



Derby City Council

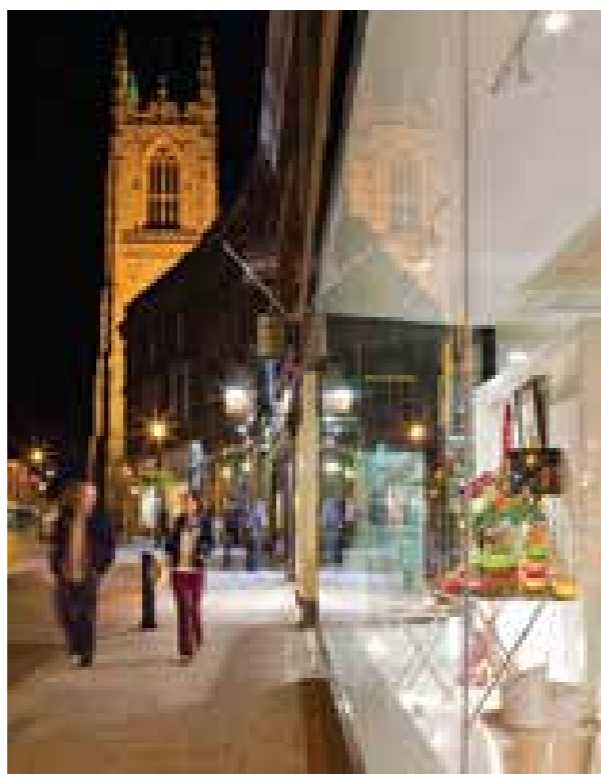
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# Derby City Local Plan - Part 1

## **Core Strategy**

### January 2017

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# Foreword:

Derby is a special place; a historic and industrial city on the doorstep of one of the UK's most visited and picturesque national parks, the Peak District.

It's a city which is passionate about progress and continues to grow, punching above its weight in terms of its contribution to the UK economy. A city that is home to prestigious global brands such as Rolls-Royce, Bombardier and with close links to Toyota, with a highly skilled workforce specialising in the manufacture of planes, trains and automobiles. A city with excellent road and rail links close to a rapidly expanding regional airport.

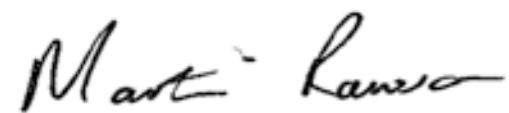
Derby is an attractive city where people want to live and work and where people come to shop, to be entertained and to spend their leisure time.

Derby is a city which, despite its rapid growth, retains its heritage and has valued areas of green space and high quality townscape; a city that has a World Heritage Site at its heart.

The challenge for the future is to meet the demands for economic prosperity while retaining the qualities that make Derby such a special place. We need to solve existing and emerging problems and to establish Derby as a sustainable city fit for the 21st century.

Our best chance to meet these existing and future challenges and keep Derby as a place we can all be proud of, is to plan for them. The Core Strategy sets out how Derby City Council intends to meet these challenges up to 2028. It will not be easy, the future will demand that we make things happen in the right way and we may have to adjust our plans in response to changing times and world events.

The preparation of this plan has only been possible through the extensive engagement and dialogue with the wide range of individuals, organisations and interest groups. The amount of feedback received and the way this has shaped the plan has reflected how much people care about this City and its future. I would like to thank all those involved in the preparation of this document and look forward to working together to deliver our vision to make Derby a City we can all be proud of.



**Councillor Martin Rawson**



# Format of the Core Strategy:

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The Core Strategy is divided into eight chapters:

**Chapter 1** sets out the context underpinning the Core Strategy. It provides information about how the document has been prepared and outlines what evidence has been used to inform the policies;

**Chapter 2** sets out a 'Spatial Portrait' which paints a picture of what Derby is like today. It is a statement of the physical characteristics that make Derby unique. This is followed by the 'Key Issues' section which identifies the main challenges facing Derby now and those it may face in the future, bringing together information from the Spatial Portrait, evidence base and outcomes of public consultation. These issues form the basis for the content of the Core Strategy.

