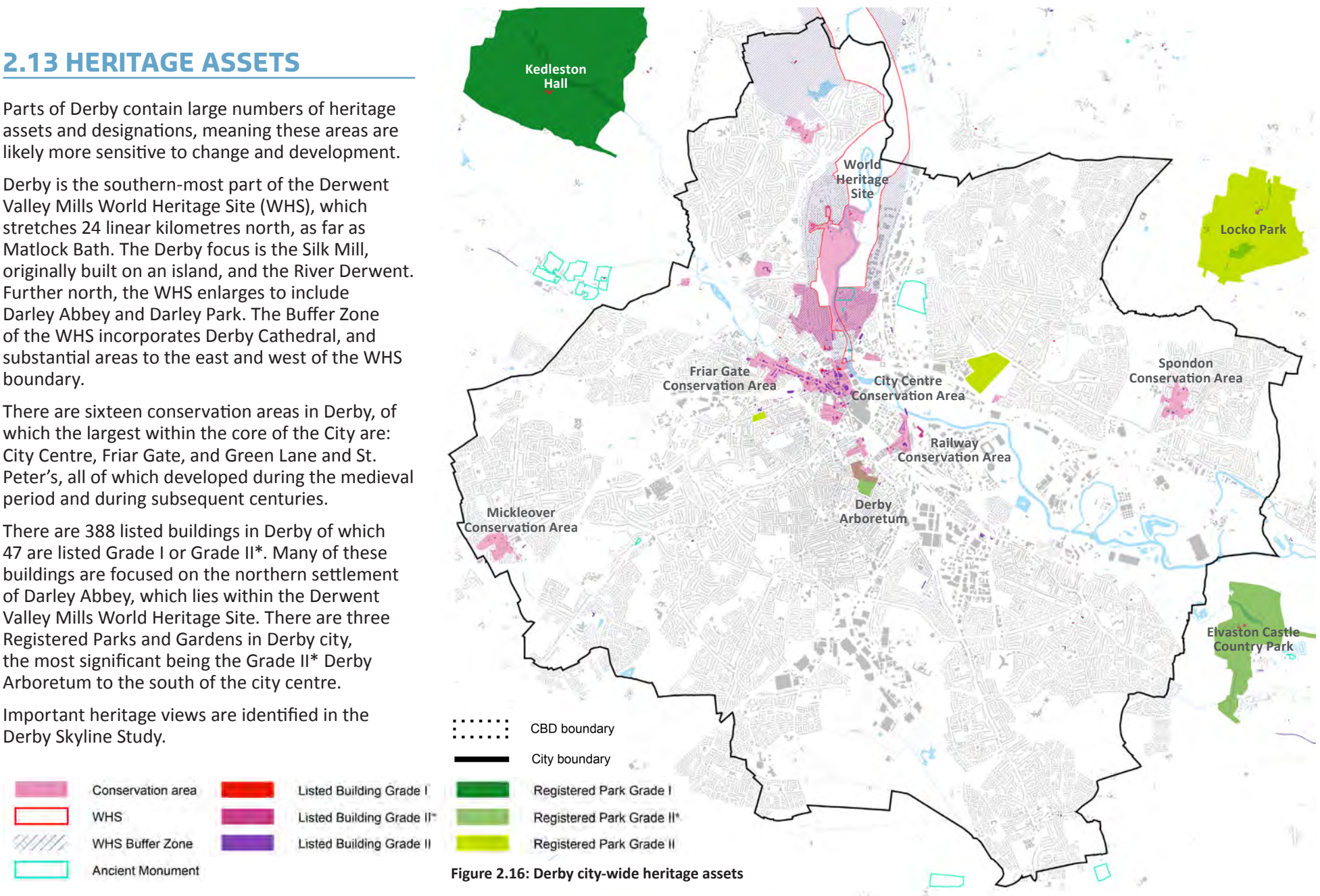


Figure 2.16: Derby city-wide heritage assets

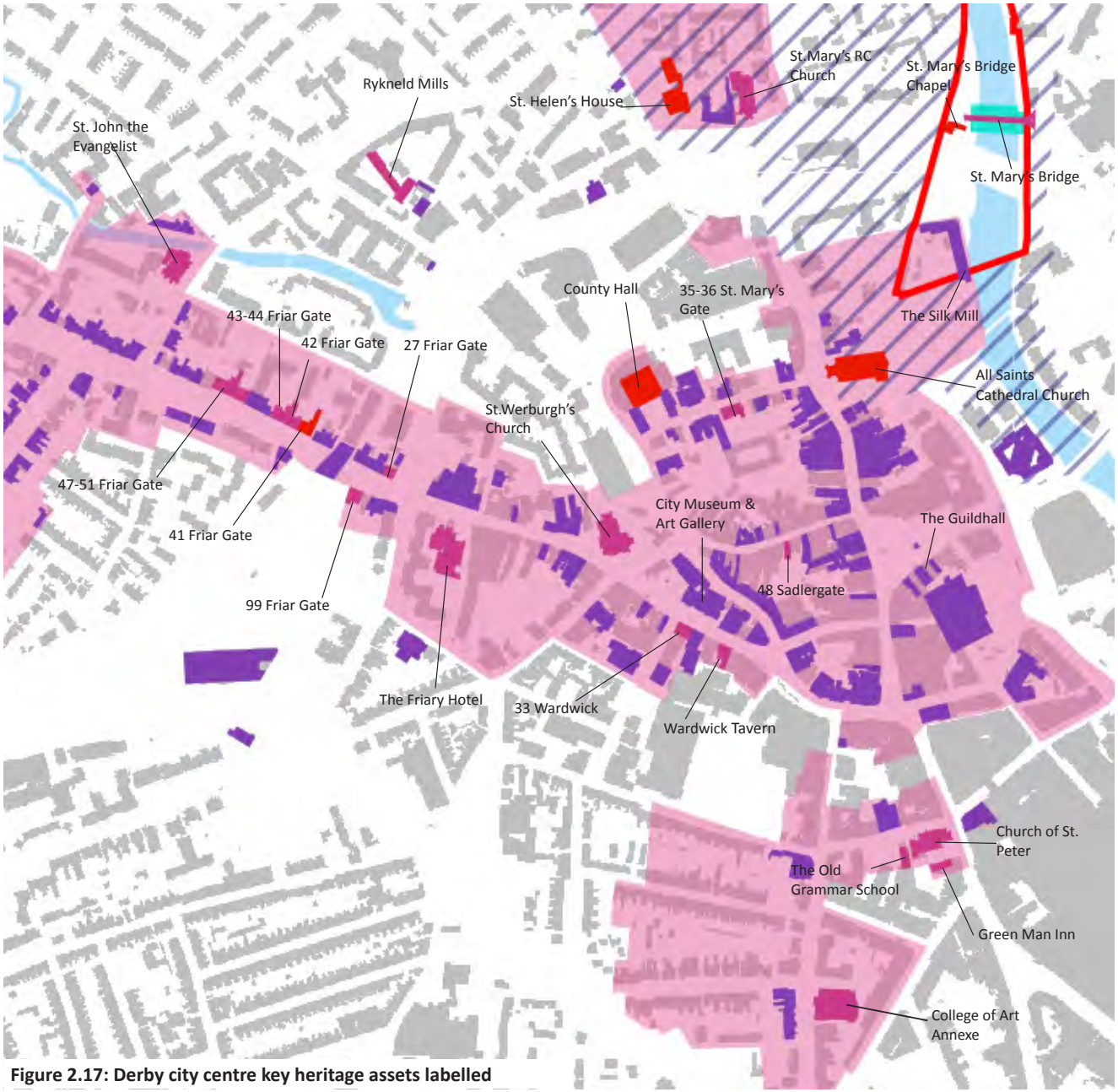


Figure 2.17: Derby city centre key heritage assets labelled

CBD boundary
City boundary
Ancient Monument
Listed Building Grade I
Listed Building Grade II*
Listed Building Grade II
Conservation area
WHS
WHS Buffer Zone





CHAPTER 3
CHARACTER TYPOLOGIES

3.1 PURPOSE AND METHODOLOGY

Planning for change and intensification of the Local Authority area requires as a prerequisite a good understanding of the physical make-up and character of the urban fabric and its capacity to accommodate change. The main purpose of this study is to provide a granular understanding of the typological make-up of the city.

Derby, like other cities, has developed over time and different growth periods have delivered specific typological approaches to urban development. This means that different parts of the city differ in terms of their urban from, building typologies, layout, heights and scale of development and materials, architectures and details. Some areas, including many residential areas, are highly coherent with a single approach to development, while others, such as local centres, the city centre, or areas along corridors have seen incremental change over time and show a greater degree of variation in their development form.

Mapping the typological pattern of the city is an important step towards understanding the character of the city, the sensitivity of areas to change and, to some extent, the potential opportunity for development. It is also a prerequisite towards a more proactive role for the local authority in planning for change in their area as recommended in the recent Government White Paper.

3.2 INDICATION OF THE SENSITIVITY TO AND OPPORTUNITY FOR CHANGE

The method that has been used for establishing typological character areas is based on visual analysis of the urban fabric using Google Earth, Google Street View and areas of broad typological consistency have then been mapped in GIS. As such it is a qualitative assessment that uses visual cues and professional judgment to make the distinction between typological types and identify the boundaries of typological areas.

Generally the assessment identifies large areas with broad typological consistency (ie. a prevalence of the same building /character typology, or a broad mix of different typologies). Usually it does not identify smaller typological anomalies that are minor or fit in with the general typological characteristic of an area, for example infill developments within a consistent building typology or smaller community facilities and centres within residential areas. The exception to this general approach however are areas that introduce a different use, for example local centres, big-box retail areas or industrial areas, and that break the continuity of the urban fabric and have a different function.

All typological areas are mapped in GIS and other spatial factors are captured for example the range of heights (based on Lidar data) and residential density (based on the Address Data Base). This provides invaluable spatial information about the urban fabric and assists forward planning.

Typological areas have some characteristic features that will be relatively similar across areas that are captured by the same typology. Common attributes may relate to the built form, the typical use mix, common heights and the position of buildings in relation to the street and private open spaces. Based on this typological understanding one can make broad assumptions on the following aspects:

1 Sensitivity of a typology area to change;

2 The likely type of change / intensification that might be appropriate in a typology area: and

3 A broad indication of the potential opportunity for change or intensification

This study provides broad assumptions for the above aspects for each typology. Each of the aspects is described in more detail below.

SENSITIVITY TO CHANGE

The sensitivity to change of a typology is based on a broad understanding of the typical character that an area of this typology may have. The sensitivity to change provides an indication of how change, ie the insertion of something new and different, may impact on the character of an area.

A **high sensitivity to change** is typical for highly coherent and distinctive areas with strong defining features and building details, such as well kept Victorian or Georgian terraced housing, or village and town centre cores with an intricate character and many historic buildings. Here even a small element of change for example an oversized dormer at the front of a building or a building of different form, articulation or detail could have a detrimental impact on the character of an area.

A **medium sensitivity to change means** that the character typology has a broad level of coherence and distinctiveness derived from the urban form, the function of an area, the scale and massing of buildings, common building lines, the rhythm and spacing of development and green features. Here individual buildings play a lesser contributing role to the overall character and a greater level of change can be accommodated, especially where development is in keeping with some, but may be not all, of the typical contextual parameters. For example a slightly larger apartment building could integrate well into a semi-detached housing area if it is in keeping with the rhythm, spacing and greening of developments.

A **low sensitivity to change** means that the character typology is generally less coherent or even fragmented, and as such even a greater level of change, for example a building of different massing, height and scale, could be accommodated without undermining the overall character of an area. Intervention in these areas would normally be expected to enhance any existing positive characteristics or to create a distinctive new character on its own through a place-making approach.

The above description makes clear that the sensitivity to change of an urban typology can only be a rough proxy to the actual sensitivity of change of a specific area, which will depend on site specific and other factors (for example heritage designations) and obviously also the type of change proposed. Nevertheless, it does provide a strategic overview and direction when searching for opportunities for change in the city.

OPPORTUNITIES FOR CHANGE

Similar to the assessment of the sensitivity to change above, our study makes assumptions on potential opportunities for change and methods of interventions that commonly could be considered in a character typology. This takes into account an understanding of the spatial and typological characteristics of areas, common opportunities, drivers and challenges for development and typical ownership pattern. Opportunities for change can be generally broken down into the following methods of change:

- **Roof and rear extensions** – extending a property to the rear or upwards;
- **Garden development or parcelling off** – splitting off parts of a larger garden for development;
- **Partial redevelopment** – redevelopment of part of a (often larger) development;
- **Infill development** – development of an underused part of a site, closing a gap or completing a corner;
- **Plot consolidation** – joining up of plots and redevelopment of say a terrace of older buildings with a larger (apartment or mixed use) building;
- **Comprehensive development** – opportunity to undertake a comprehensive development on a larger site or sites, bringing greater change and opportunity for place making; and
- **Adaptation / Conversion of Upper Floors** - creation of residential units in vacant buildings or upper floors.

The above list outlines the hypothetical means to deliver change or intensification. However only a detailed investigation of specific areas and their characteristics will permit an understanding of whether any of the above means of change will be realistic, possible or desirable within an area. Such a site specific level of investigation has not been undertaken as part of this study, and as such any mapping of where these types of interventions may be applicable across Derby needs to be caveated as being high-level, strategic and subject to local detailed studies.

Based on the sensitivity for change and the general likelihood for certain types of change to come forward this study assigns to each typology a broad indicator for its opportunity for change. This provides a high-level direction towards an understanding of where the scope for change might lie within the urban fabric. It applies the following three categories:

- **High opportunity for change** – typology where there is typically a greater scope for significant and potentially transformative change and intensification. This would normally involve comprehensive or significant levels of development and should be guided by site specific masterplans;
- **Medium opportunity for change** – typology that typically offers some opportunity for change and intensification, either through compact development and contextual solutions or by bringing forward incremental change and a transitioning of character. This is more likely in typologies with medium sensitivity to change. It also includes areas such as industrial areas or institutions where change could be potentially significant, but where the likelihood for this happening is lower.
- **Low opportunity for change** – typology where the scope for change is generally limited to smaller scale interventions such as building extensions. Often these typologies have a higher sensitivity to change or a finer grain ownership pattern, making the likelihood of larger scale development less likely to come forward.

In this study the opportunity for change is identified at a typology level. To understand the actual potential for change of an area, it needs to be assessed in detail.

3.3 URBAN TYPOLOGIES

This section presents the urban typologies identified in Derby. Typologies are organised by their primary function into the following groups:

- Retail-led and Mixed Typologies
- Employment-led Typologies
- Functional Typologies
- Employment Typologies
- Residential Typologies
- Vacant land

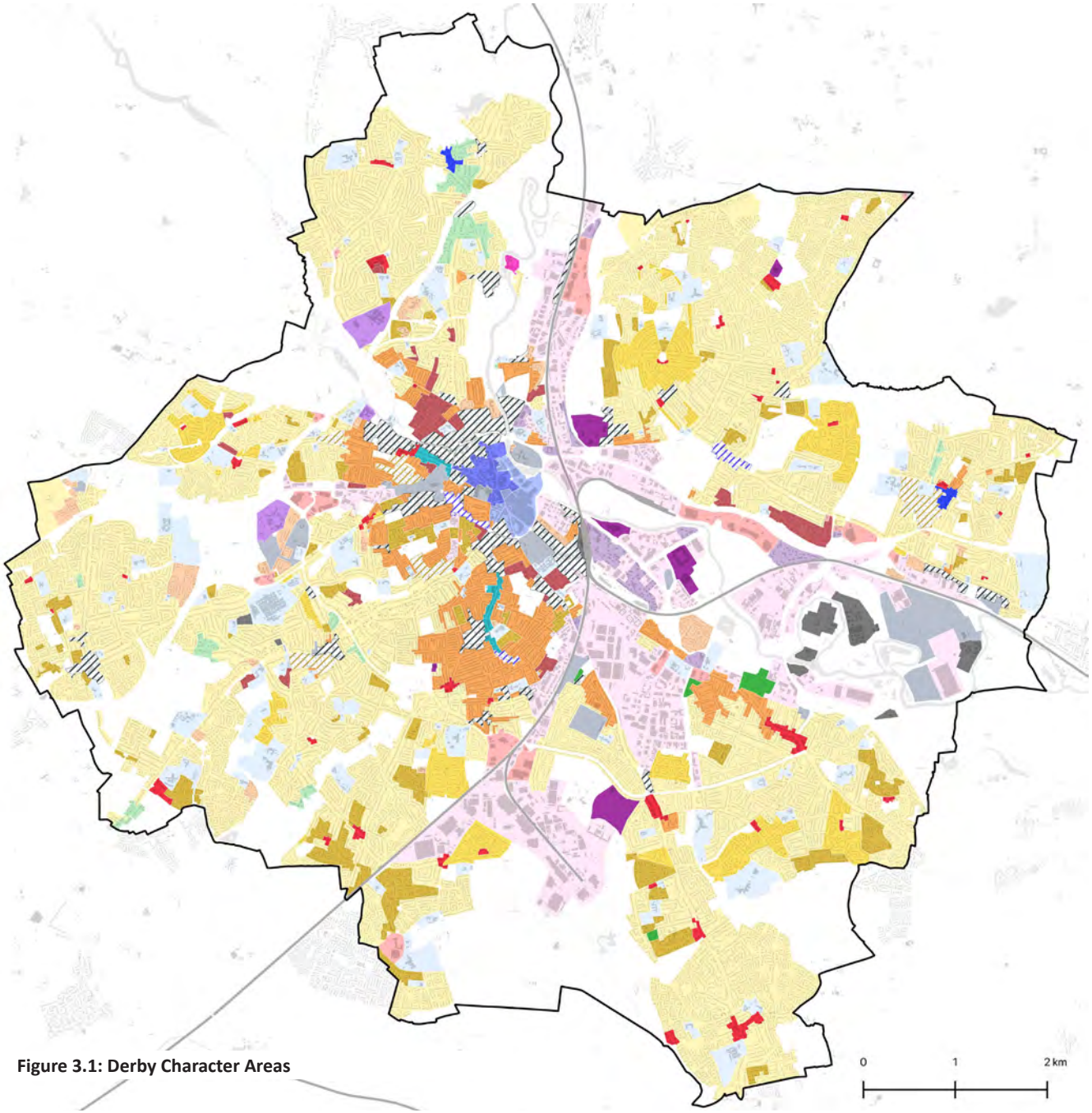


Figure 3.1: Derby Character Areas

For each typology group a table is provided that identifies its constituent character typologies and provides a brief description, typical heights, typical residential densities (units/ha), typical sensitivity to change, broad opportunity for change and potential type / method of change. This is accompanied by a map that identifies the distribution of typological areas in Derby.

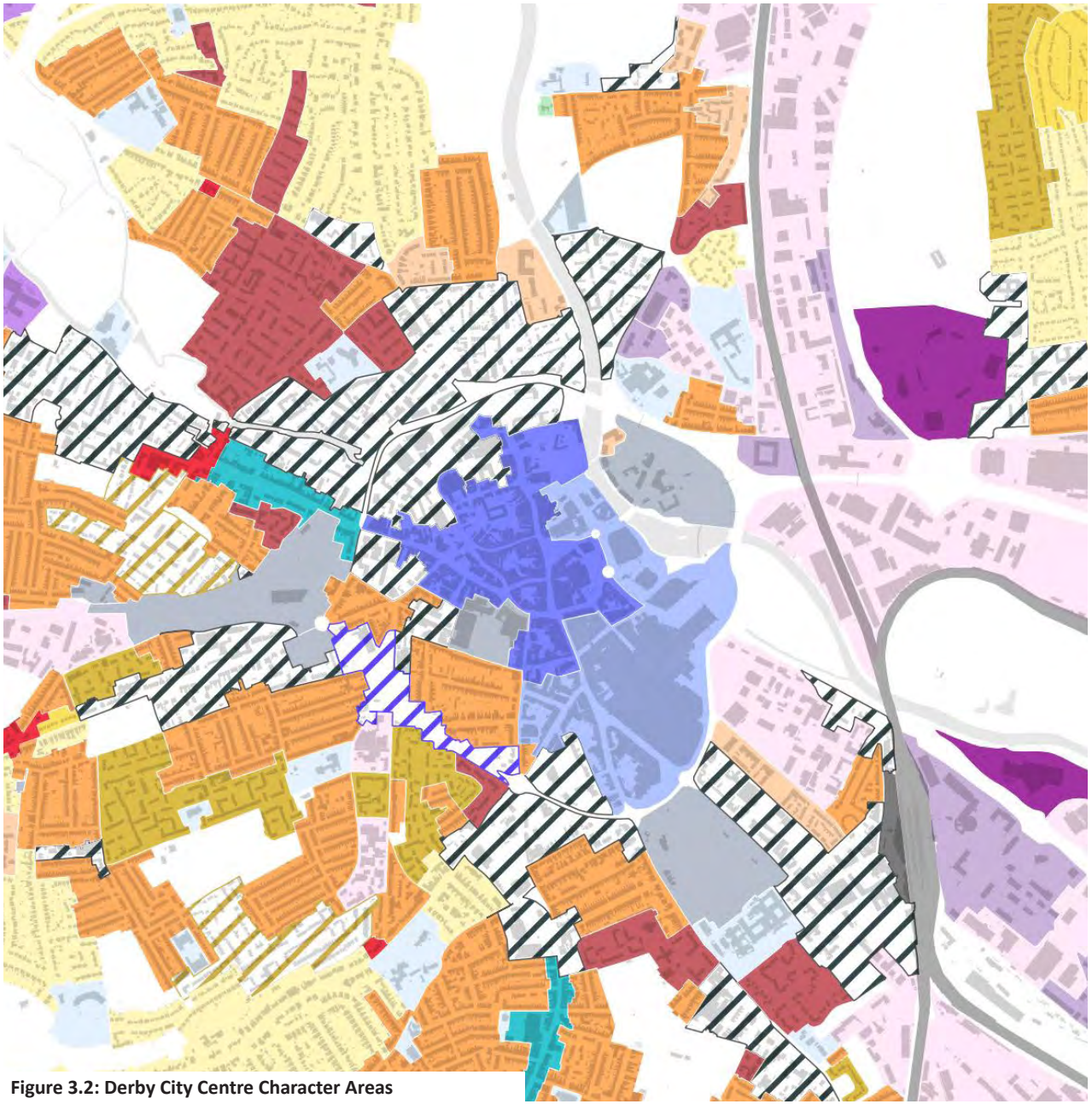


Figure 3.2: Derby City Centre Character Areas

3.4 RETAIL-LED AND MIXED TYPOLOGIES

Mixed Typologies are areas that display a variety of uses, building styles and/or urban forms. They are presented in Figure 3.3 and explained in detail in Table 3.1.