**Chapter 3** includes the 'Spatial Vision' which outlines the kind of place that we want Derby to be like by the end of the Plan period, taking account of the key issues identified in the previous chapter. Chapter 3 also identifies the 'Spatial Objectives' on which the policies in the Plan are based.

**Chapter 4** introduces the broad 'Spatial Strategy'. It identifies the main areas of change and sets out the broad levels of growth put forward in the Plan. It outlines the Council's priorities and the timescales for delivering the proposed growth. The Spatial Strategy is summarised into diagrammatic form in the 'Key Diagram'.

**Chapter 5** sets out the Council's 'Core Development Principles'. These are the overarching policies that create the general thrust of the planning strategy. The Chapter is split into ten sections including:

- Our Approach to Development
- Responding to Climate Change
- Delivering High Quality Places
- Regeneration
- Housing Delivery
- Delivering a Sustainable Economy
- Green Infrastructure
- Heritage

- Learning, Health and Community
- Transport

**Chapter 6** is entitled 'Areas of Change' and includes policies that relate to specific areas of the city where regeneration and growth is being promoted. Areas include:

- The City Centre
- The River Derwent Corridor
- Osmaston and Sinfen
- Littleover, Mackworth and Mickleover
- Boulton and Chellaston
- Chaddesden and Oakwood

**Chapter 7** identifies how the growth will be delivered over the Plan period. It includes policies relating to infrastructure delivery and developer contributions.

**Chapter 8** describes how policy outcomes will be monitored in order to see how successful the Plan has been.

**It is essential that the Core Strategy is read as a whole, rather than a series of individual policies.**

**Development proposals that do not appropriately respond to the policies contained in this Plan will generally be resisted.**

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# 1. Introduction:

## What is the Core Strategy?

- 1.1 The Core Strategy is the first part of the Derby City Local Plan. The Local Plan will consist of two main documents:
- **Part 1: Core Strategy**
  - **Part 2: Site Allocations and Development Management Policies**
- 1.2 The Core Strategy is the most important part of the new Derby City Local Plan as it sets the overall strategic direction for planning the administrative area of Derby City over the period 2011 to 2028. It does this by setting out a series of planning policies and guidance which will help to shape the form, function and location of new development. All additional planning documents, including the Part 2, Site Allocations and Development Management policies document and Neighbourhood Plans must be in conformity with the Core Strategy.
- 1.3 A key part of setting the strategic direction is establishing how much major new development and other investment is needed to meet the needs of the City in the future and where it should be located in order to be sustainable. In particular, the Core Strategy specifies proposed levels of employment, housing and retail development and identifies broad locations for growth including strategic development allocations.
- 1.4 'Part 2' of the new Local Plan will include any additional allocations which are required and further 'Development Management' policies that are not addressed by the Core Strategy. The Part 2 document will allocate smaller sites and provide more detailed policies and guidance on key topic areas and locations. In some cases, the Part 2 document will provide additional detail to policies contained in this document. We have tried to make it clear where this is likely to be the case.
- 1.5 Although the Core Strategy will be the main planning document for Derby, the statutory development plan also includes a number of other documents that will be important in planning decisions. These include the 'saved policies' from the City of Derby Local Plan Review (CDLPR), the Waste and Minerals Local Plans and relevant Supplementary Planning Documents (SPDs). The policies contained in the new Local Plan also need to be considered together with national policies, legislation and wider material considerations when determining planning applications.
- 1.6 The Local Plan sets the basis for deciding individual planning applications and provides certainty to investors, residents and service providers as to how and where development is likely to take place up to 2028. The Local Plan and accompanying Infrastructure Delivery Plan (IDP) indicate what investment in infrastructure, such as schools and roads, will be needed and indicates its likely cost, who will provide it and where and when it will be delivered. It will also set the context for local neighbourhood planning groups in preparing Neighbourhood Development Plans.
- 1.7 In accordance with Government guidance and the Council's Statement of Community Involvement (SCI), the preparation of the Core Strategy has involved consultation with the public and stakeholders. The outcome of consultation has been considered alongside existing guidance and strategies and the results of various studies and research. All of this has helped to shape the overall strategy and has informed the assessment of options and preparation of policy guidance. An assessment of the sustainability of each of the options has been carried out on an iterative basis throughout the production of the Plan. Further information about the Sustainability Appraisal process is provided later in the document.
- 1.8 An early review of the Local Plan will be necessary to roll forward the plan period beyond 2028. It is likely that this will need to be aligned in some way with those of neighbouring local authorities as it is again unlikely that Derby will be able to meet its objectively assessed needs in full within its administrative boundaries. Whilst this work is likely to commence soon after adoption of the Part 2 Plan, we will in any event begin the review should we fail to demonstrate a 5 year supply of housing land (measured at the end of March each year) for 2 consecutive years after adoption of the Part 2 Plan, or if the context in which this Plan has been prepared changes significantly.
- 1.9 Whilst flexibility has been built into the Strategy, to allow for change, a significant alteration to national planning policy could result in the need to revise the strategic approach. The Council's Authority Monitoring Report (AMR) will identify such circumstances.