Example: M2 Mixed use city centre



Example: M4 Fragmented urban mixed area

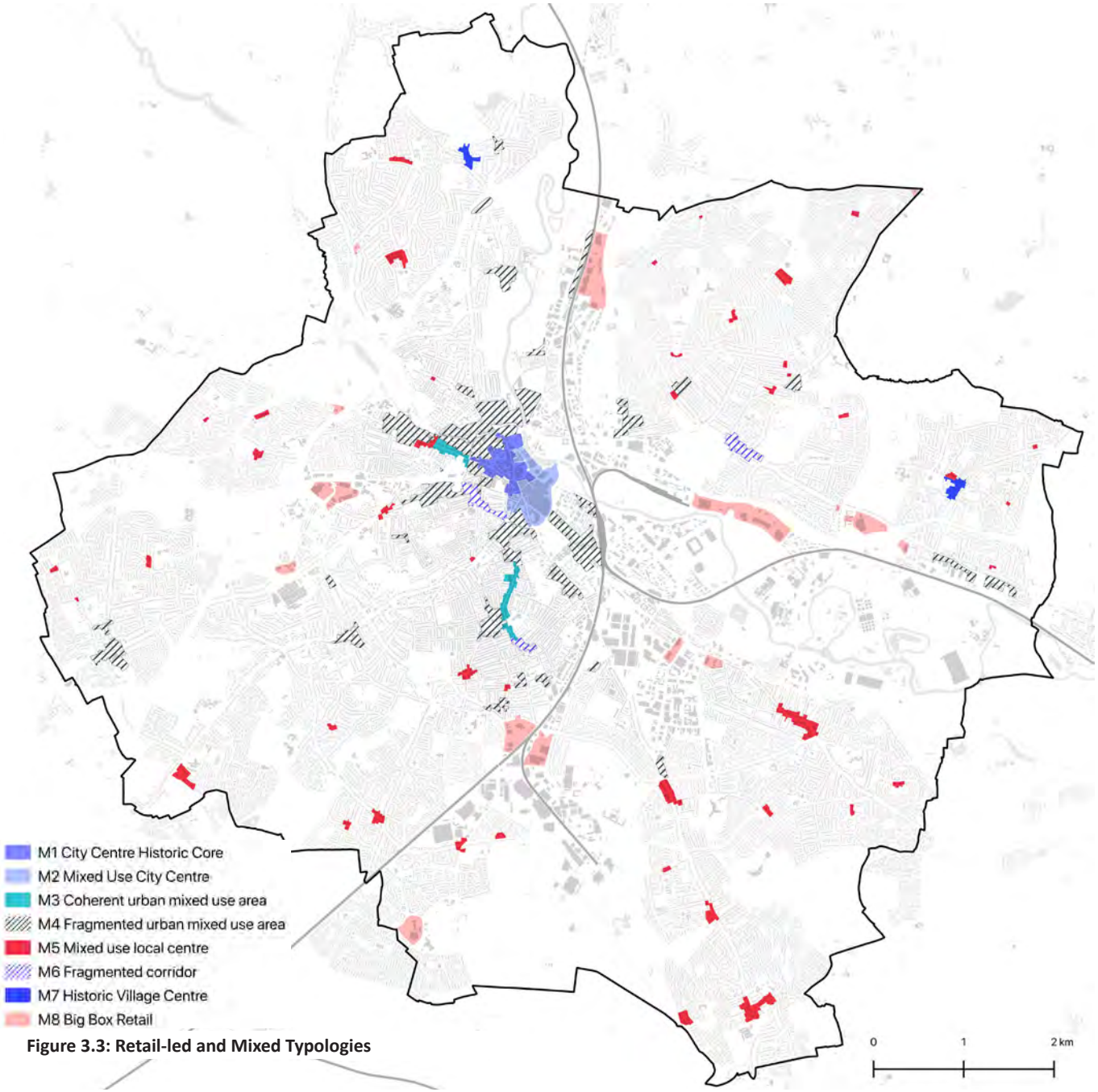


Figure 3.3: Retail-led and Mixed Typologies

Table 3.1: Retail-led and mixed typologies key information

Code	Character Typology	Description	Typical Height	Typical Residential Density	Typical Sensitivity to Change	Typical Opportunity for change	Potential Methods of Change
M1	City Centre Historic Core	The oldest part of Derby City Centre, featuring a Medieval street pattern and many historic buildings and listed buildings. Fine grain urban form with a mix of retail, eating out and institutional uses.	3-6 storeys	1-20 Units/Ha	High	Low	• Partial redevelopment • Roof and rear extensions • Infill development
M2	Mixed Use City Centre	The main retail core of Derby City Centre with a largely historic street pattern and many surviving historic buildings. Fine grain urban form with a mix of uses. This area also contains newer additions to the city, such as the Intu centre and Derby Bus Station, which creates an overall mixed character.	3-6 storeys	1-20 Units/Ha	Medium	Medium	• Partial redevelopment • Infill development • Plot consolidation • Comprehensive development
M3	Coherent urban mixed use area	Well-defined streets of intact, historic properties displaying a mixture of retail, eating out and residential uses. Examples: Friar Gate, Normanton Road.	3-4 storeys	20-40 Units/Ha	High	Medium	• Roof and rear extensions • Infill development • Plot consolidation • Partial redevelopment
M4	Fragmented urban mixed use area	Mixed use areas with a variety of building eras and styles, which display an incoherent, highly mixed character. Some of these areas contain local centres (such as Mickleover) because, although they contain some historic buildings, the overall character is m3ixed and fragmented. Examples: London Road (northern end).	1-4 storeys	20-60 Units/Ha	Low	High	• Partial redevelopment • Infill development • Plot consolidation • Comprehensive development
M5	Mixed use local centre	Coherent local centres that offer services to local residents such as convenience shops, post offices or doctor's surgeries. Different local centres present different architectural styles and forms, but are all characterised by coherence and a distinct centre function.	1-3 storeys	1-20 Units/Ha	Medium	Medium	• Infill development • Partial redevelopment • Roof and rear extensions
M6	Fragmented corridor	Linear areas displaying a mixture of building types, with poorly defined streets and leftover spaces. A mixture of uses including retail, workspace and residential. Examples: Mercian Way, Uttoxeter New Road.	1-3 storeys	20-60 Units/Ha	Low	High	• Partial redevelopment • Infill development • Plot consolidation • Comprehensive development
M7	Historic Village Centre	This typology pertains to one area, Allestree Village Centre in the north of the city. It comprises small, low-rise historic buildings centred on a church; a character associated with historic, rural village centres.	1-2 storeys	1-20 Units/Ha	High	Low	• Partial redevelopment • Roof and rear extensions • Infill development
M8	Big box retail	Out-of-town retail parks with large floorplate retail units including supermarkets and supporting food and drink uses. Generally designed to be visited by car, with large amounts of surface car parking.	2-4 storeys	0 Units/Ha	Low	Medium	• Partial redevelopment • Comprehensive redevelopment

3.5 EMPLOYMENT TYPOLOGIES

Employment Typologies are areas that are purpose built for workplaces and industry. They are presented in Figure 3.4 and explained in detail in Table 3.2.



Example: F4 Industrial Estate



Example: F3 Office Park

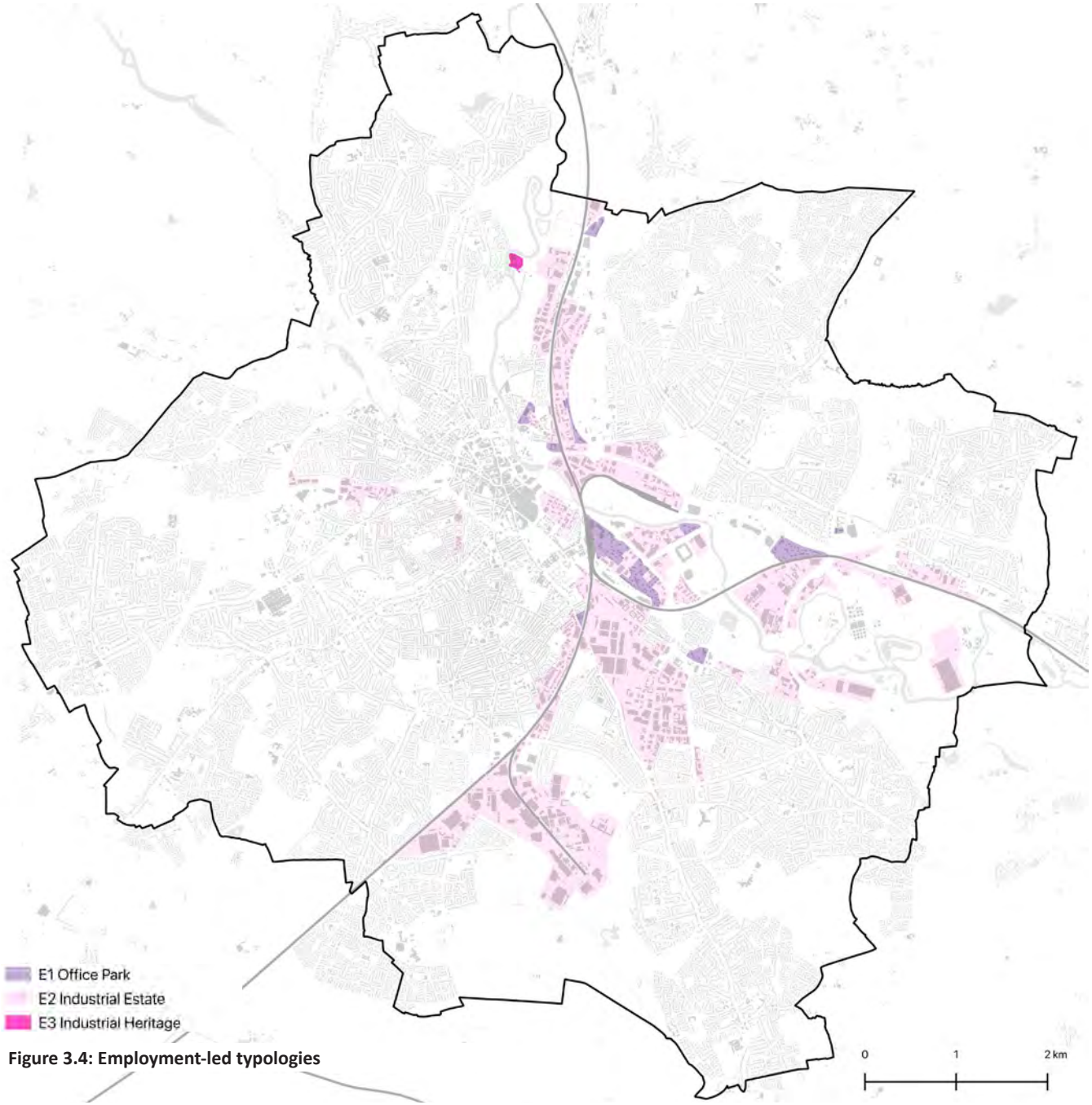


Figure 3.4: Employment-led typologies

Table 3.2: Employment-led typologies key information

Code	Character Typology	Description	Typical Height	Typical Residential Density	Typical Sensitivity to Change	Typical Opportunity for change	Potential Methods of Change
E1	Office Park	Purpose built office developments, located outside of centres. Office parks generally have limited supporting uses and contain high amounts of surface car parks.	2-4 storeys	0 Units/Ha	Low	Medium	• Partial redevelopment • Comprehensive development
E2	Industrial Estate	Sites for industrial uses with large footprint building, such as factories, warehouses and storage facilities and large amounts of supporting car parking and outdoor space for loading/deliveries.	4-5 storeys equivalent	0 Units/Ha	Low	Medium	• Partial redevelopment • Comprehensive development
E3	Industrial Heritage	This typology covers just one site, the Darley Abbey Mills complex. This area has a unique and distinct character that could not be described by any other typology. It is characterised by large, historic industrial buildings and some modern additions, arranged along the River Derwent.	2-5 storeys	0.1-20 Units/Ha	High	Low	• Infill development

3.6 FUNCTIONAL TYPOLOGIES

Functional Typologies are areas that are dedicated to one dominant use, and present their own specific urban form. They are presented in Figure 3.5 and explained in detail in Table 3.3.



Example: F1 Institutional site



Example: F3 Leisure / Stadium / Arena

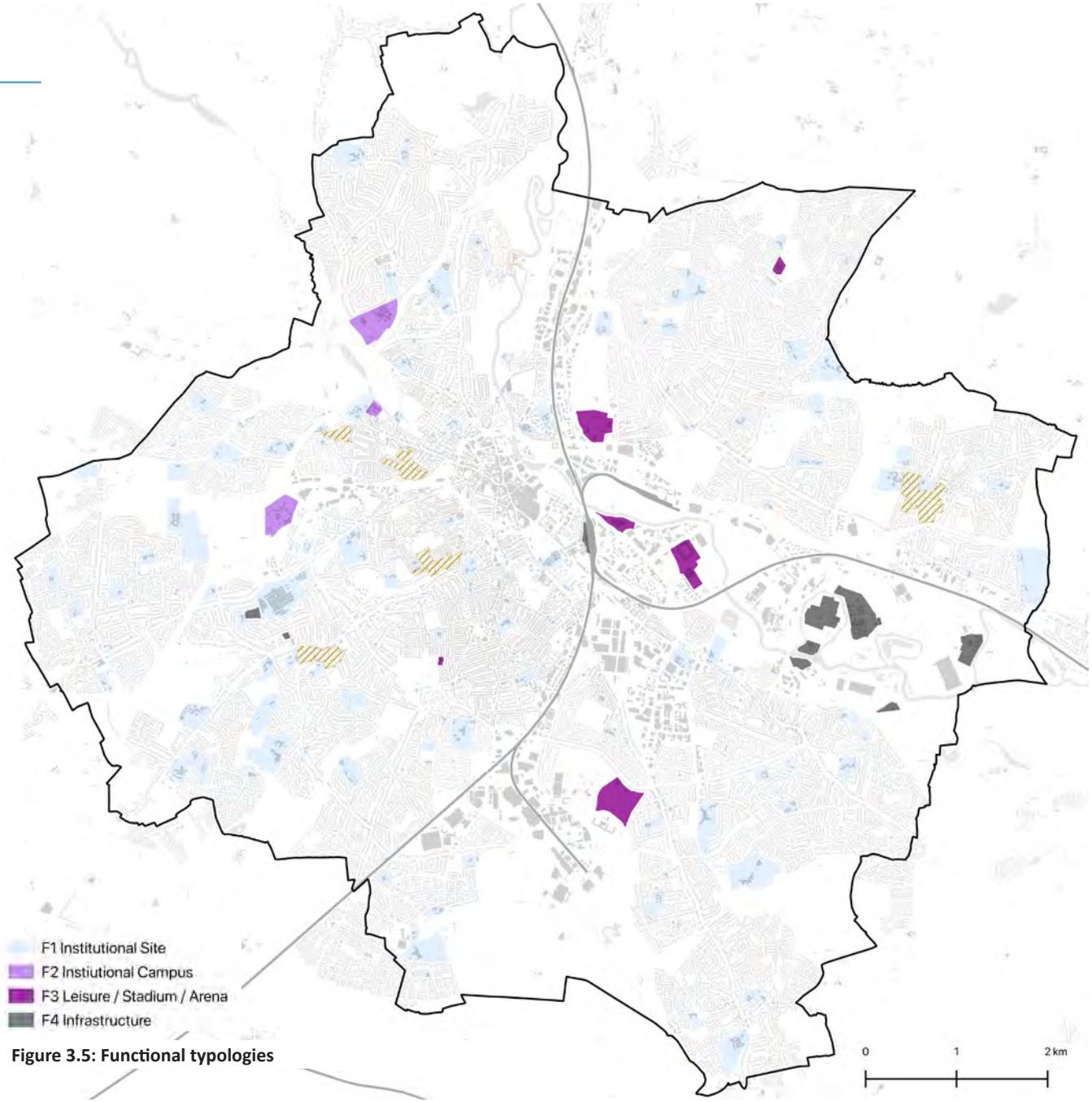


Figure 3.5: Functional typologies

Table 3.3: Functional typologies key information

Code	Character Typology	Description	Typical Height	Typical Residential Density	Typical Sensitivity to Change	Typical Opportunity for change	Potential Methods of Change
F1	**Institutional site (school, health)**	Sites with a specific institutional use such as education and healthcare facilities, council buildings or religious venues. This typology displays a wide variety of architectural and urban forms. What is shared in common is the existence of a single use of importance for the wider public. Examples: Various schools, Royal Derby Hospital.	Various	0 Units/Ha	Medium	Medium	• Infill development • Partial redevelopment
F2	**Institutional Campus**	This typology pertains to three sites in the west of Derby, which contain large footprint buildings in a campus-style arrangement.	1-3 storeys	0 Units/Ha	Medium	Medium	• Infill development • Partial redevelopment
F3	**Leisure / Stadium / Arena**	Purpose built structures for leisure and cultural uses, such as leisure centres, football stadiums and event venues.	Various	0 Units/Ha	Medium	Medium	• Partial redevelopment • Comprehensive redevelopment
F4	**Infrastructure**	Physical infrastructure necessary for the functioning of the city, including Derby railway station and the Severn Trent Water Treatment Plant.	Various	0 Units/Ha	Low	Medium	• Comprehensive redevelopment • Partial redevelopment

3.7 RESIDENTIAL-LED TYPOLOGIES

Residential-led typologies are areas that are predominantly residential in nature, and generally reflect a distinctive building style and urban form. They are presented in Figure 3.6 and explained in detail in Table 3.4.

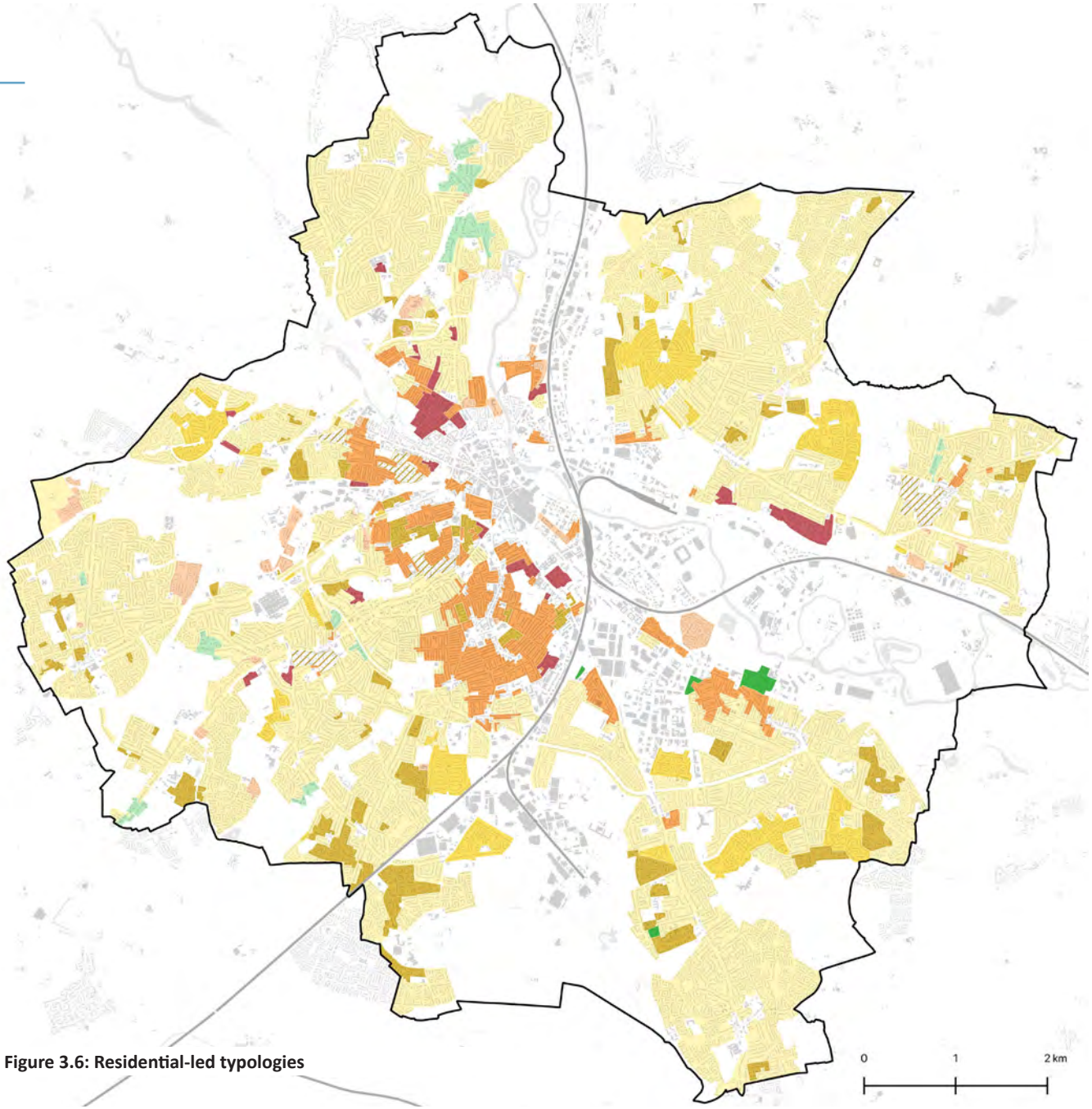


Figure 3.6: Residential-led typologies

Table 3.4: Residential typologies key information

Code	Character Typology	Description	Typical Heights	Typical Residential Density	Typical Sensitivity to Change	Typical Opportunity for change	Potential Methods of Change
R1	Urban terraced housing	Well-defined streets of terraced housing in central urban locations. Generally, historic terraced properties with an attractive, coherent character.	2-3 storeys	40-80 Units/Ha	High	Low	• Roof and rear extensions • Infill development
R2	Individual homes in large plots	Large detached homes on generous plots with gardens. Generally located on the outer edges of the city.	2 storeys	1-20 Units/Ha	Medium	Low	• Garden development • Parcelling off land
R3	Suburban detached and semi-detached housing	The most commonly occurring typology in Derby, suburban homes generally in street-based grid layouts, although sometimes as cul-de-sacs or more curvilinear layouts.	1-2 storeys	1-40 Units/Ha	Medium	Low	• Infill development • Roof and rear extensions
R4	Suburban terraced housing – street based layout	Well-defined streets of terraced housing in suburban locations.	2 storeys	20-40 Units/Ha	Medium	Low	• Infill development • Roof and rear extensions
R5	Suburban terraced housing – irregular non-street based layout	Housing in a terraced form but not arranged in a traditional street-based layout. These areas are typically inward-facing housing developments with houses arranged around communal open space or parking.	2 storeys	20-40 Units/Ha	Low	Medium	• Infill development • Roof and rear extensions
R6	Post-war free form estates	Typically council-built housing estates constructed in the 1960s/70s showcasing modernist design, which differs from the more traditional street-based layouts.	2-4 storeys	40-60 Units/Ha	Low	Medium	• Infill development • Partial redevelopment • Comprehensive redevelopment • Roof and rear extensions
R7	Contemporary mixed housing	Housing developments from the last c.30 years, which feature a mixture of terraced forms and apartment buildings.	3-6 storeys	40-80 Units/Ha	High	Low	Infill development
R8	Mobile Homes / Travellers accommodation	Purpose built sites for mobile homes and Traveller's accommodation.	1 storey	20-40 Units/Ha	Low	Low	Infill development
R9	Mixed residential typologies	Residential areas that display a variety of different residential typologies. These areas typically contain pockets of distinct typologies, which as a whole present a highly mixed and incoherent character.	Various	Various	Low	Medium	• Infill development • Roof and rear extensions • Partial redevelopment

3.7.1 URBAN TERRACED HOUSING



Example

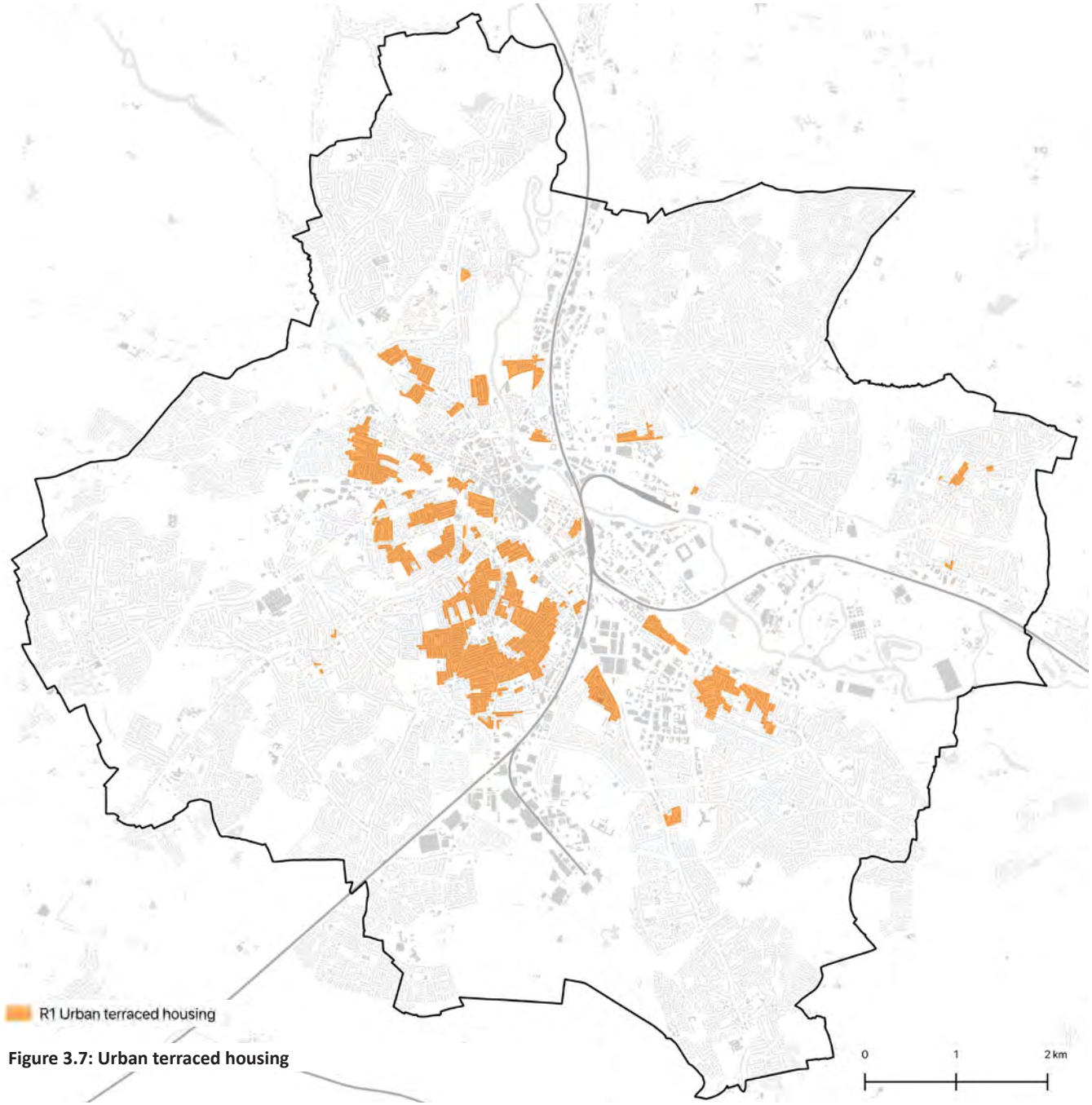


Figure 3.7: Urban terraced housing

3.7.2 INDIVIDUAL HOMES IN LARGE PLOTS



Example

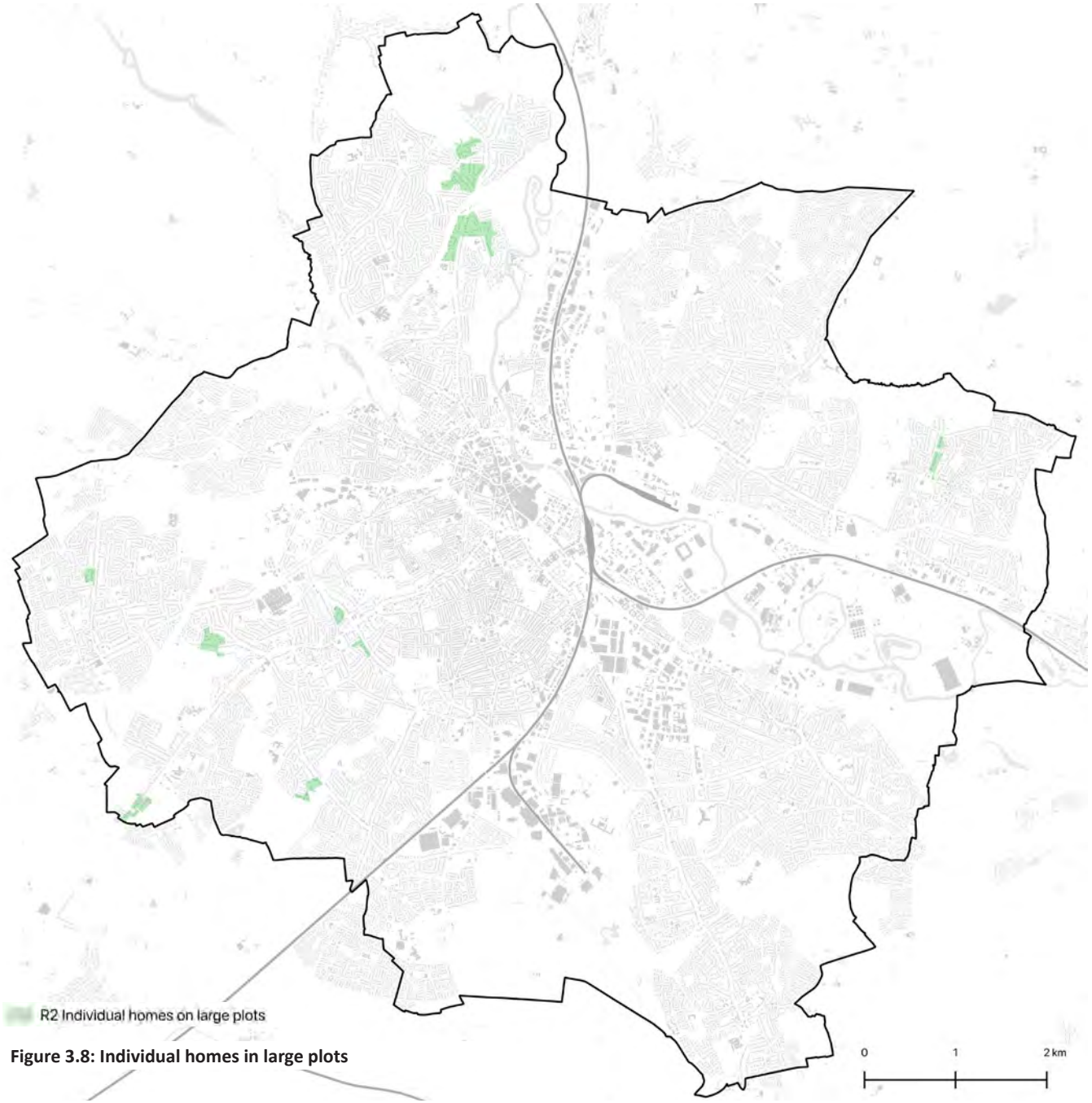


Figure 3.8: Individual homes in large plots

3.7.3 SUBURBAN DETACHED AND SEMI-DETACHED HOUSING



Example

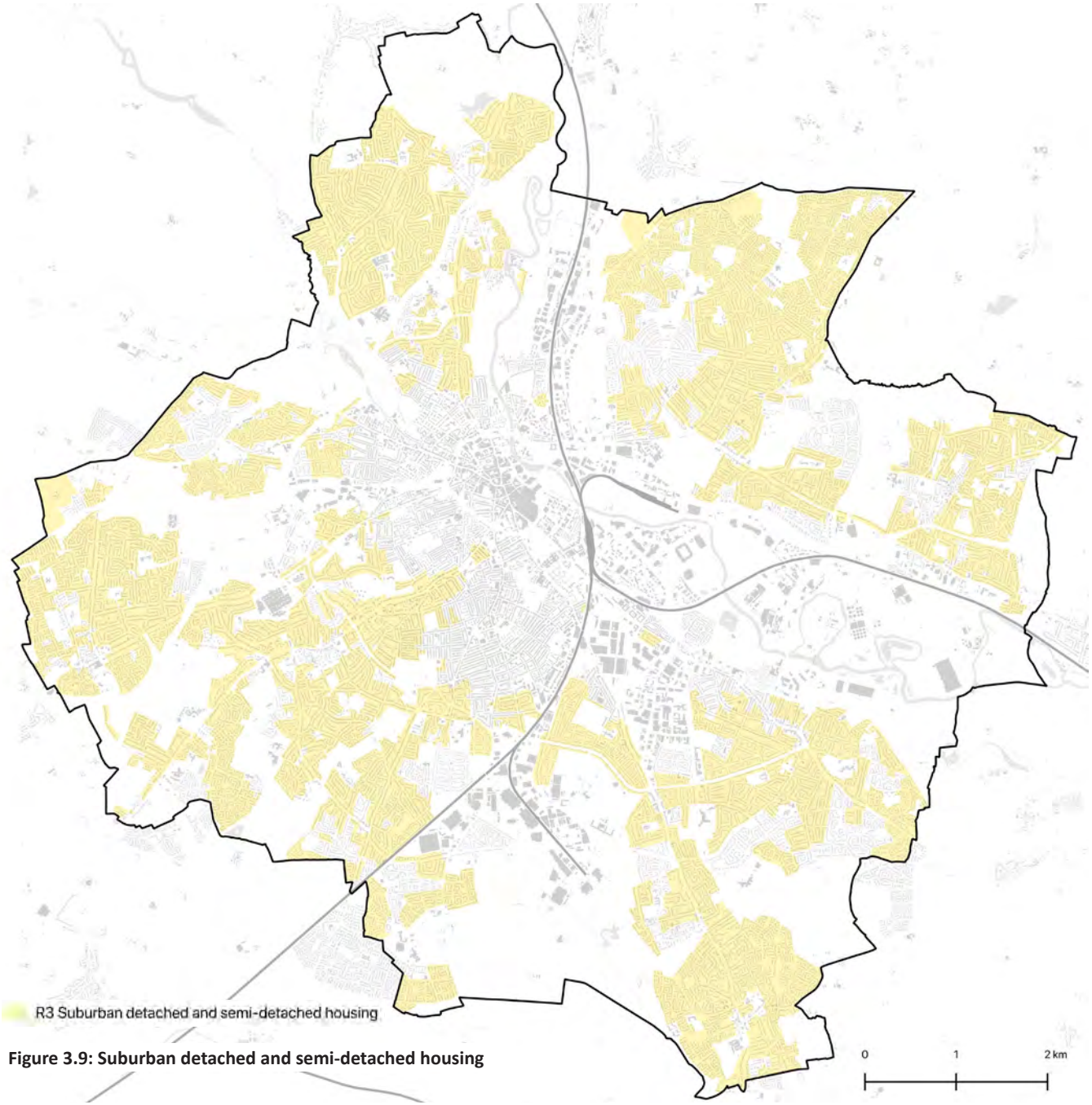


Figure 3.9: Suburban detached and semi-detached housing

3.7.4 SUBURBAN TERRACED HOUSING – STREET BASED LAYOUT



Example

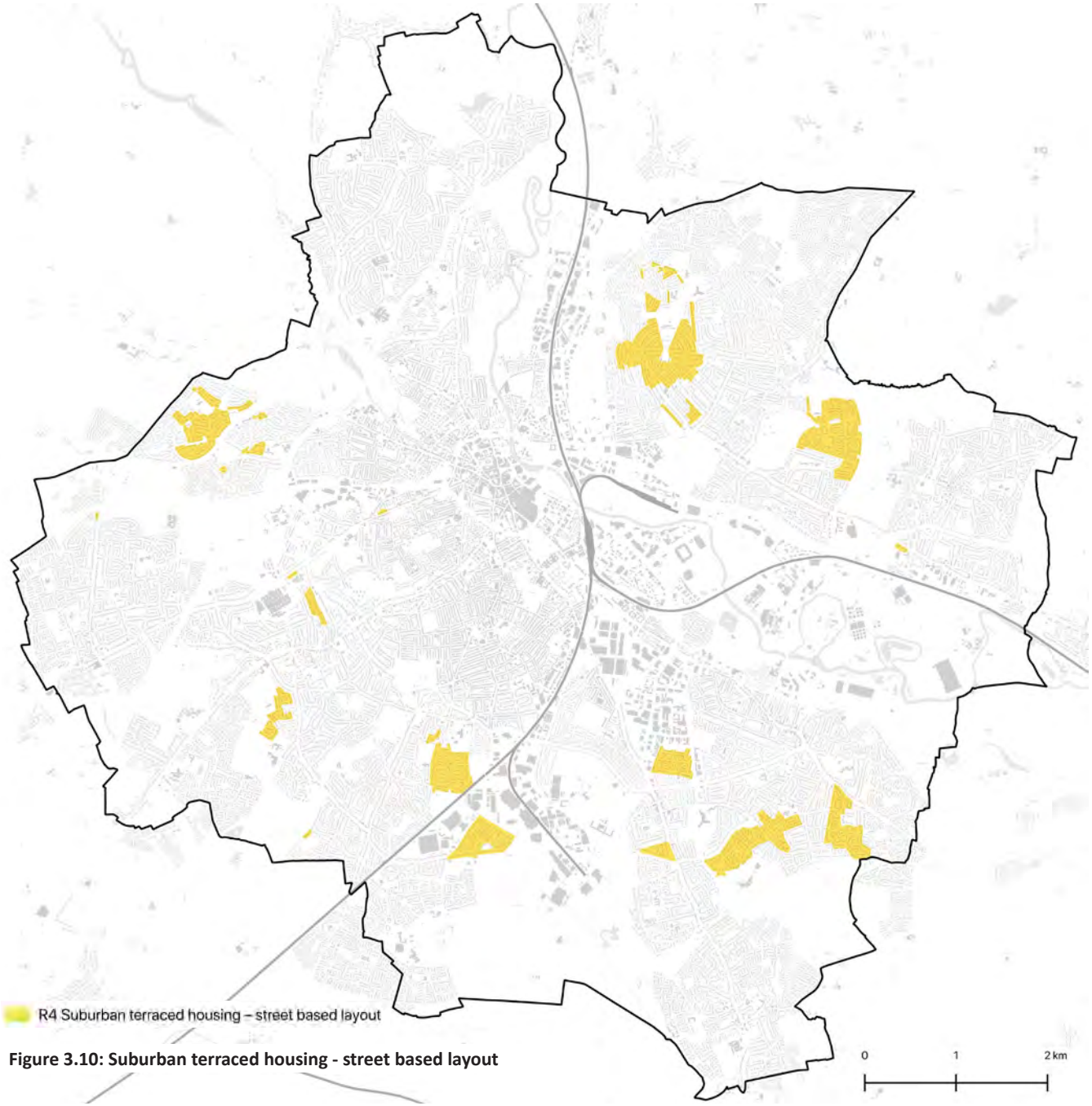


Figure 3.10: Suburban terraced housing - street based layout

3.7.5 SUBURBAN TERRACED HOUSING – IRREGULAR NON-STREET BASED LAYOUT



Example

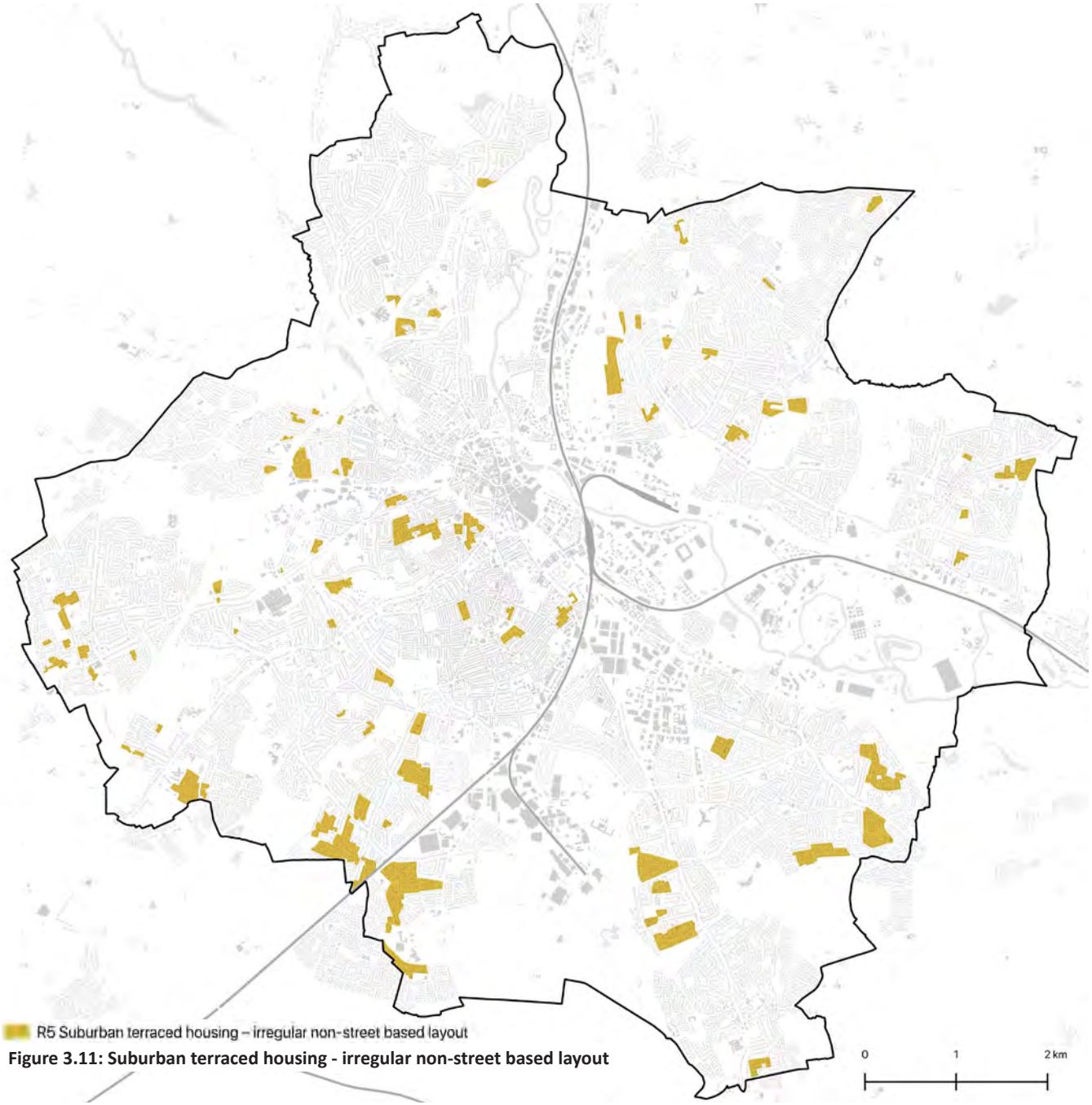


Figure 3.11: Suburban terraced housing - irregular non-street based layout

3.7.6 HOUSING ESTATES



Example

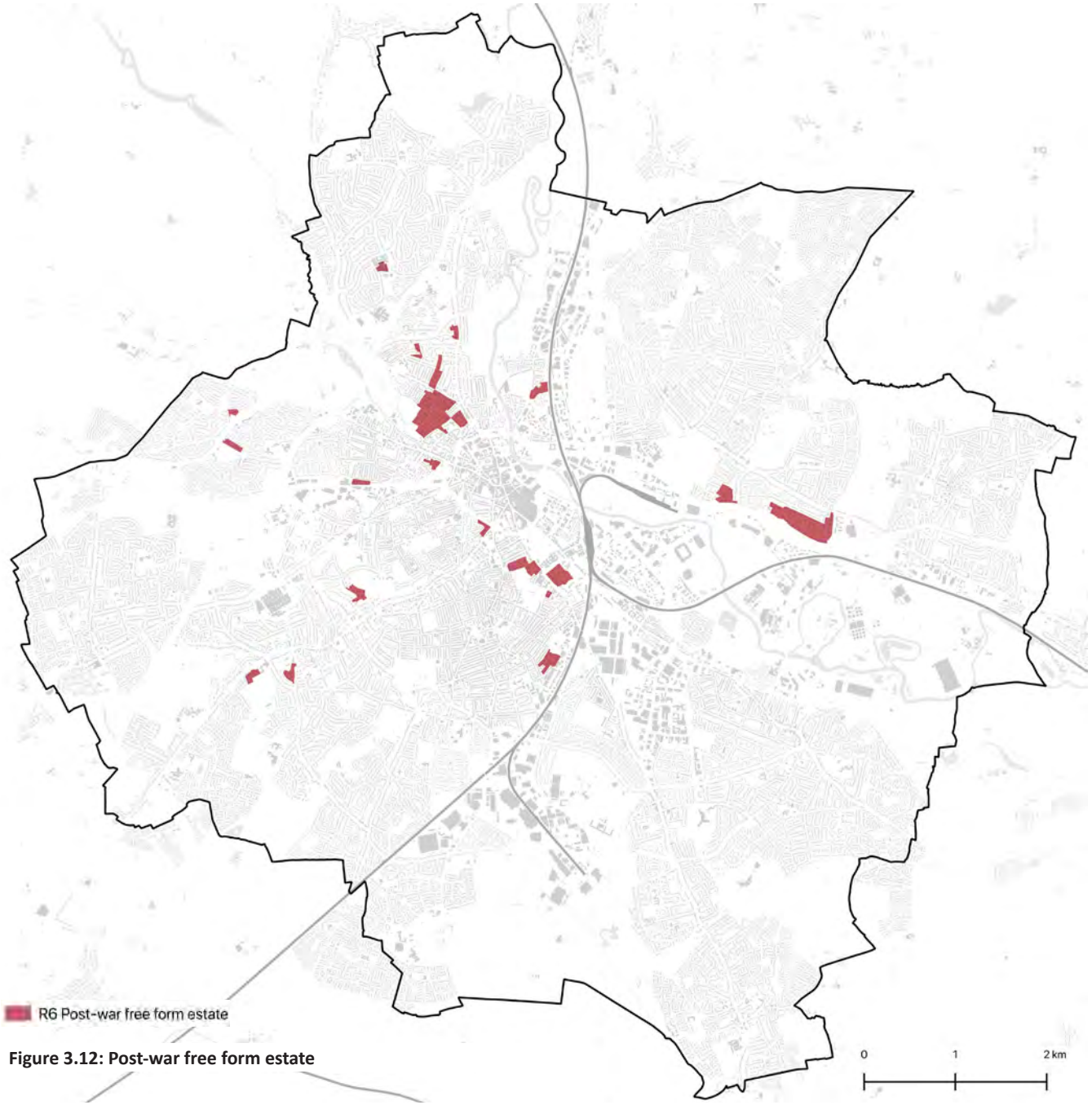


Figure 3.12: Post-war free form estate

3.7.7 CONTEMPORARY MIXED HOUSING



Example



Figure 3.13: Contemporary mixed housing

3.7.8 MOBILE HOMES / TRAVELLERS' ACCOMMODATION



Example

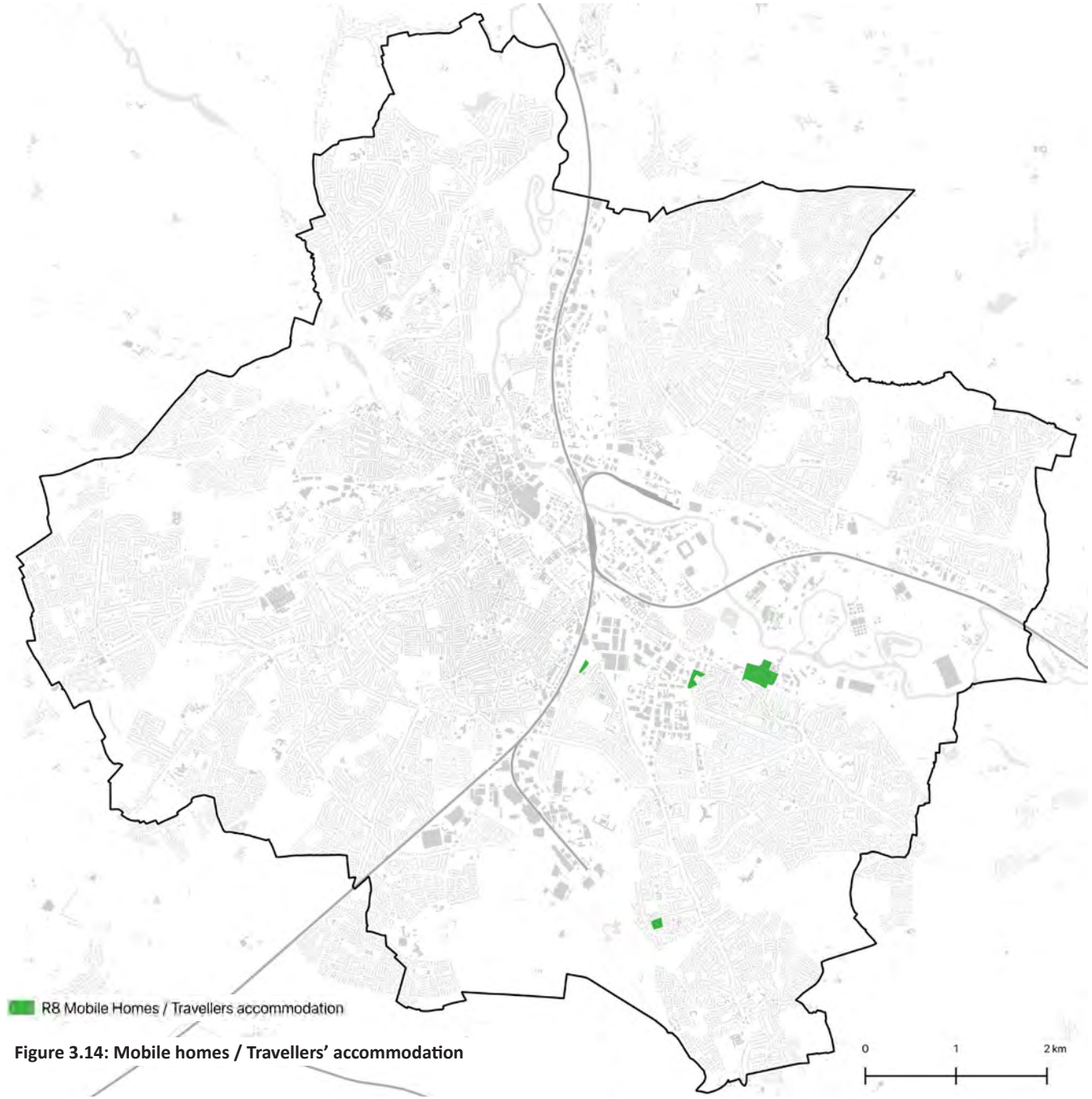


Figure 3.14: Mobile homes / Travellers' accommodation

3.7.9 MIXED RESIDENTIAL TYPOLOGIES



Example



Figure 3.15: Mixed residential typologies

3.8 VACANT SITES

Vacant Sites are areas that are vacant, underused or otherwise earmarked for development. They are presented in Figure 3.16 and explained in detail in Table 3.5.