## Why are we preparing the Core Strategy?

- 1.10 The National Planning Policy Framework (NPPF), published in March 2012, sets out the Government's planning policies for England and how these are expected to be applied. This single document replaces the majority of the individual Planning Policy Guidance documents (PPGs) that previously set out national planning policy. The NPPF provides a framework within which local people and planning authorities can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities. The overall purpose is to achieve 'sustainable development'.
- 1.11 In March 2014, the Government also published National Planning Practice Guidance (NPPG). The NPPG provides further detail and guidance on what local authorities should include within their Local Plans and what, and how, evidence should be utilised. This is an important document in helping to assess whether the Local Plan meets the requirements of national planning policy.
- 1.12 The NPPF states that Local Plans are the key to delivering sustainable development that reflects the vision and aspirations of local communities and must be prepared with the objective of contributing to the achievement of sustainable development. Local Plans should be consistent with the principles and policies set out in the NPPF, including the presumption in favour of sustainable development. They should be aspirational but realistic, addressing the spatial implications of economic, social and environmental change, setting out the opportunities for development and clear policies on what will or will not be permitted and where.
- 1.13 The Local Plan should be based on robust, up-to-date and relevant evidence about the economic, social and environmental characteristics and prospects of the area; should take full account of relevant market and economic

signals; should set out the strategic priorities for the area; and where adverse impacts are unavoidable, should consider measures to mitigate or compensate for such impacts.

## How we have prepared the Core Strategy:

### Relationship to Other Strategies:

- 1.14 Whilst planning policies for Derby need to be prepared in the context of national planning policy and guidance they also need to have regard to other strategies and plans produced by the Council and other organisations. The Core Strategy does not seek to duplicate these documents, but instead provides a coherent strategy for Derby that takes them into account.
- 1.15 The Regional Spatial Strategy for the East Midlands (RSS) was officially revoked by the Government in April 2013 as part of a drive to devolve decision making to a local level. The RSS set out a strategy for development in the East Midlands and identified specific housing targets for each local planning authority (LPA) area. The revocation of the RSS has placed the onus on individual LPAs to determine their own housing needs and to work closely with surrounding LPAs to ensure that needs are met across sub-regions.
- 1.16 Whilst the RSS was still in place, it was a material consideration in the preparation of new development plans such as the Core Strategy. Now that the Regional Plan has been officially revoked it is no longer a material consideration, although some of the evidence that underpinned it is still relevant.
- 1.17 Derby and Derbyshire, Nottingham and Nottinghamshire are part of the D2N2 Local Enterprise Partnership (LEP). LEPs are locally-owned partnerships between local authorities and businesses. They play a central role in deciding local economic priorities and undertaking activities to drive economic growth and create local jobs. The purpose of the LEP is to support and encourage economic growth in order make the D2N2 area more prosperous and better connected, whilst making the economy of the area increasingly resilient and competitive.