Example: D1 Vacant land / Potential development site

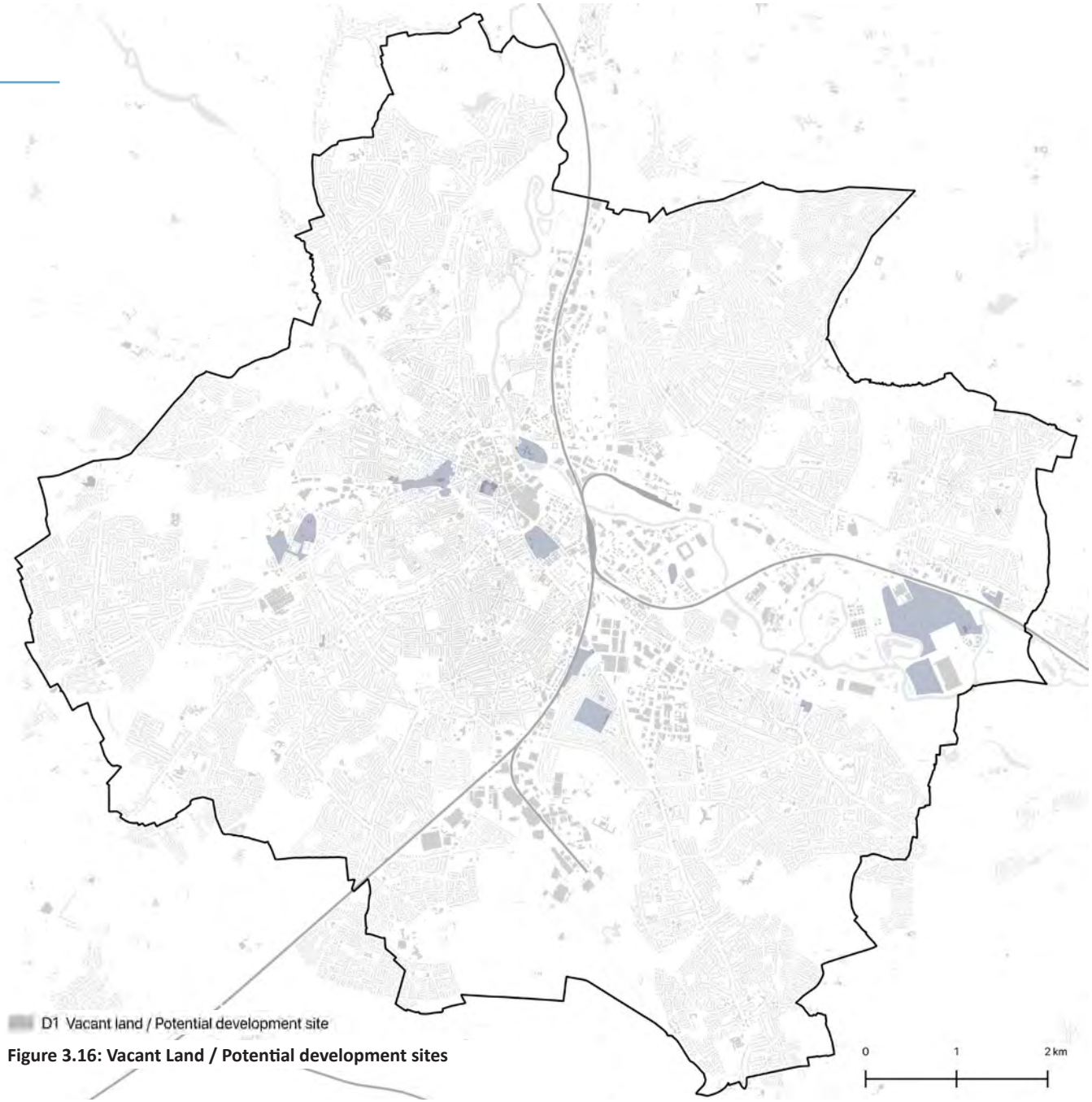
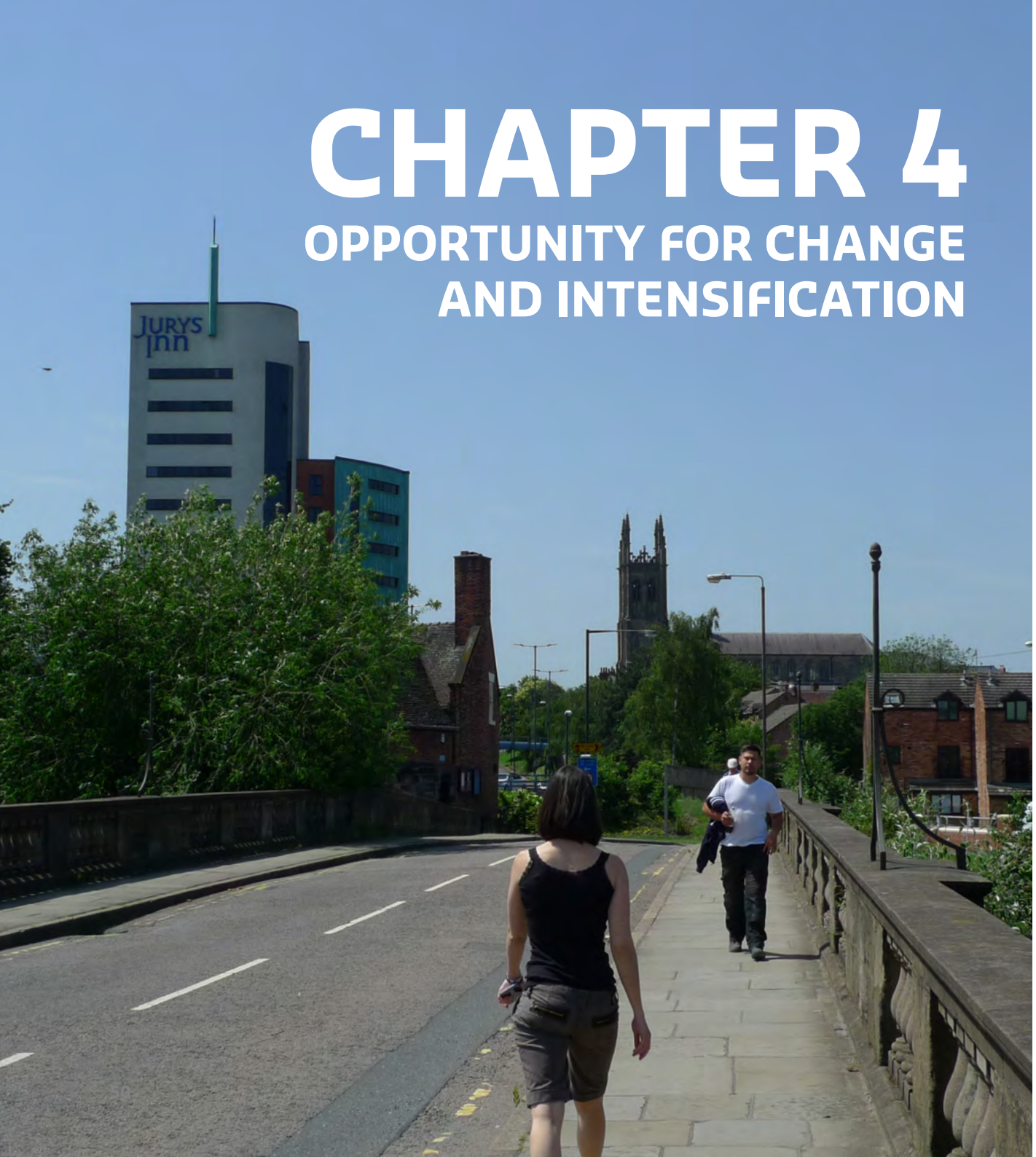


Figure 3.16: Vacant Land / Potential development sites

Table 3.5: Vacant Sites key information

Code	Character Typology	Description	Typical Height	Typical Density	Typical Sensitivity to Change	Typical Opportunity for change	Potential Methods of Change
D1	Vacant land / Potential development site	Urban brownfield sites that are currently vacant and in need of regeneration. Typically empty or containing out of use or dilapidated structures. Examples include the Celanese Site in the south-east, Friar Gate Goods Yard site and some greenfield sites on the urban edge. Also includes large underused or vacant sites that are earmarked for regeneration. Includes the Becketwell, Former Royal Derby Infirmary and Derby Riverside sites. It is acknowledged that some of the sites identified are currently under construction. At the time of writing, it is felt that these sites can still be categorised as vacant as their future use has not yet begun. This typology does not contain sites allocated in the Derby City Local Plan Part 1 that are greenfield sites, as they do not have any urban character and so are not covered by the study.	N/A	N/A	Low	High	Comprehensive development



CHAPTER 4
OPPORTUNITY FOR CHANGE AND INTENSIFICATION

4.1 INTRODUCTION

This chapter explores the spatial distribution of sensitivity to change, the opportunity for change and the potential types of changes that could be considered in Derby. As discussed in chapter 3, the assessment of the above factors was undertaken based on broad assumptions about character typologies. The study has not included a fine grain analysis of specific sub-areas. As such the mapping only can provide a broad indication of typical sensitivities and opportunities and this will need to be verified by locally specific area analysis and review. It is nevertheless a helpful analysis as it provides a broad overview of the strategic distribution of opportunities in Derby, which can help to identify focus area for further work and inform policy development.

When determining where to promote certain type of change naturally other considerations will also come into play. At the end of this chapter other relevant parameters are overlaid over the typologies that offer medium and high opportunities for change, to help with the search for areas that should be targeted by policy. These parameters include:

- Residential density;
- Public transport accessibility;
- Regeneration objectives; and
- Heritage sensitivities.

4.2 SENSITIVITY TO CHANGE

Figure 4.1 illustrates the sensitivity to change of the Derby character areas, from low to high sensitivity. The sensitivity to change of a typology is based on a broad understanding of the typical character that an area of this typology may have. The sensitivity to change provides an indication of how change (i.e. the insertion of something new and different) may impact on the character of an area. It does not take into account heritage assets or designations, although there is an acknowledgement that certain character types are more historic.

Sensitivity is determined on the typological level and so provides a broad view rather than a detailed assessment. For full details on the approach taken, see Section 3.2 on page 25.

There are situations where low sensitivity and high sensitivity areas abut each other. When considering development at these interfaces, the sensitivities of both areas must be considered.

Each level of sensitivity is described in detail on the following pages.

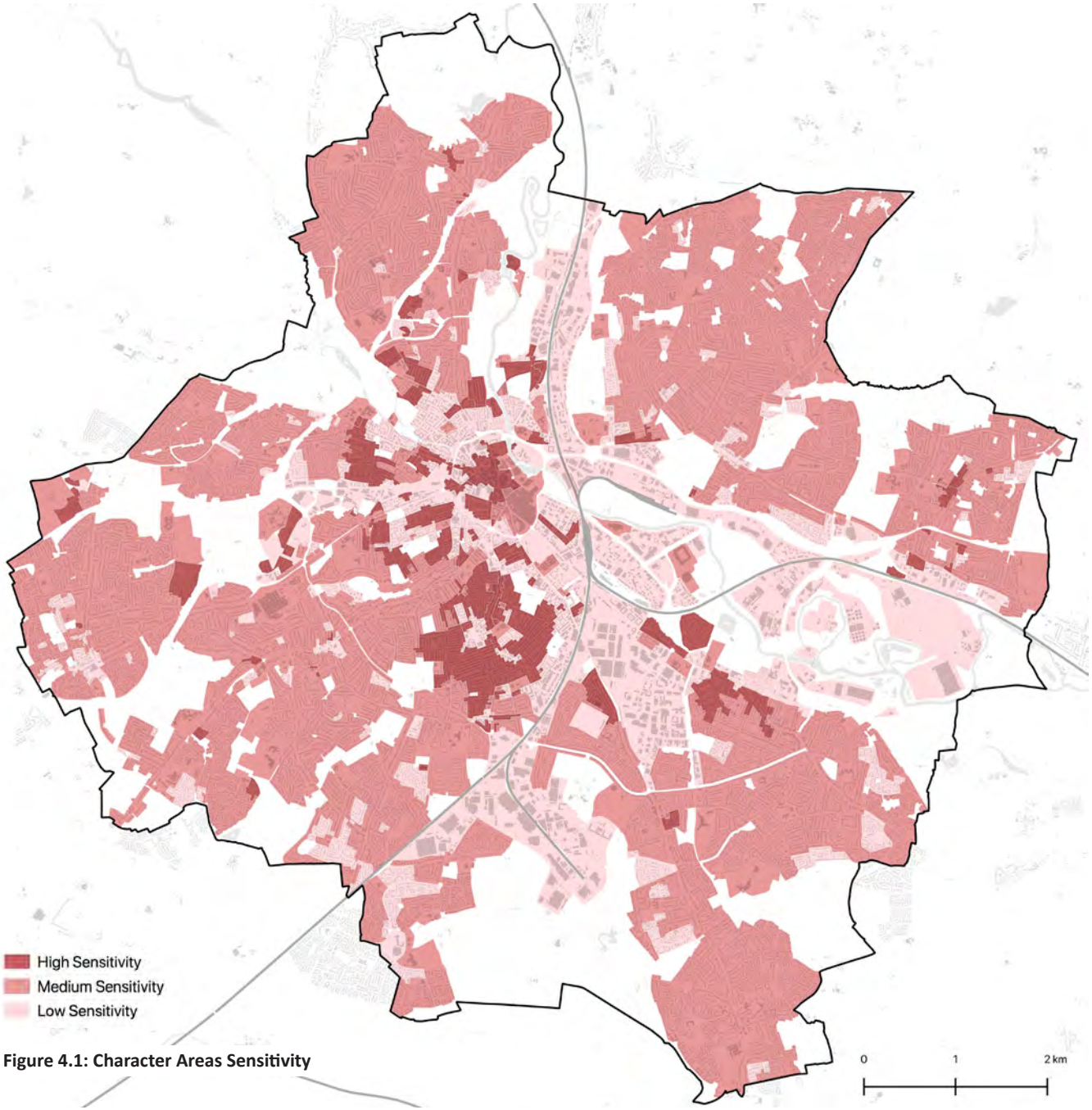


Figure 4.1: Character Areas Sensitivity

4.2.1 LOW SENSITIVITY

Figure 4.2 presents character areas that are of low sensitivity to change. Low sensitivity areas include Vacant Development Sites, Infrastructure, Industrial Estates, Office Parks, Fragmented Corridor and Fragmented Urban Mixed Use Area typologies.

These typological areas generally may have a less coherent character or a low character value and therefore may offer greater opportunity for more substantial development. New development in these areas could help to enhance existing character traits or bring forward an entirely new character through a place making approach.

However, there may be other reasons beyond sensitivity that would prevent sites from coming forward. For instance, the need to retain infrastructure and employment sites, or flood constraints. Some historic local centres, such as Mickleover and Littleover are classified as part of wider Fragmented Urban Mixed Use Areas and so appear as low sensitivity. This does not suggest that historic high streets can be redeveloped but rather reflects the fact that the wider area is generally mixed and fragmented.

Note that this analysis takes a broad view of the general character typology. On specific sites there may be further sensitivities such as listed buildings.

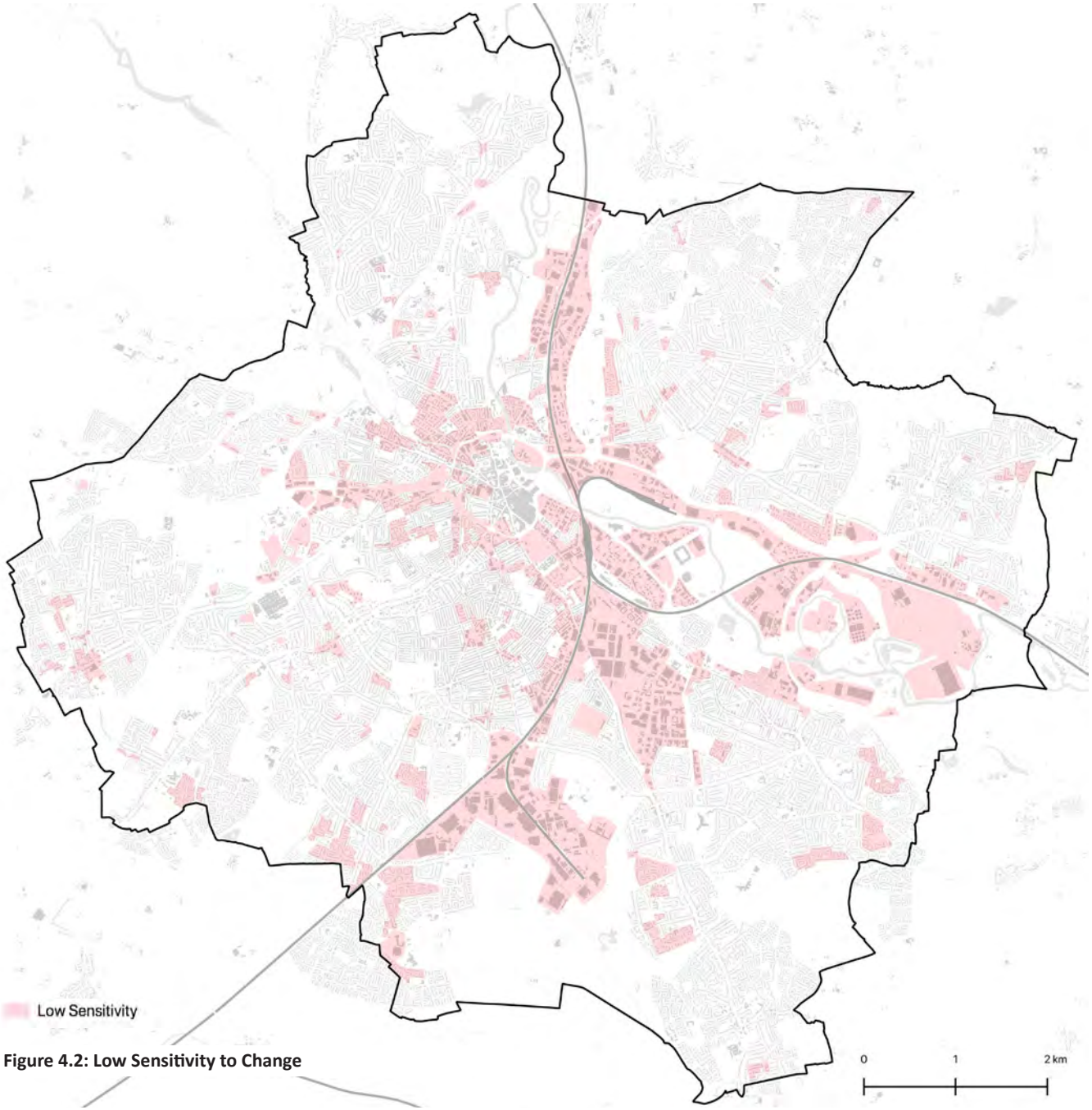


Figure 4.2: Low Sensitivity to Change

4.2.2 MEDIUM AND HIGH SENSITIVITY

Figure 4.3 shows areas that have a medium or high sensitivity to change. High sensitivity areas are the Historic City Centre Core, Urban Terraced Housing, Historic Village Centre, Coherent Urban Mixed Area and Contemporary Mixed Housing typologies. High Sensitivity areas are associated with historic urban forms and areas with a strong character, which are inherently sensitive to new development.

Large-scale or out-of-place development in these areas would likely damage the characteristics that make these areas special and damage their coherence.

Medium sensitivity areas include the Suburban Detached and Semi-Detached Housing, Institutional Site and Mixed Use City Centre typologies.

Medium Sensitivity areas are generally fairly coherent and consistent. For instance, large swathes of the outer city consists of Suburban Detached and Semi-Detached Houses, which although not historic, is highly coherent in terms of building style, height, and urban grain. Therefore, new development here would need to be of a similar scale and form to avoid a negative impact on the townscape.

Development in medium and high sensitive area typologies would generally be expected to be highly contextual.

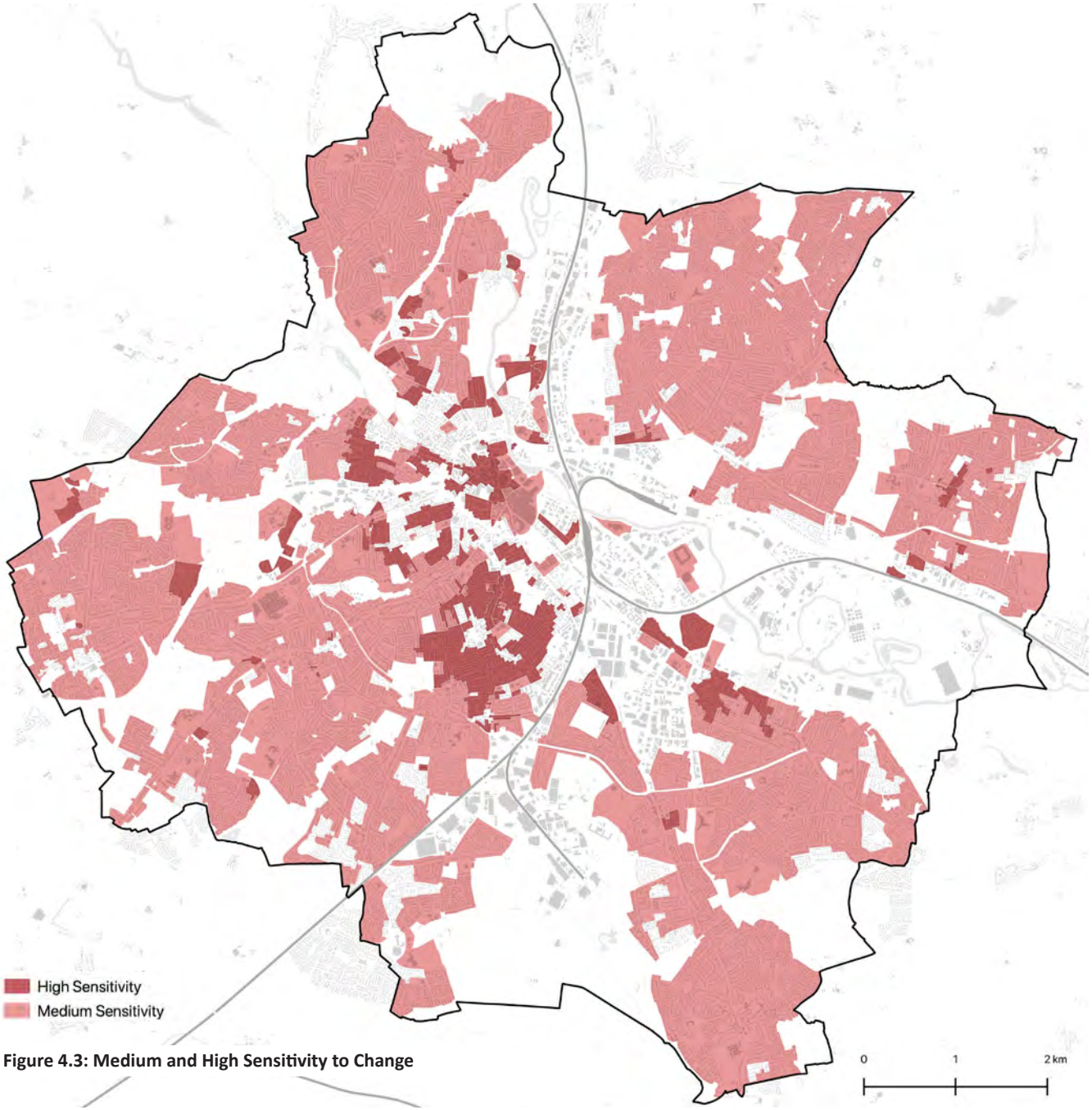


Figure 4.3: Medium and High Sensitivity to Change

4.3 OPPORTUNITY FOR CHANGE

Figure 4.4 presents the Opportunity for change of each character typology.

Based on the sensitivity for change and the general likelihood for certain types of change to come forward this study gives to each typology a broad indicator for its opportunity for change. This provides a high-level direction towards an understanding of where the scope for change might lie within the urban fabric.

For full details on the approach taken, see Section 3.2 on page 25.

The three categories of Opportunity for change are discussed in detail on the following pages.

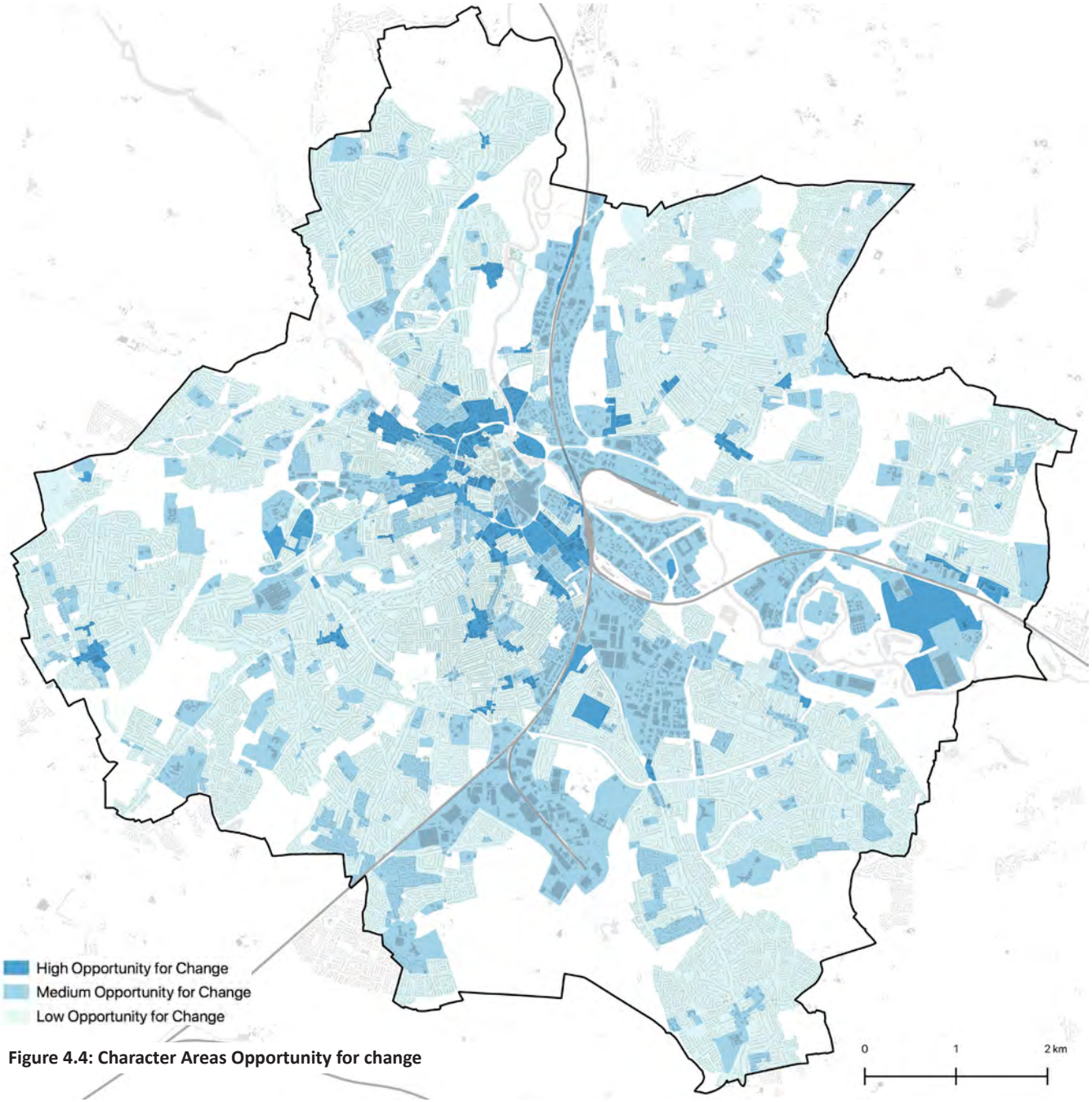


Figure 4.4: Character Areas Opportunity for change

4.3.1 HIGH AND MEDIUM OPPORTUNITY FOR CHANGE

Figure 4.5 shows the character areas that are considered to have High Opportunity for change.

Typologies that have High Opportunity for change are Vacant Land, Fragmented Urban Mixed Areas and Fragmented Corridors.

These are the character typologies that inherently offer greater opportunities to assimilate new development.

Areas with medium opportunity for change includes Industrial Estates, Big Box Retail and Housing Estates typologies, among others.

These areas are unlikely to come forward for large scale redevelopment but offer some opportunity for intensification and incremental change.

The actual capacity for change in these areas will need to be established through area-specific studies.

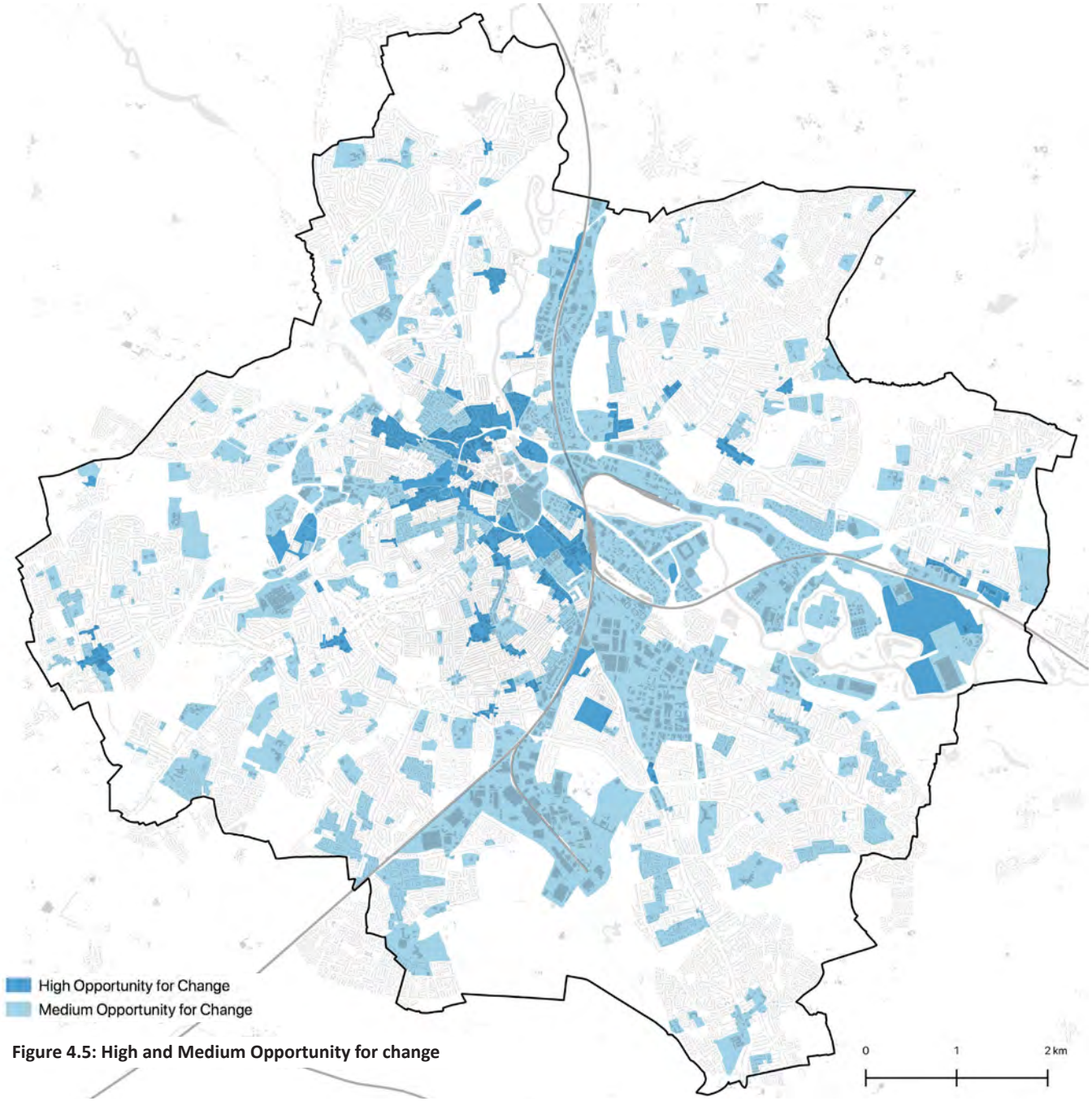


Figure 4.5: High and Medium Opportunity for change

4.3.2 LOW OPPORTUNITY FOR CHANGE

Figure 4.6 shows the typologies with Low opportunity for change, which includes the Historic City Centre, Urban terraced Housing and Suburban Detached and Semi-Detached Housing. This covers a significant amount of Derby City.

These areas are unlikely to see large scale development come forward due to complex land ownerships, the need to retain sites in current use or high sensitivities. However, there may be scope for smaller scale change.

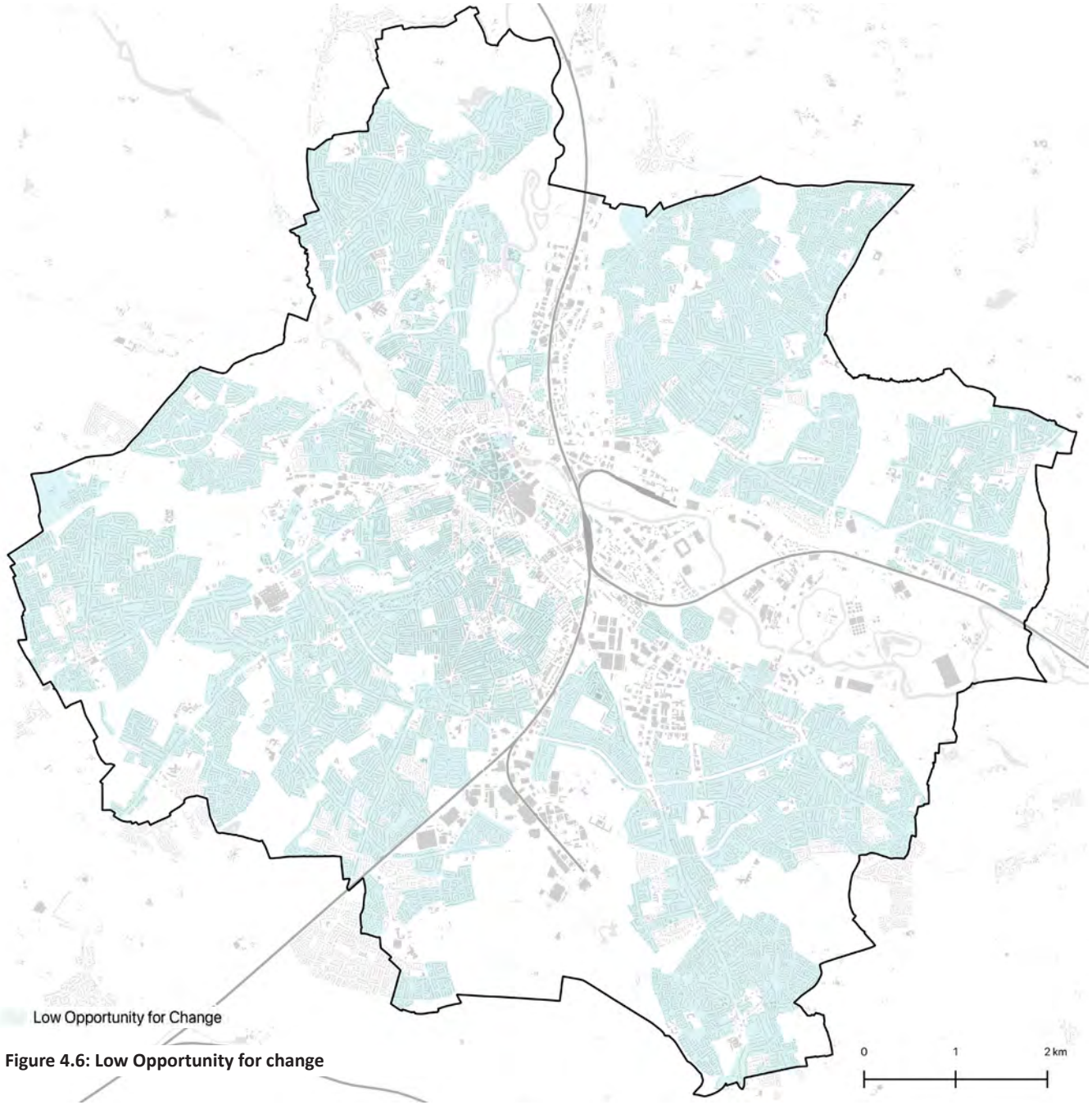


Figure 4.6: Low Opportunity for change

4.4 POTENTIAL METHODS OF CHANGE

4.4.1 INTRODUCTION

This section provides an overview of the spatial distribution of the potential methods of change that could be considered in typological areas. The categories of change considered are as follows:

- **Roof and rear extensions** – extending a property to the rear or upwards;
- **Garden development or parcelling off** – splitting off parts of a larger garden for development;
- **Partial redevelopment** – redevelopment of part of a (often larger) development;
- **Infill development** – development of an underused part of a site, closing a gap or completing a corner;
- **Plot consolidation** – joining up of plots and redevelopment of say a terrace of older buildings with a larger (apartment or mixed use) building;
- **Comprehensive development** – opportunity to undertake a comprehensive development on a larger site or sites, bringing greater change and opportunity for place making;
- **Adaptation / Conversion of Upper Floors** - creation of residential units in vacant buildings or upper floors.

The above list outlines the hypothetical means to deliver change or intensification. However only a detailed investigation of specific areas and their characteristics will permit an understanding of whether any of the above means of change will be realistic, possible or desirable within an area. Such a site specific level of investigation has not been undertaken as part of this study, and as such any mapping of where these types of interventions may be applicable across Derby needs to be caveated as being high-level, strategic and subject to local detailed studies.

Section 4.5 on page 62 outlines some of the considerations in identifying areas for change.

4.4.2 ROOF AND REAR EXTENSIONS

Roof and rear extension are very common forms to expanding living space of individual houses and commonly undertaken by home owners. Since August 2020, changes to Permitted Development Rights now allow householders to add up to two additional storeys to homes without planning permission. In smaller houses these normally result in more habitable space but overall contribute less to the delivery of new homes. However, where more substantial buildings such as larger terraced houses or apartment buildings are expanded or an additional storey is provided, a net-gain in housing numbers can be achieved. The appropriateness of adding an additional storey will depend on the site specific character and sensitivity of change, and must avoid negative effects on neighbouring properties.

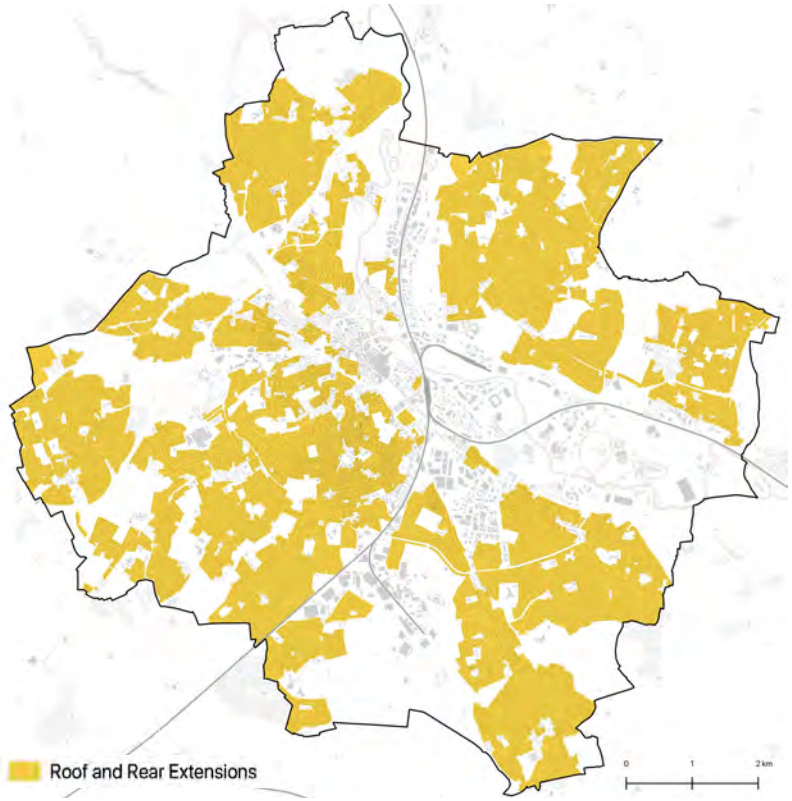


Figure 4.7: Type of change possible - Roof and rear extensions

4.4.3 GARDEN DEVELOPMENT OR PARCELLING OFF LAND

The nature of the Individual homes on large plots typology lends itself to two potential intensification strategies: the construction of new development in existing large gardens, or the subdivision of large plots to allows for the construction of new homes. There are very few places in Derby that offer this opportunity and the extent to which this presents an opportunity will depend on the specific characteristic of identified typological areas and how such a change would impact on the local character.

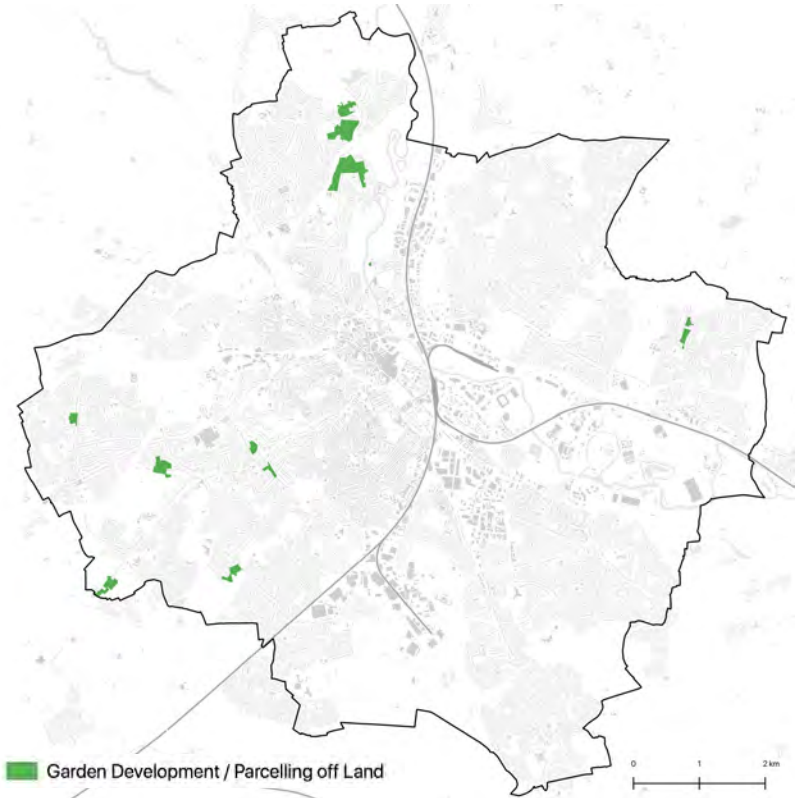


Figure 4.8: Type of change possible - Garden Development or Parcelling off land

4.4.4 PARTIAL REDEVELOPMENT

Partial redevelopment may involve the redevelopment of a part of a site or a building and its replacement with a more efficient or larger development, often to enhance or expand an existing use on site (for example in case of an institutional site), or the addition and integration of new uses on a site. Depending on the situation, partial redevelopment would either relate closely to the existing character or seek to create a new character. Partial redevelopment in identified areas may offer a significant opportunity for the intensification of the city. Identifying scope for change could be guided by area based studies that identify site specific opportunities.

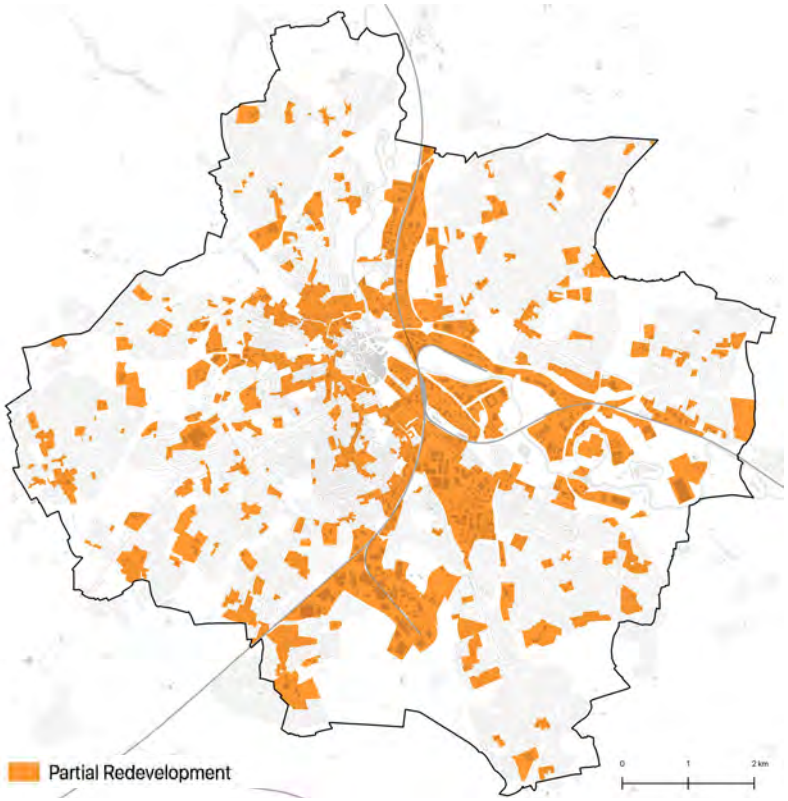


Figure 4.9: Type of change possible - Partial redevelopment

4.4.5 INFILL DEVELOPMENT

Infill development seeks to “fill in” gaps in the urban fabric with new development. Areas that are generally coherent but have a small number of vacant sites could see infill development in a form that responds closely to the existing character of the area. Areas that are fragmented and less sensitive offer greater opportunity for infill development in general as the incoherent character can more easily accommodate new development. In this instance, new development could seek to create an improved street frontage and make use of “leftover” sites. The capacity for infill development will depend on the availability of suitable sites within an typology area.

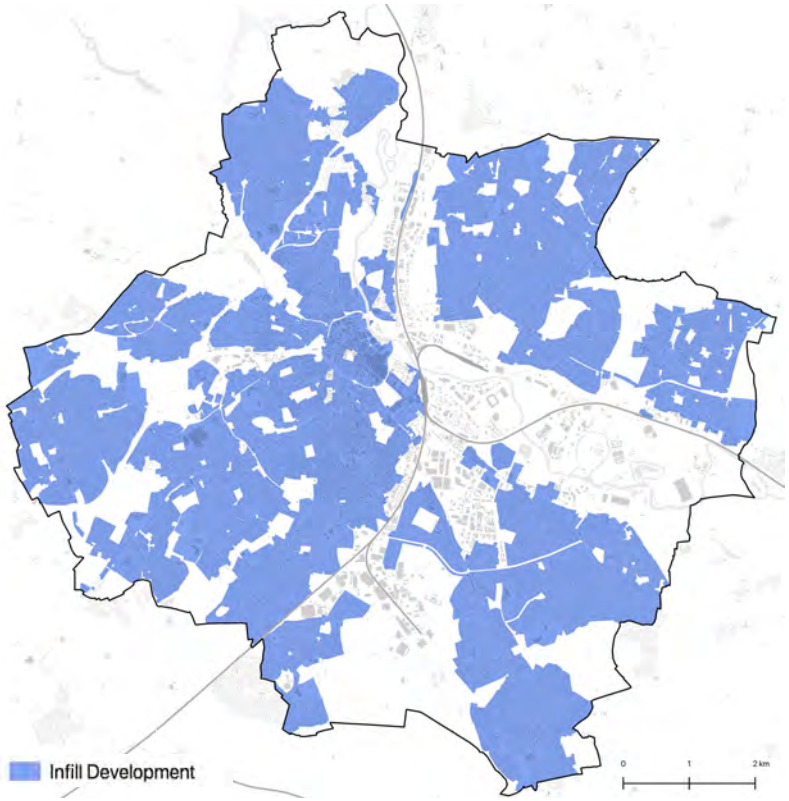


Figure 4.10: Type of change possible - Infill development

4.4.6 PLOT CONSOLIDATION

Plot consolidation usually targets finer grain development areas, where plots can be combined to allow the development of larger scale development. This can be an appropriate approach in fragmented areas or along corridors where the existing properties (such as older terraced housing) are performing sub-optimal within their context, and would benefit from replacement with a more suitable typology (like an apartment or mixed use building). This can be effective in intensifying and modernising the fabric of the city from within. However, given the complexity of land assembly and existing lease and rental interest in properties there are substantial delivery barriers to unlocking this potential. This could be addressed and overcome through targeted policy approaches that incentivise this approach in the right locations.