- 1.18 In realising this vision, the LEP has produced a Strategic Economic Plan (SEP). The SEP sets a single target of creating 55,000 additional private sector jobs in the D2N2 area by 2023 and includes proposals for the for the use of Local Growth Funds (LGF) to help overcome market failure and tackle barriers to growth. The SEP identifies a number of proposals set out in the Core Strategy, including the delivery of Infinity Park (Policy AC15), the Our City Our River programme (Policy AC8) and junction improvements to the A52 (Policy CP24).
- 1.19 The 'Council Plan' is the Council's corporate plan and covers the period 2015-2018. It sets out a vision for 2030 and explains what the Council will do to achieve the vision over the 3 year period. The vision is to create, 'A safe, strong and ambitious City to live, for your start in life, working life and later life'. The vision is supported by a series of pledges including the creation of:
- a safe and pleasant environment to live and work
  - a strong community where residents feel empowered and businesses are supported to grow
  - an ambitious and forward looking city with good prospects for everyone
  - a resilient Council, focusing on how the Council can deliver services going forward.
- In the context of limited resources, the Council Plan identifies a series of 'must do's', including the delivery of the Core Strategy. It then identifies key priority themes that will maintain focus on the 'must do's' and help to deliver on the pledges. Key priority themes include:
- Empowering neighbourhoods
  - New and diverse communities
  - Health and well-being
  - Attainment and skills
  - Employment, housing and regeneration
- The Core Strategy contributes to all of these key themes

identified in the Council Plan.

- 1.20 Minerals and Waste Local Plans are being jointly prepared by the Council and Derbyshire County Council. The Minerals Local Plan is unlikely to have a major impact upon Derby as there are limited mineral deposits within the city itself. The Waste Local Plan is more relevant and will give general guidance on suitable locations for waste treatment facilities. It will contain the policies which any applications for waste treatment facilities will be considered against.
- 1.21 There are a number of other strategies and plans that the Core Strategy takes account of including a range of Council documents such as the Local Transport Plan, Leisure Strategy, Economic Strategy, City Centre Regeneration Framework and strategies prepared by other organisations such as the World Heritage Site Management Plan.
- 1.22 A comprehensive list of the plans, policies and strategies that are relevant to the Core Strategy is set out in the accompanying Sustainability Appraisal (SA) document.

### Cross Boundary Working:

- 1.23 Derby does not exist in isolation from its neighbours. The Core Strategy takes account of the wider challenges, issues and opportunities affecting neighbouring areas as well as in the wider region.
- 1.24 It has been apparent from an early stage in the Plan making process that Derby will not be able to accommodate all of its future growth needs within the administrative area of the City. This is because it is already tightly built up to its boundaries and spills out beyond them in places. This issue, coupled with the absence of a Regional Plan and the fact that Derby is an important employment location within the sub-region, has meant that Derby's Core Strategy has been prepared in close partnership with Amber Valley Borough Council and South Derbyshire District Council. These authorities form the Derby Housing Market Area (HMA).
- 1.25 Each authority within the HMA will have their own Local Plan. However, production across the three authorities has been aligned to ensure that cross boundary issues are

considered strategically and consistently. Joint working has been particularly important in considering land around the edge of the City that is within the administrative area of neighbouring local authorities but adjoins the built area of the city. The built extent of the City and the contiguous built development spilling over into adjoining authorities is known as the Derby Urban Area (DUA).