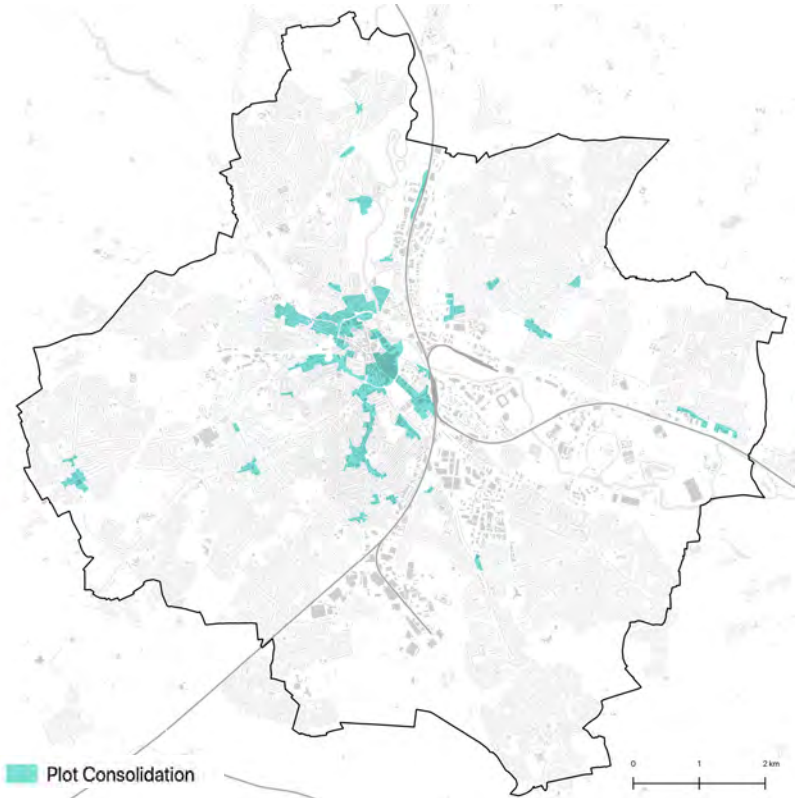


Figure 4.11: Type of change possible - Plot consolidation

4.4.7 COMPREHENSIVE DEVELOPMENT

Comprehensive development may be possible on sites that are vacant, inefficient or in need to regeneration. Comprehensive development may occur on a single plot or over a wider area and should generally be conducted through a masterplan-led approach. This type of change is most suited to larger areas in single land ownership and which have a low-sensitivity existing character. Whilst the plan below highlights many character typology areas in the city where this approach could be possible, it is subject to availability of suitable vacant or soft sites within the urban fabric. The effective capacity of an area for comprehensive redevelopment should be established through specific area based studies.

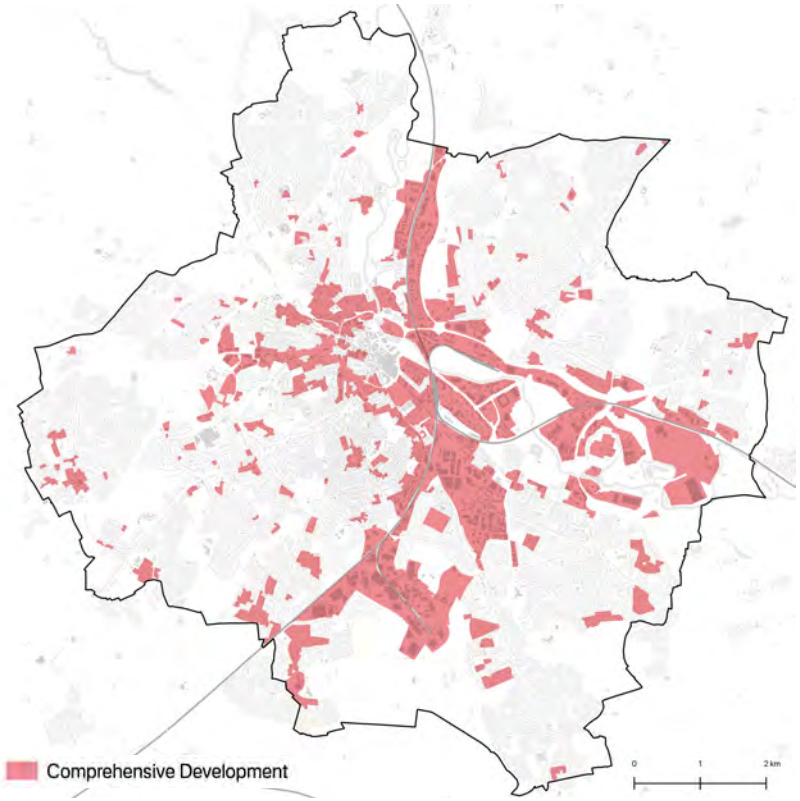


Figure 4.12: Type of change possible - Comprehensive development

4.4.8 ADAPTATION / CONVERSION OF UPPER FLOORS

It was common in the past for city centres and local centres to develop with commercial units on ground floors and residences above, creating a certain density and mix of uses. Over time people have moved out larger homes outside of centres, leaving the upper floors of high streets and centres empty and underused. These underused spaces could be adapted to modern needs through refurbishment, helping to intensify areas that are naturally supported by local services. Equally, where commercial buildings are no longer fit for purpose or are vacant, there may be opportunity to convert these to residential use, which may be possible under permitted development rights.

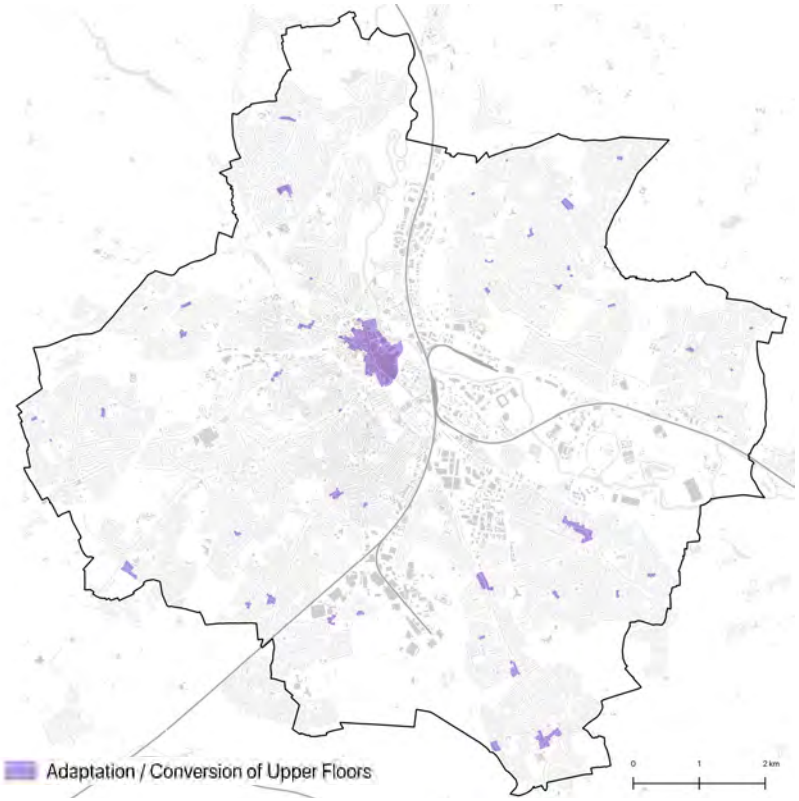


Figure 4.13: Type of change possible - Adaptation / Conversion of Upper Floors

4.5 IDENTIFYING AREAS WITH OPPORTUNITY FOR CHANGE

4.5.1 INTRODUCTION

The opportunity for change in Derby will not only depend on the inherent characteristics of typological areas but also need to consider other factors such as:

- Residential density;
- Public transport accessibility;
- Local Plan policy designations; and,
- Heritage sensitivities.

Combining the typological understanding of opportunities for change and above factors can help to identify areas where policy initiatives should be directed at and which could be subject to more detailed studies.

These are discussed in detail on the following pages.

4.5.2 RESIDENTIAL DENSITY

OVERVIEW

Figure 4.14 presents the residential density (number of residential units per hectare) for the Derby character typology areas. Those shown in grey have zero homes; these are the employment and industrial hubs of the outer city and also include the Royal Derbyshire Hospital, other institutional uses, and big box retail character areas. The majority of the residential areas and the city centre have a low density of between 1 and 40 units per hectare.

The western, northern and southern fringe of the city centre has a markedly higher density, generally in the range of 40-80 units/ha. This reflects the fact that this area is dominated by historic terraced forms of housing, many of which have been sub-divided into flats (see analysis of number of homes per building in Section 2.9 on page 16). These fine grain streets provide a very efficient form of development, while still being low rise at 2-3 storeys. The city centre itself, however, displays a very low density of less than 20 homes per hectare

The highest density areas of above 120 units/ha (shown in blue) are typically in the Housing Estates and Contemporary Mixed Housing typologies. These are generally small areas that contain a particularly high density building style such as student accommodation around Agard Street.

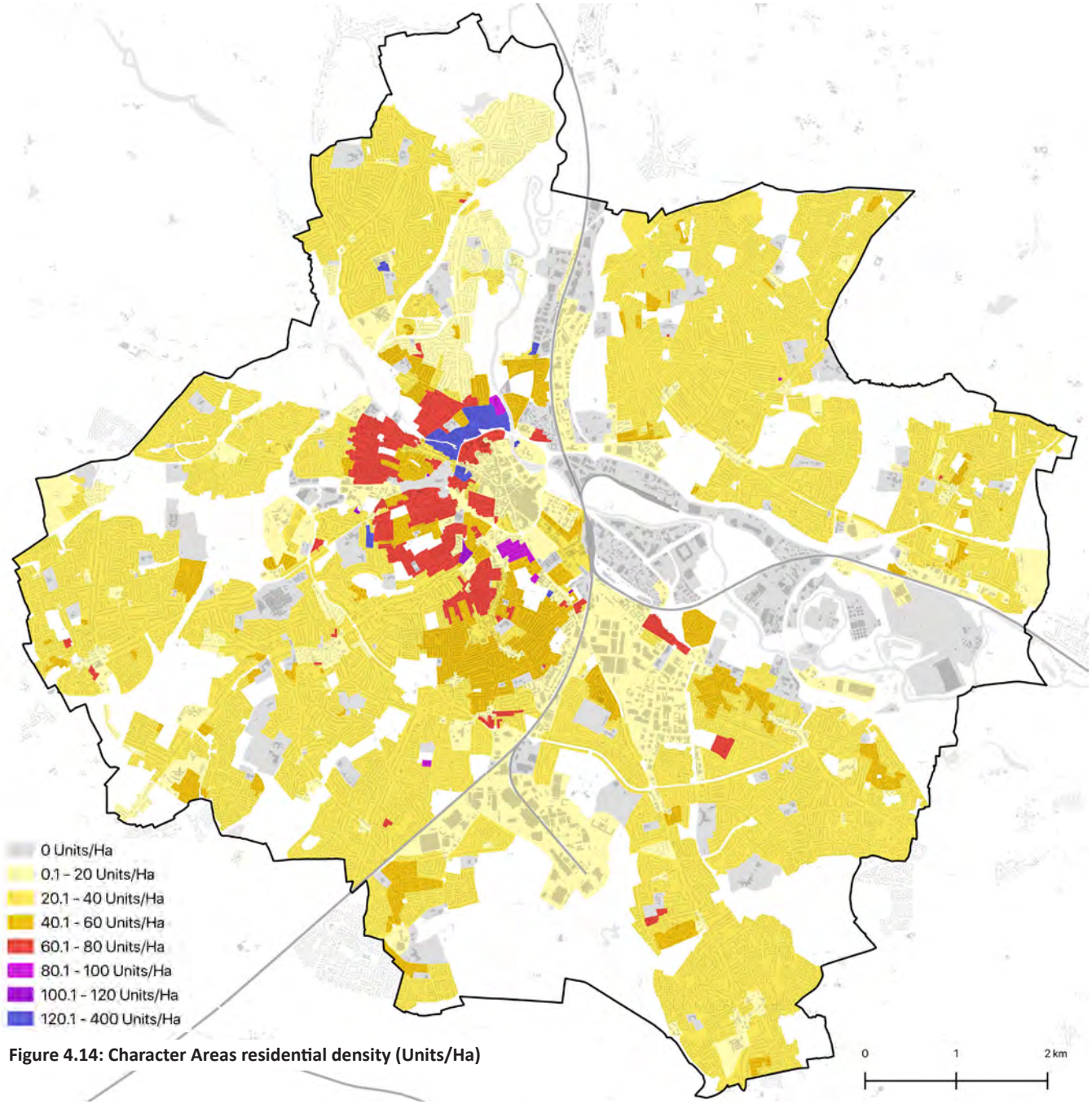


Figure 4.14: Character Areas residential density (Units/Ha)

LOW DENSITY AREAS

Figure 4.15 shows the lowest density areas in Derby, ranging from 0 to 40 homes per hectare. This includes most of the city centre, the city's main employment areas and most of the suburbs. The low density nature of these areas means they may offer greater potential for intensification, especially where they constitute of typologies with high or medium capacity for change.

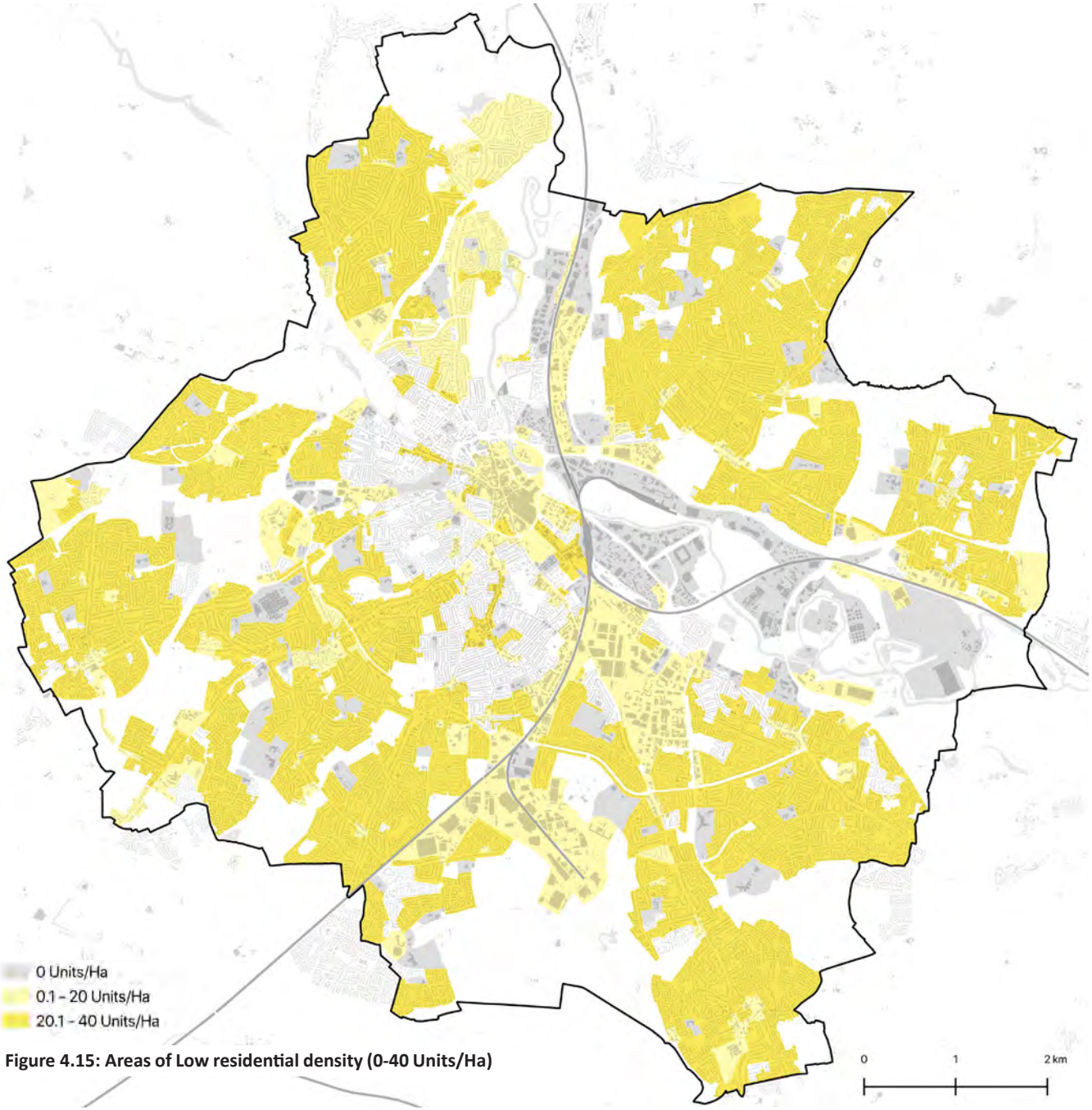


Figure 4.15: Areas of Low residential density (0-40 Units/Ha)

DENSITY OF MEDIUM AND HIGH OPPORTUNITIES FOR CHANGE

The existing density of areas is an important consideration in identifying opportunities for intensification. Areas with low density generally have more capacity to accommodate additional development, and redevelopment is likely to be more viable. Intensifying urban areas well served by facilities is also an important sustainability principle, helping to avoid sprawl and further greenfield development.

Figure 4.16 shows the character areas with a potential High or Medium Opportunity for Change and a residential density of less than 40 homes per hectare. These include a number of typologies throughout the city and demonstrates that there is much scope for intensification in both central and peripheral locations.

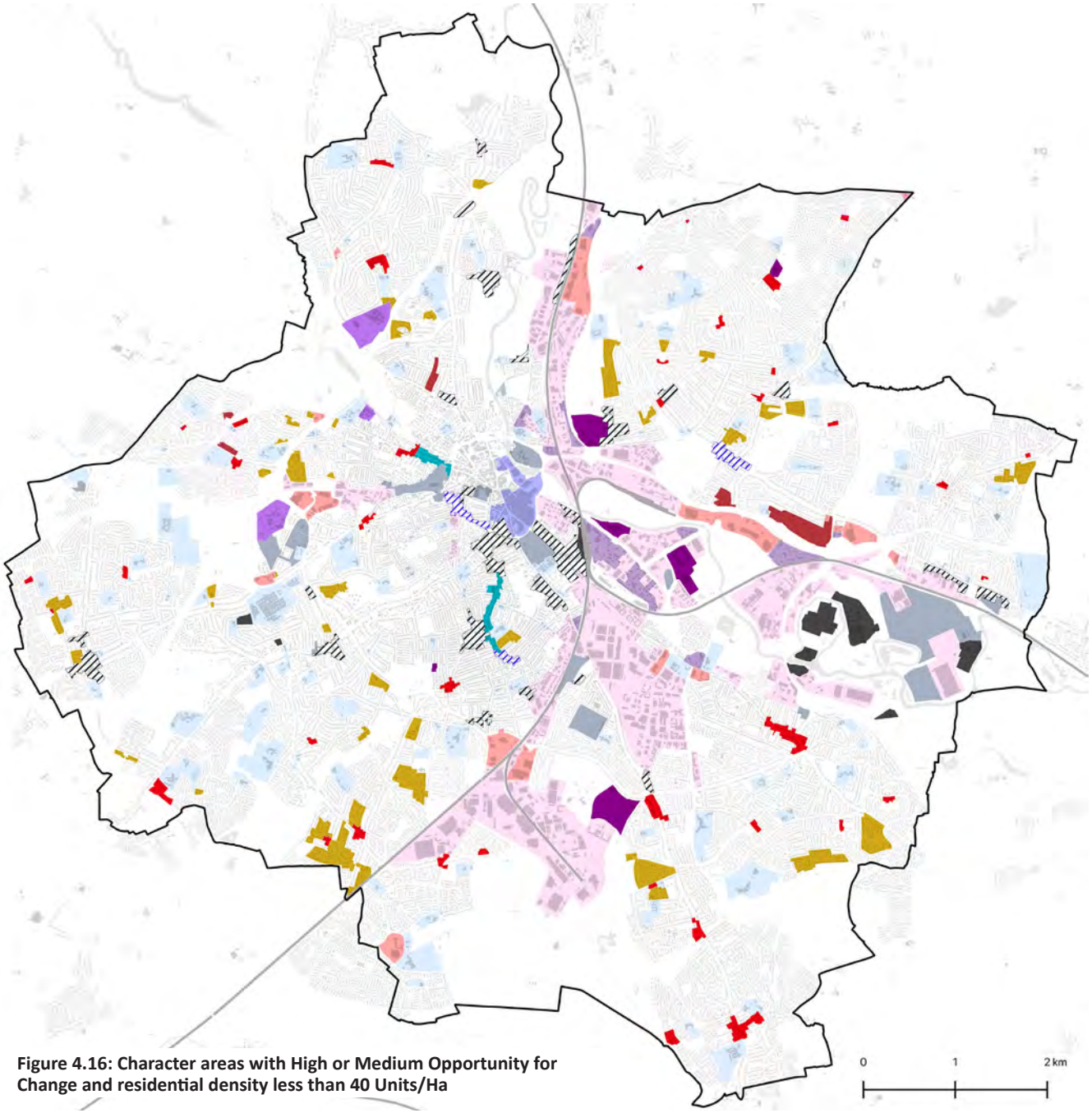


Figure 4.16: Character areas with High or Medium Opportunity for Change and residential density less than 40 Units/Ha

4.5.3 PUBLIC TRANSPORT ACCESSIBILITY

Overlaying transport accessibility over areas with medium and high opportunity of change can help to identify priority areas for change, where development can benefit from accessibility by existing public transport infrastructure.

As part of Derby's response to the climate emergency and to support sustainable development, substantial new development should generally be well supported by public transport. Figure 4.17 shows that Derby's main arteries are supported by bus routes that allow access into the city centre. The three rail stations at Castleward (Derby station), Peartree and Spondon also present some opportunity within walking distance (shown as 800m radius).

The majority of typological areas with a potential opportunity for change are located within the city centre or inner periphery, or supported by a bus corridor or railway station.



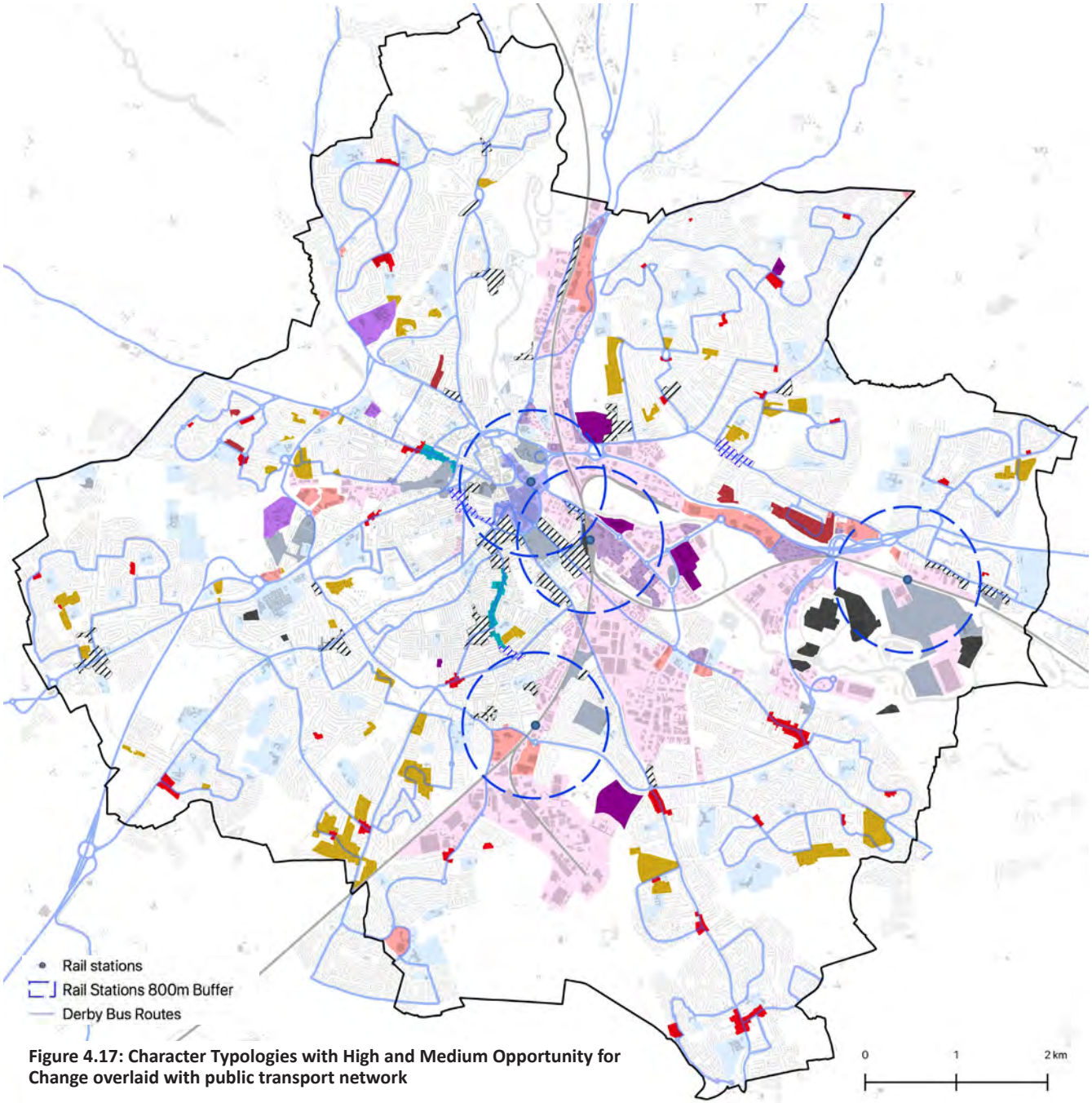


Figure 4.17: Character Typologies with High and Medium Opportunity for Change overlaid with public transport network

4.5.4 POLICY AREAS - DEVELOPMENT AND REGENERATION

Overlaying policy areas over areas with medium and high opportunities for change will help to understand where development can be promoted to satisfy certain policy objectives such as in Regeneration Areas and on Strategic Housing Sites. Figure 4.18 presents the regeneration, housing and employment sites that are identified in the Derby Local Plan Part 1.

Regeneration sites generally target typological areas with a potential opportunity for change. Some proposed employment sites also target areas with opportunity for change, whilst other focus on greenfield expansion. The latter also applies for strategic housing sites.

What is apparent in Figure 4.18 is that there are the large areas with potential opportunity for intensification that are currently not targeted for regeneration or development. These areas could become the focus of future policy initiatives with the aim to unlock the latent development capacity of the city within its own boundaries.

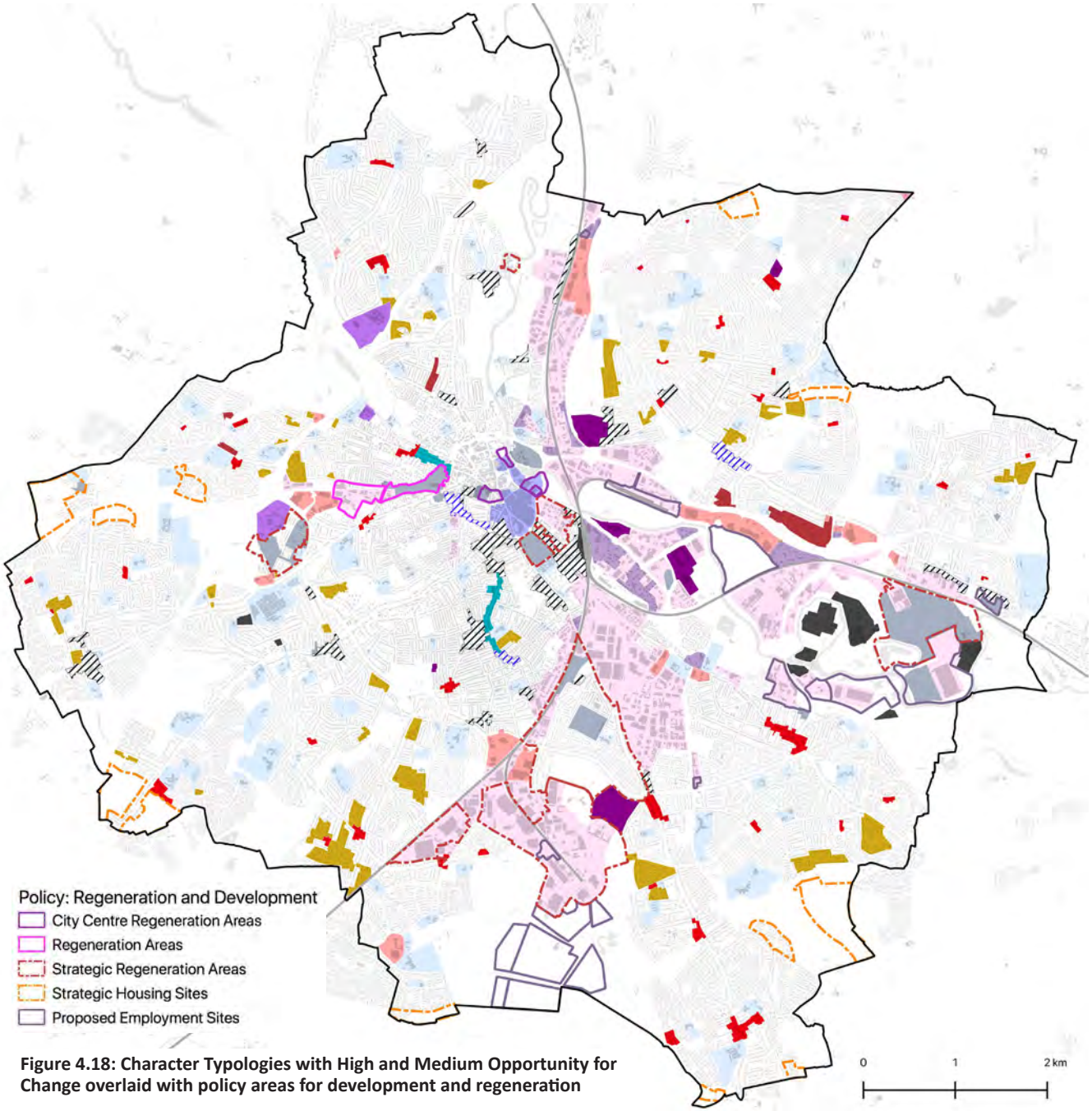


Figure 4.18: Character Typologies with High and Medium Opportunity for Change overlaid with policy areas for development and regeneration

4.5.5 HERITAGE SENSITIVITIES

Overlaying Derby's heritage designations over areas with medium and high opportunity for change will help to identify those areas where the scope for development will be constrained by heritage assets and be subject to specific consideration and testing.

The typological approach to assessing sensitivity to change presented earlier in this chapter does not take into account heritage assets. Figure 4.19 shows that the city centre, Friar Gate and north of the city are the areas with the most heritage sensitivities as denoted by conservation areas.

With the exception of a few historic areas such as Spondon, the outer parts of the city are generally less sensitive in this regard.

Figure 4.20 shows that whilst there are few areas with potential opportunity for change that are constrained by heritage assets, the majority of areas are less sensitive to heritage and hence may offer greater opportunity for change and intensification.



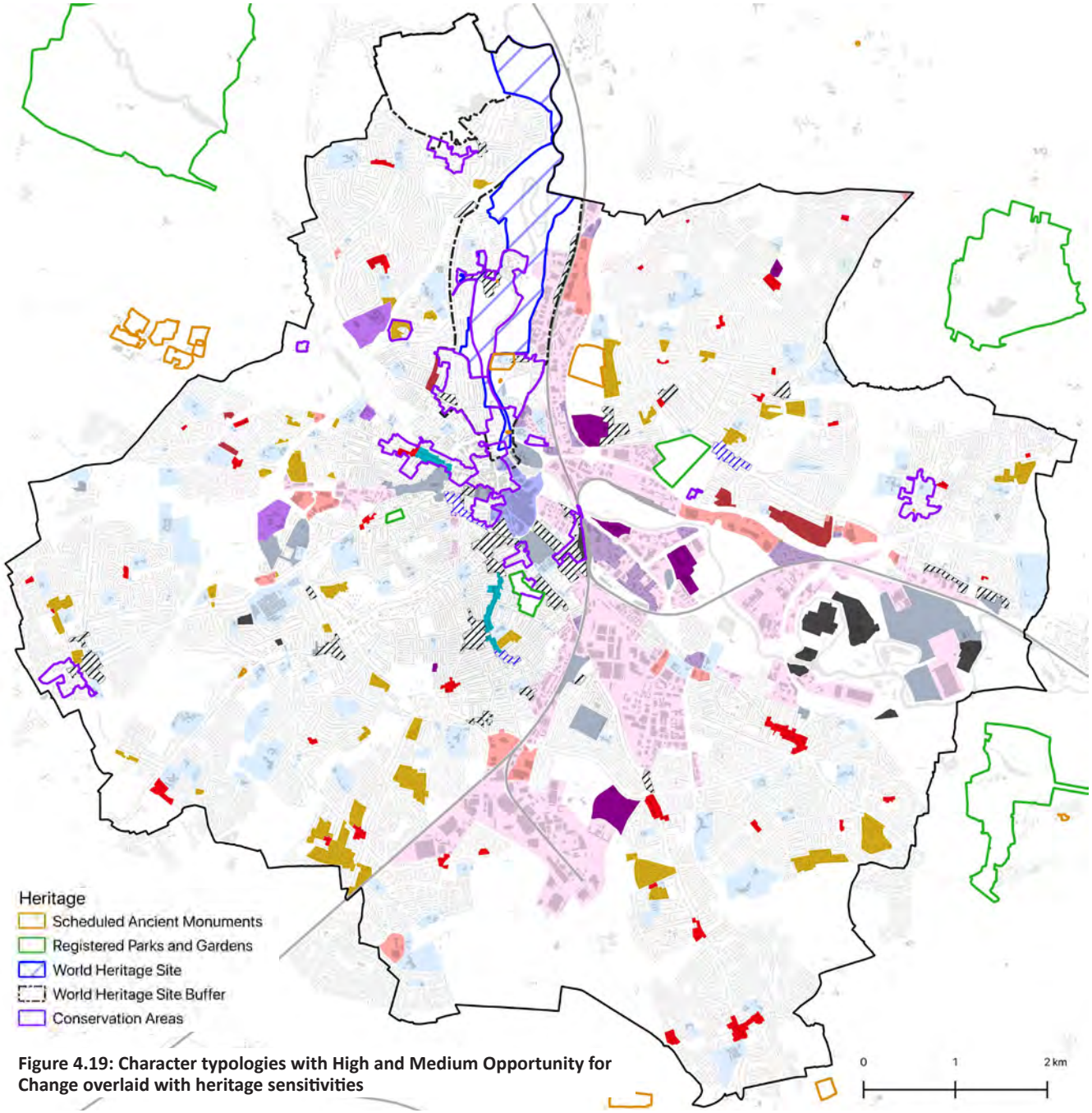


Figure 4.19: Character typologies with High and Medium Opportunity for Change overlaid with heritage sensitivities

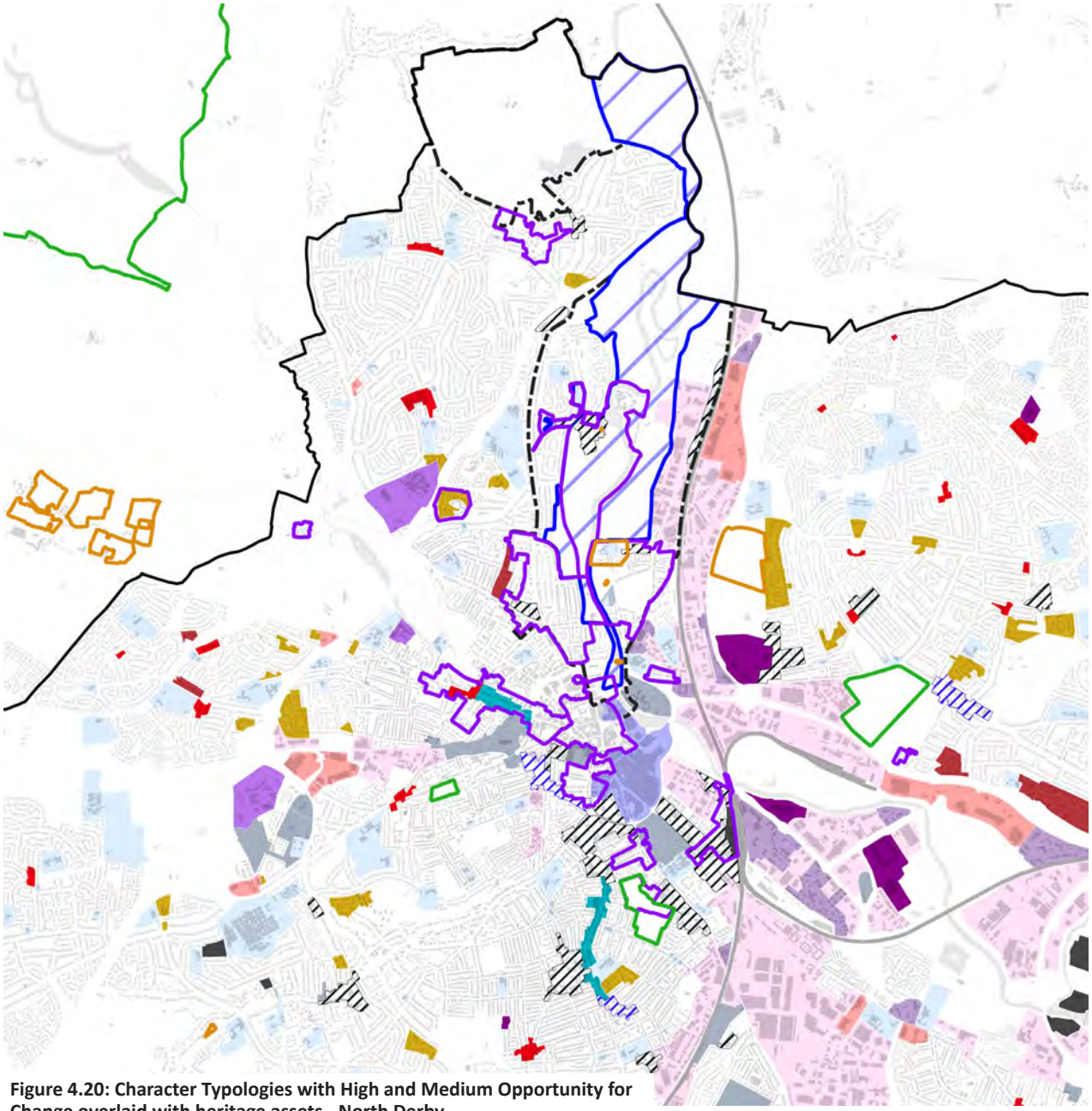
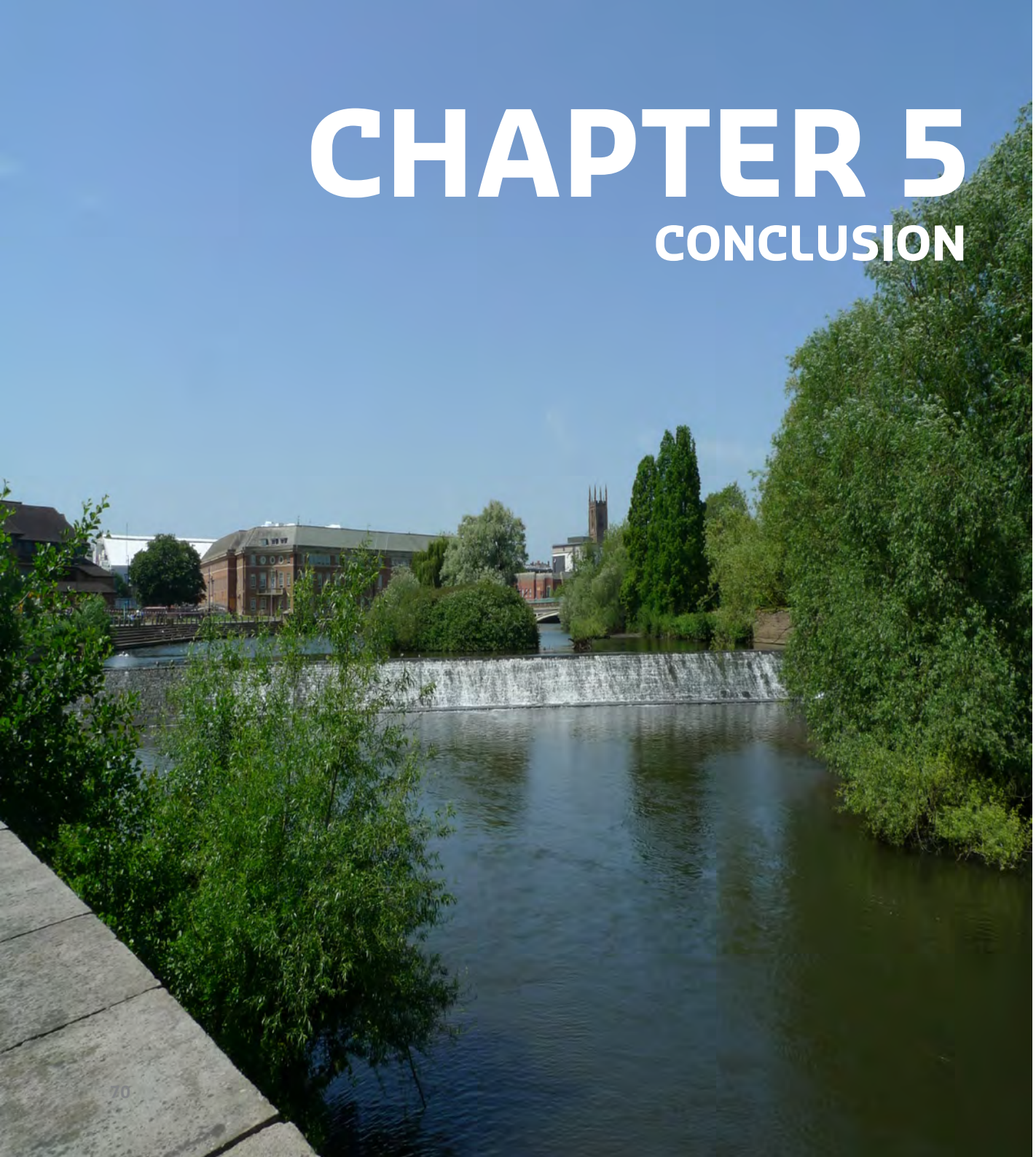


Figure 4.20: Character Typologies with High and Medium Opportunity for Change overlaid with heritage assets - North Derby



CHAPTER 5
CONCLUSION

5.1 SUMMARY

The Derby Character Study provides a high level overview of the city's spatial structure and assessment of urban character typologies. This is supported by a further analysis of each typologies typical sensitivity to change and opportunity to change. This is helpful to understanding where in the city there is potential for development and intensification, which could help to deliver additional housing numbers and sustainable densities.

The study finds that there are opportunities throughout the city for intensification and new development/regeneration. These opportunities include the City Centre, which has a low residential density, and mono-functional sites that could benefit from a greater mix of uses and intensification, including Office Parks and Big Box Retail sites.

The city's residential suburbs are generally highly coherent and have limited capacity for large scale redevelopment or the provision of new homes through intensification.

The mapping and analysis presented in the study has limitations as it is based on general typological characteristics rather than detailed analysis of specific areas of Derby.

This study should be used to identify areas of search where additional work should be undertaken to establish a detailed local understanding of character and the specific opportunities for change and growth.

5.2 AREAS WITH MOST OPPORTUNITY FOR CHANGE

By following the approach described in Chapter 4, the areas in Derby which in theory hold the most opportunity for change can be found. Figure 5.1 presents the areas that are low density (below 40 homes per hectare), have medium or high opportunity for change, are accessible by rail or bus and are located outside of heritage designations.

It is clear that the city's employment areas (industrial estates and office parks) could have potential for intensification, as well as areas to the south, west and east of the city centre.

Of course other locations not shown here may also be able to accommodate intensification and the identification of areas in Figure 5.1 does not preclude development from coming forward elsewhere in the city. Further detailed work is needed to identify the potential and capacity of development on sites identified here.



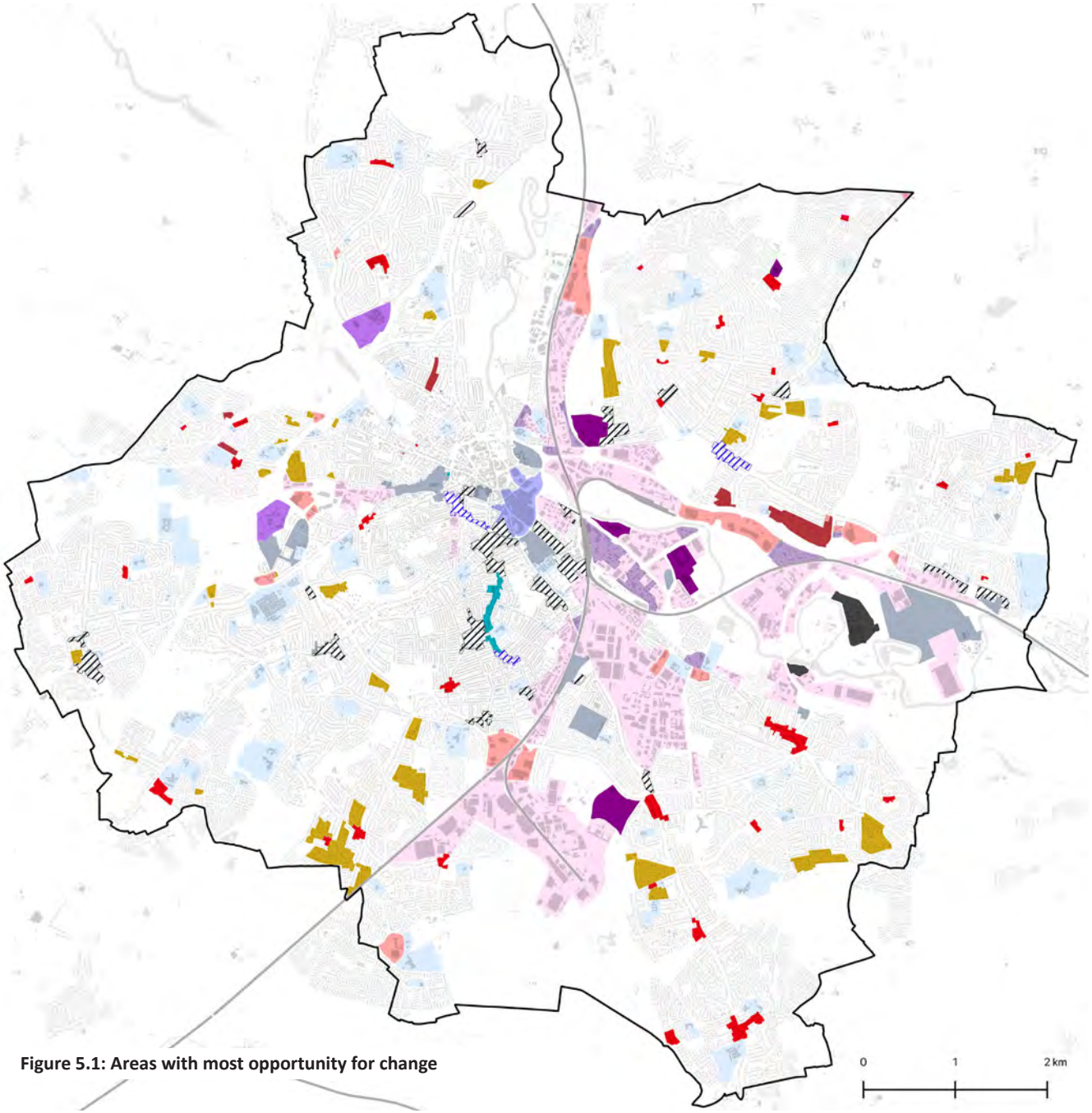
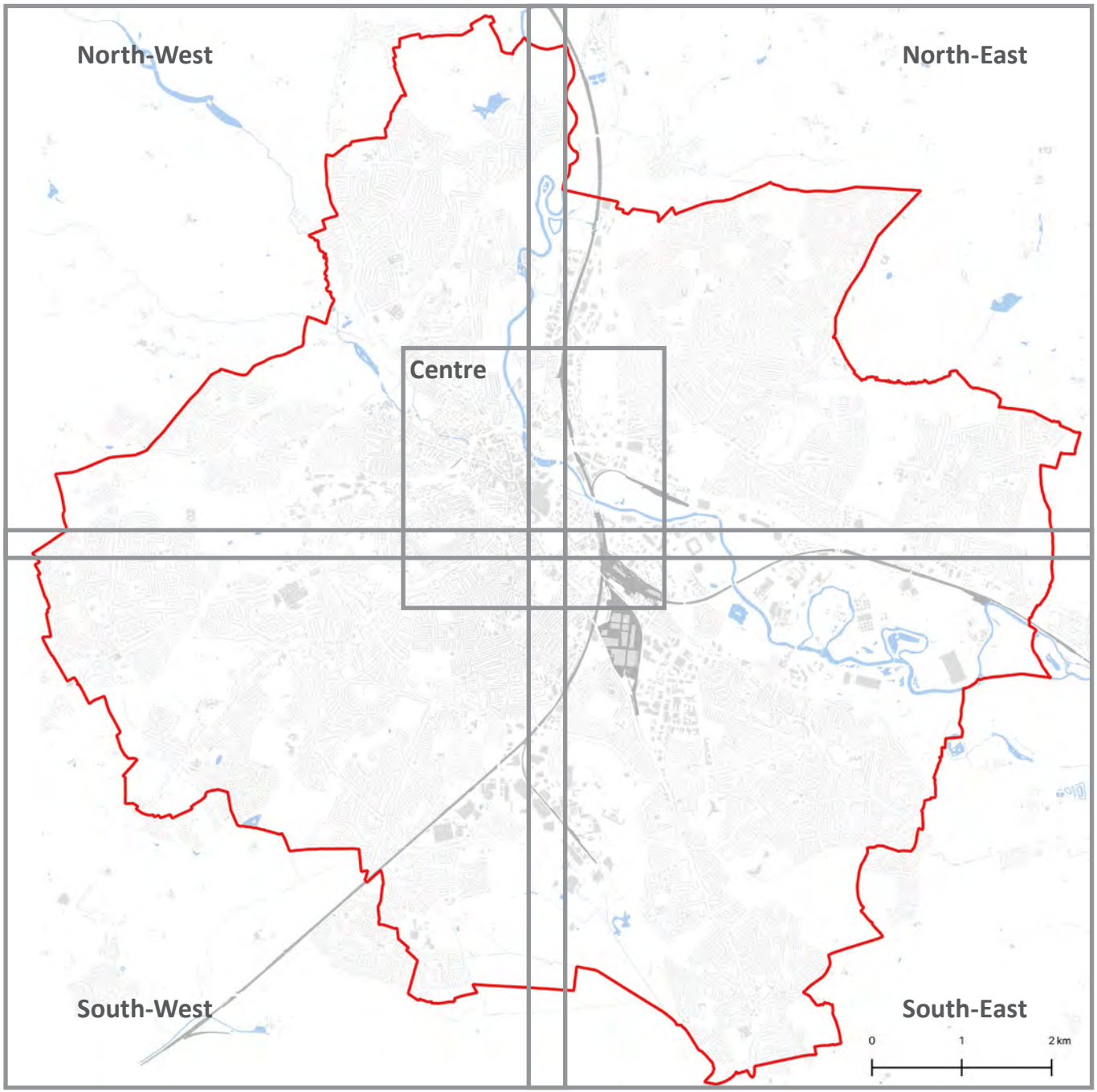