- 1.26 The Localism Act, section 110, and the NPPF, paragraphs 178 to 181, have created a duty on all local planning authorities and other bodies to cooperate with each other to address strategic planning issues. This is known as the 'Duty to Cooperate' (DtC).
- 1.27 The DtC requires ongoing constructive and active engagement throughout the plan preparation process and associated activities relating to sustainable development and the use of land, in particular in connection with strategic infrastructure.
- 1.28 The consideration of cross boundary relationships has been fundamental to the preparation of this Plan. Whilst the DtC came into effect in November 2011, it is considered that the approach taken from the outset by the HMA authorities meets the DtC requirement. The close working relationship between the Derby HMA authorities has been identified by the Planning Advisory Service (PAS) as an example of best practice.
- 1.29 The joined up approach, overseen by a Derby HMA Co-ordination Group and Joint Advisory Board (JAB) has ensured that a shared evidence base was developed and established a co-ordinated approach to engaging with neighbouring authorities, statutory bodies, businesses, and the wider community.
- 1.30 The administrative area of Erewash Borough Council also abuts the City on its eastern edge. Erewash does not form part of the Derby HMA as large parts of the Borough have a closer functional relationship with Nottingham. Whilst not part of the Derby HMA, there has been coordination between Derby City and Erewash to ensure that any cross boundary issues are fully considered by both local planning authorities and to ensure compliance with the DtC.

#### Evidence Base:

- 1.31 The Core Strategy has been based on a robust and credible evidence base. The Council has carried out or commissioned a range of technical background work to help inform the Plan making process. This includes the following studies and reports:
- Derby HMA Housing Requirements Study (HRS)
  - Strategic Housing Land Availability Assessment (SHLAA)
  - Derby HMA Strategic Housing Market Assessment Update (SHMA)
  - Derby HMA Employment Land Review
  - Derby HMA Employment Land Forecasting Report;
  - Derby Retail and Leisure Study
  - Green Belt Study
  - Green Wedge Review
  - Outline Derby HMA Water Cycle Study
  - Cleaner, Greener Energy Study
  - Derby Urban Area Transport Modelling
  - Neighbourhood Overviews
- 1.32 This list is not exhaustive and does not cover every piece of work that has been produced in support of the Core Strategy. The full range of supporting documentation is available on the Council's webpage.

#### Sustainability Appraisal:

- 1.33 It is a legal requirement that the Core Strategy contributes to the achievement of 'sustainable development'. The NPPF utilises the United Nations General Assembly's Resolution 42/187 definition of 'sustainable development' which is development that, 'meets the needs of the present without

compromising the ability of future generations to meet their own needs'.

- 1.34 The sustainability of the Core Strategy and its individual policies have been appraised at each key stage of the Plan making process through the 'sustainability appraisal' (SA) process. The Plan and its policies have been appraised against a series of sustainability objectives which were developed following the assessment of Derby's performance against a range of indicators, as detailed in the SA Scoping Report. Documentation relating to the SA is available on the Council's website.

#### Consultation:

- 1.35 The process for producing the Core Strategy has been largely set by Government policy and legislation. At every stage in the Plan making process, there has been wide ranging public consultation, allowing stakeholders, the development industry and the public to comment on emerging proposals and shape the direction of the Plan. A large number of comments were received at the various consultation stages which were all fully considered and a number of changes were made as a result.

# 2. Derby in Context:

- 2.1 This section of the Core Strategy aims to paint a picture of what Derby is like today. The Spatial Portrait is a statement of the physical characteristics that make Derby unique. It aims to explain Derby's position within the landscape and explains how the city has grown and evolved over time.
- 2.2 The 'Key Issues' section brings together information from the Spatial Portrait, the evidence base and from the outcome of public consultation. It includes headline information about the environmental, social and economic characteristics of the city and identifies the main challenges facing Derby now and in the future. These form the basis for the content of the Core Strategy.

## Spatial Portrait:

### Geography and Population:

- Derby is a growing city of over 250,000 people and around 105,000 homes. It has a retail catchment of over 800,000 people and 6 million people live within one hours travel time of the city.

Figure 1 - Derby in Context



- Derby lies on the River Derwent to the north of the Trent Valley and south of the Peak District. The area directly surrounding the city is generally rural and is characterised by settled and estate farmland to the west, lowland village farmland to the south and east and plateau estate farmland to the north-east. The Derwent Valley area to the north of the city is characterised by riverside meadows and wooded slopes.
- Derby's population has risen steadily since 2001. It is an increasingly diverse city, with one in eight people belonging to a non-white ethnic group. There has also been significant recent immigration from eastern European countries. Derby has a younger than average population with 48% of the population under 35. However, the number of older people in the city is expected to grow significantly over the next 20 years.

### Regional / Sub-Regional Role:

- Derby is strategically located in the centre of the country with excellent road, rail and air connections. It is the third largest regional centre in the East Midlands, with links to nearby Nottingham and Leicester.
- Derby provides jobs and services for a wide area outside its boundaries and has close connections with communities in the adjoining districts of South Derbyshire, Amber Valley and Erewash. East Midlands Airport lies some eight miles to the south east of Derby and is a major source of employment for the city as well as a principal freight hub for the UK.

Figure 2 - The Derby Housing Market Area (HMA)



### History and Heritage:

- The City has Roman, Anglo Saxon and Viking origins. These include the Roman settlement of Derventio, which was situated in the vicinity of today's Chester Green and Racecourse Park, and Anglo Saxon and Viking settlements around the location of Iron Gate and St Werburgh's.
- There are a number of important archaeological remains within the City, including Scheduled Monuments, as well as a large number of statutory and locally listed buildings. There are also a number of large historic houses, set in important parks and gardens, including Kedleston Hall to the west of the City, Elvaston Castle Country Park to the south-east and Locko Hall and Park to the north-east.

- Derby is historically an important railway settlement. Derby's railway legacy includes the former Friar Gate Goods Yard which was closed down in the 1960s and has remained vacant ever since. It also includes the former Chaddesden Sidings, much of which has been redeveloped, but there are still vacant areas, including land to the south of the Wyvern Retail Park
- The River Derwent runs through the city from the north to the east and skirts the north eastern side of the central area. The Derwent Valley was the birth place of the factory system and a large part of it is designated as a World Heritage Site. It was a centre for textiles and home to the country's first powered factory on the site of the Silk Mill Museum in the World Heritage Site. The Darley Abbey Mills complex within this area is also protected as a Conservation Area and has many listed buildings.

## Urban Form:

- Derby is a compact and concentric city of some 7,803 hectares that has extended outwards from the City Centre for many centuries. The extent of the urban area has grown up to the city's boundaries in most places and extends beyond them in a few. There is a substantial Green Belt along the northern, eastern and south-eastern fringes of the city, intended primarily to prevent coalescence with Nottingham and the towns and villages in the A52 corridor in between. The urban area of Derby itself is defined by Green Wedges which provide open breaks between different communities, helping to maintain local distinctiveness and access to open land and the countryside.
- Derby's urban area has progressively absorbed several previously distinct outlying villages, such as Allestree, Mickleover, Littleover, Chellaston, Chaddesden, Spondon and Alvaston. Many of these communities retain a strong sense of their own identity, partly enabled by the maintenance of physical distinctiveness provided by long established Green Wedges. Some also contain distinctive local characteristics, such as areas of mature townscape, which are valued by local residents.