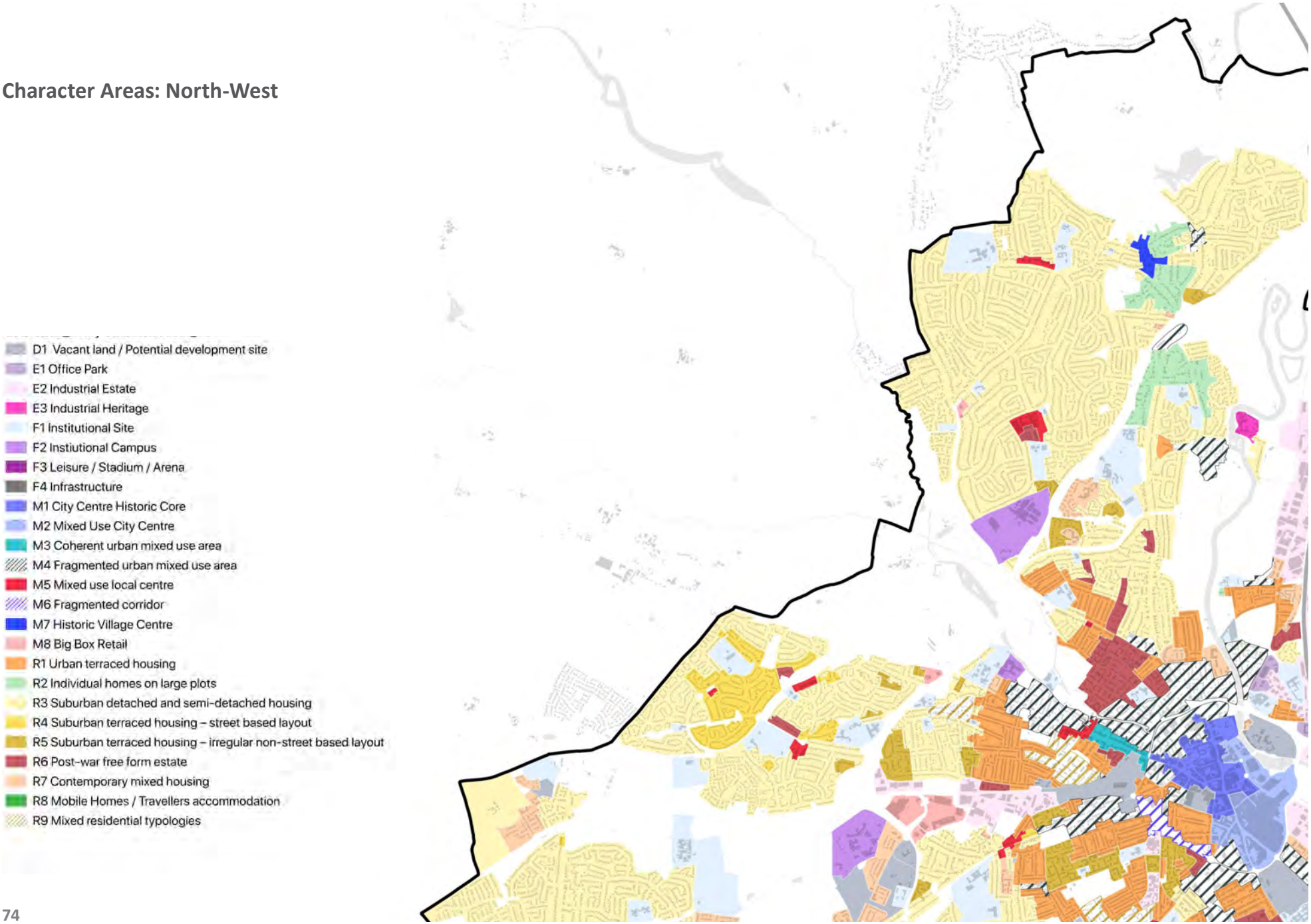
Figure 5.1: Areas with most opportunity for change

APPENDIX

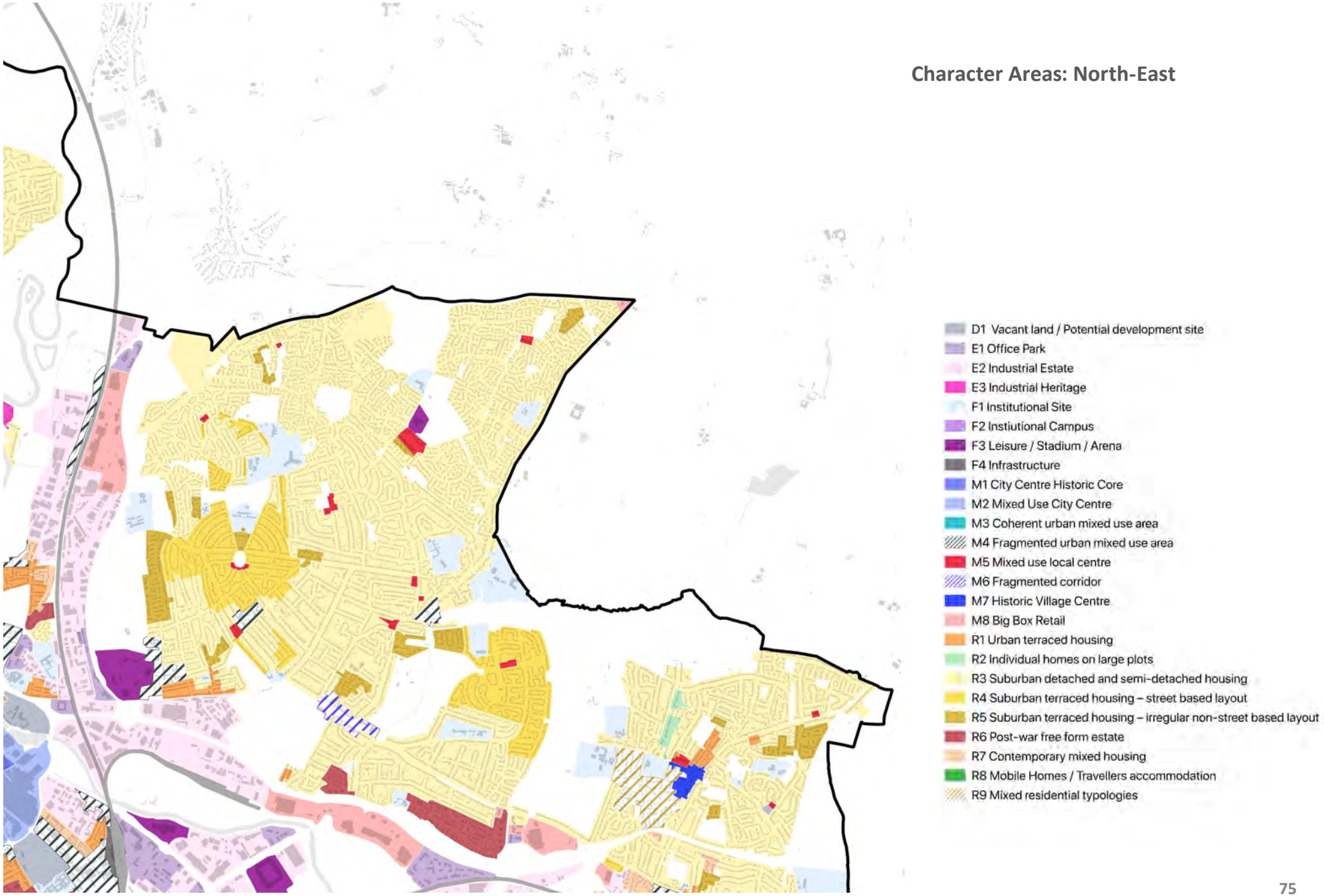
CHARACTER TYPOLOGIES BY AREA


North-West
North-East
Centre
South-West
South-East
0
1
2 km

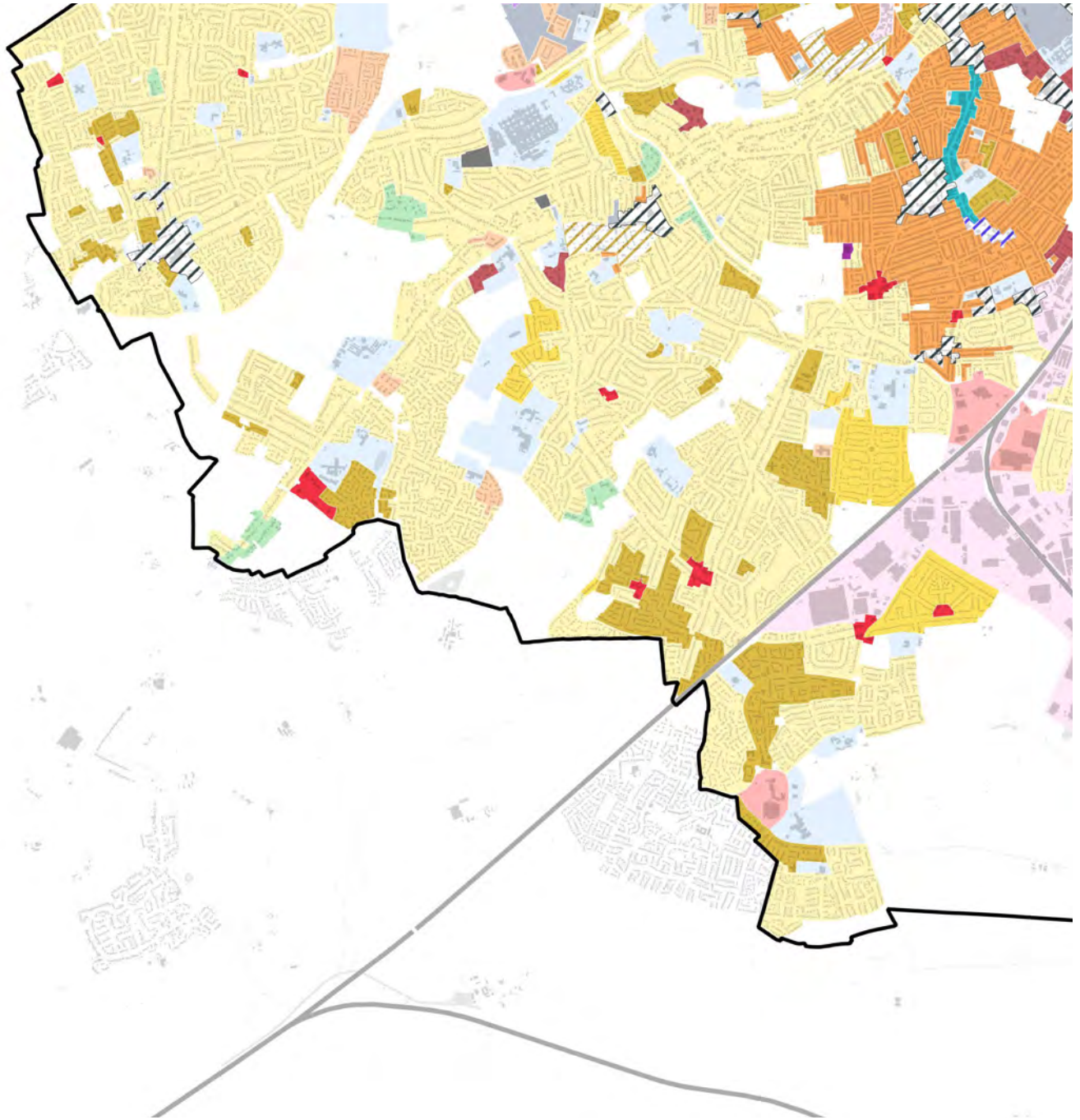
Character Areas: North-West

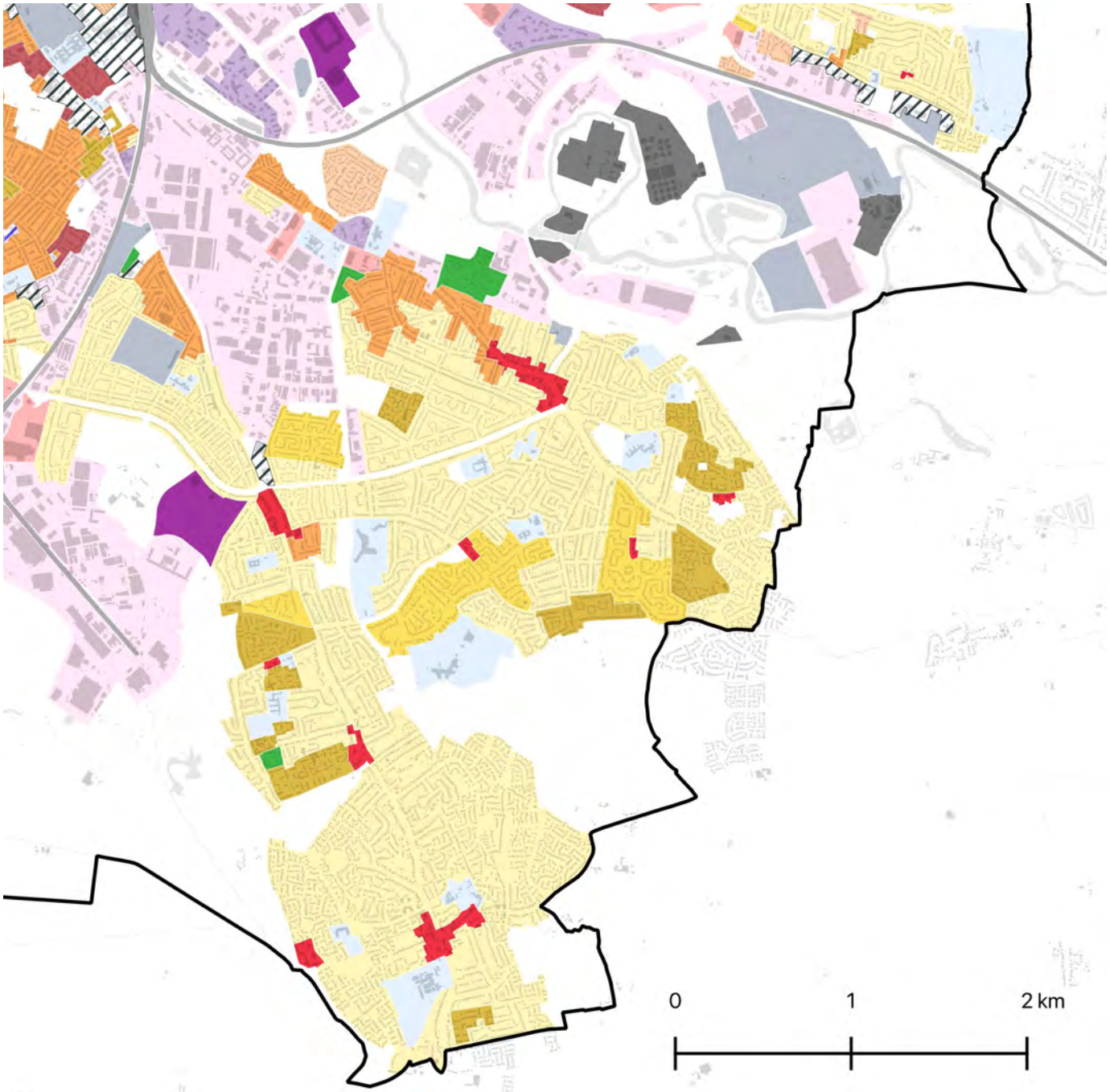


Character Areas: North-East



Character Areas: South-West

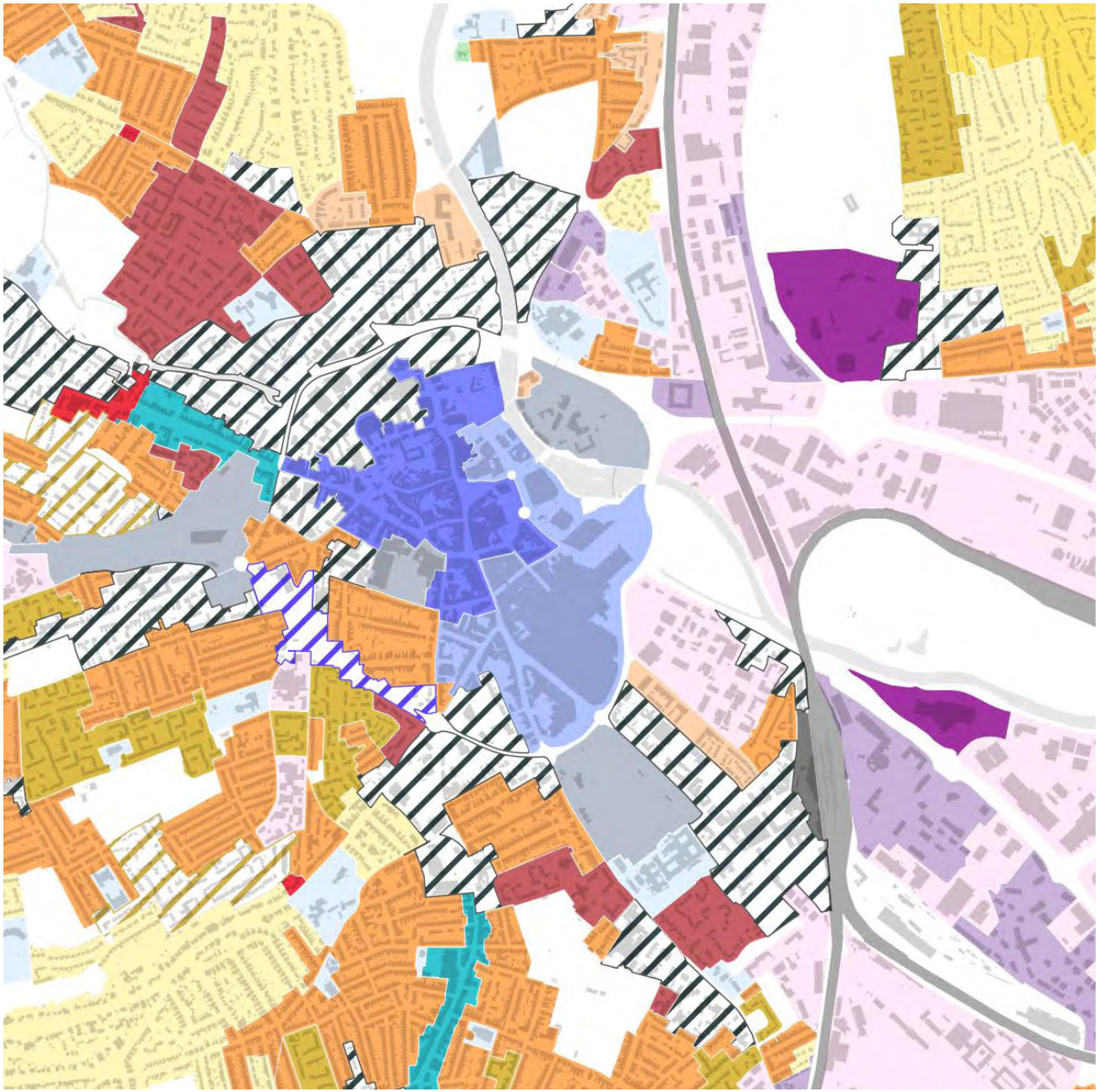




Character Areas: South-East

- D1 Vacant land / Potential development site
- E1 Office Park
- E2 Industrial Estate
- E3 Industrial Heritage
- F1 Institutional Site
- F2 Instiutional Campus
- F3 Leisure / Stadium / Arena
- F4 Infrastructure
- M1 City Centre Historic Core
- M2 Mixed Use City Centre
- M3 Coherent urban mixed use area
- M4 Fragmented urban mixed use area
- M5 Mixed use local centre
- M6 Fragmented corridor
- M7 Historic Village Centre
- M8 Big Box Retail
- R1 Urban terraced housing
- R2 Individual homes on large plots
- R3 Suburban detached and semi-detached housing
- R4 Suburban terraced housing – street based layout
- R5 Suburban terraced housing – irregular non-street based layout
- R6 Post-war free form estate
- R7 Contemporary mixed housing
- R8 Mobile Homes / Travellers accommodation
- R9 Mixed residential typologies

Character Areas: Centre



- D1 Vacant land / Potential development site
- E1 Office Park
- E2 Industrial Estate
- E3 Industrial Heritage
- F1 Institutional Site
- F2 Instiutional Campus
- F3 Leisure / Stadium / Arena
- F4 Infrastructure
- M1 City Centre Historic Core
- M2 Mixed Use City Centre
- M3 Coherent urban mixed use area
- M4 Fragmented urban mixed use area
- M5 Mixed use local centre
- M6 Fragmented corridor
- M7 Historic Village Centre
- M8 Big Box Retail
- R1 Urban terraced housing
- R2 Individual homes on large plots
- R3 Suburban detached and semi-detached housing
- R4 Suburban terraced housing – street based layout
- R5 Suburban terraced housing – irregular non-street based layout
- R6 Post-war free form estate
- R7 Contemporary mixed housing
- R8 Mobile Homes / Travellers accommodation
- R9 Mixed residential typologies