**Figure 3 - Urban Structure**



- The urban area of the city has grown significantly over the last 60 years. The suburb of Oakwood was developed mainly in the 1980s and 1990s on Derby's north eastern side to the north of Derwent and Chaddesden. Heatherton is a new community that has developed to the south west of Littleover. Three large housing estates at Mackworth, Sinfon and Derwent were built by the Council, partly to replace older housing that was demolished in clearance programmes

## Employment, Commerce and Education:

- In the 19th Century, Derby's growth was based on manufacturing and this continues to be important to the local economy, with large firms such as Rolls-Royce and Bombardier in Derby and Toyota just outside the city. The fastest recent growth has however, been in service industries, such as financial services, retailing and software development, supported by the development of the University of Derby. Despite high rates of job creation in recent years, unemployment is slightly above national average levels and is much higher than average in some areas. The city also performs poorly in terms of the numbers of new businesses

that are created and is still relatively reliant on a small number of large firms.

- Pride Park is a modern business park of some 80 hectares constructed over the last fifteen years or so on former railway land, gas works, gravel extraction works and landfill. It lies outside the City Centre to the east of the railway station and is home to the Derby County's Pride Park Stadium, Derby College's Roundhouse campus and a large call centre operated by Webhelp TSC.
- Derby is home to Rolls-Royce and much of the Osmaston area was built to house people who worked at their Nightingale Road plant. Rolls-Royce have now vacated most of these works and relocated further south into the Sinfon area. This leaves a substantial area of vacant premises and land in an area that would benefit from regeneration. Working with Rolls-Royce and other parties, the Council is drawing up proposals for the regeneration and renewal of this area.
- The University of Derby's main campus is located in the north western part of the city in southern Allestree. In the last decade or so, a University District of both residential and teaching properties, has grown up in the corridor between Ashbourne Road and Kedleston Road.

## The City Centre and Inner City:

- The City Centre is Derby's main commercial, shopping, business and cultural centre. Buildings are mostly low rise and the skyline is dominated by Derby Cathedral, although some higher rise buildings have been built more recently, including Jurys Inn to the north and Riverlights and the Intu Centre to the south. The shopping heart of the City Centre has progressively moved south-eastwards, most recently with the opening of the new Shopping Centre.
- The City Centre's historic northern side is located mainly within the Cathedral Quarter, characterised by a network of medieval streets around Sadler Gate, Iron Gate and St Mary's Gate. The Quarter is dominated architecturally by the Cathedral, but contains many fine Georgian, Victorian and a few timber framed buildings. The Cathedral Quarter BID Company has been established in this area which aims to

improve its business environment and make it a destination in its own right. This is into its second five year term and will run to at least 2018. The St. Peters Quarter BID company was established in 2011. This covers the area primarily between the intu Derby centre and the Cathedral Quarter. The St Peters Quarter represents the “jam in the middle” of the intu and Cathedral Quarter area, containing a diverse range of shops and services and providing a key link between different parts of the centre.

- To the east of the City Centre, between the intu Centre and the Railway station, is an area known as Castleward. This is a mixed area of mainly low quality industrial units with some housing and community uses. The Council has been working to bring forward proposals for the redevelopment of this area as a new sustainable urban village.
- The 19th Century inner city areas of Rosehill and Peartree lie just to the south of the City Centre and are characterised by higher unemployment and other indicators of deprivation. This area has benefited from renewal actions and programmes over the last few decades, but still presents issues that need to be addressed.

## Natural Environment:

- Derby contains a rich and diverse range of biodiversity and geodiversity assets within its green infrastructure network.
- Derby has many good quality public parks, including the first public park in the country at Arboretum, Chaddesden Park and two large parks at Allestree and Markeaton. Much of the greenfield land within the city itself is currently protected as Green Belt, Green Wedge or public open space.
- Much of the Derwent Valley, the Markeaton Brook system to the north-west and parts of Sinfen Moor lie within Flood Zone 3, which is classed as being at high risk of flooding. The Council is currently working in partnership with the Environment Agency to progress the Our City Our River (OCOR) programme which will provide new and realigned flood defences along the River Derwent corridor. The OCOR programme will help to unlock the economic potential of the River Derwent.

## Transport:

- Derby’s road network includes a series of radial routes that extend outwards from the centre, a recently completed inner ring road and a partial outer ring road beyond this. It has excellent links to the regional and national transport networks, is well served by rail connections and has a comprehensive local bus network. However, traffic congestion during peak traffic periods is a key issue causing delay for general traffic and buses as well as having other negative social and environmental impacts.
- The Midland Main Line runs through the city and, whilst the main railway station is just outside the City Centre, this provides excellent services to London, Nottingham and Leicester to the south and to Sheffield and further north. The international rail station at St Pancras provides direct access to the European high speed rail network. There is also a direct rail link south westwards to Birmingham.
- Derby has an important network of cycle ways and footpaths that provide on and off road routes for a range of different journeys. Some of these have been developed within existing green infrastructure corridors, including the Derwent Valley and the former Great Northern Railway. Parts of the former Derby and Sandiacre Canal have also become important green infrastructure corridors, in particular the route east to west from Spondon to Wilmorton and southwards to Chellaston. A local group is planning to restore the canal, a project which is supported by the Council.

## Key Issues:

### Population and Housing:

- Derby’s population is expected to increase significantly during the Plan period. This will have an impact upon the number of new homes that will need to be built if we want to ensure that everyone who wants to live in and around Derby is able to. However, Derby is not able to meet all of its projected needs within its administrative area.

- There are significant numbers of people from minority ethnic groups, including recent arrivals from Eastern Europe. Minorities are focused in a few wards, mainly in the central and southern parts of the City. These groups have specific needs in terms of religion, education, social care, health, housing and community facilities.
- The age profile of the City creates particular pressures on housing, education, health and other services. The City is likely to continue to have an above average proportion of young people, while the proportion of people in the 60/65 plus age group is projected to increase.
- Evidence suggests that there is a substantial need for affordable housing within the city.
- The existing housing stock shows relatively high levels of vacancy and the proportion of existing homes not meeting the decency standard is also higher than regional or national averages.

## Climate Change:

- Climate change is a high priority local and national issue, although the City’s per capita CO2 emissions are currently below the regional and national averages.
- Significant parts of the City, including parts of the City Centre, are at increased risk from flooding which is constraining the potential of the river corridor.
- There is a pressing environmental need to minimise the production of waste. There are challenging targets for recycling in order to support this.
- The green and blue infrastructure around the City plays an important role in adapting to and mitigating for the changing climate. Green Infrastructure is important as it can serve multiple recreational, ecological and amenity purposes as well as helping to respond to Climate Change.

## Economy:

- There is an over reliance on a small number of large employers which makes the city vulnerable to economic shocks.
- Derby and the surrounding area has a history of engineering and manufacturing, particularly in the planes, trains and automobile industries. The proportion of manufacturing jobs is notably higher than the national average, while the proportion in the financial sector is lower.
- The City has seen sustained and rapid growth in new jobs, but long term unemployment is still higher than regionally or nationally.
- A substantial proportion of the workforce commutes some distance from outside of the City. People commuting into Derby to work, generally earn more on average than people who live and work in Derby.
- Derby is the UK's leading hi-tech city and number one in terms of wealth creation (GVA).
- Derby has the highest workplace wage levels in any city outside London.
- The rate of new business start ups is relatively low compared to the regional average.
- There are identified skills gaps in the local workforce.
- The City is well placed to benefit from the electrification of the Midland Mainline and HS2.
- A significant proportion of the available employment land supply is constrained by flooding and infrastructure requirements.

## Natural, Built and Historic Environment:

- The need for new housing will place additional pressures on greenfield land in and around the edge of the city, but will also provide opportunities for the creation, improvement and long term management of Derby's green infrastructure network.
- Derby has limited but significant areas of bio and geo-diversity which are under pressure from competing land uses.
- Derby has a range of important heritage resources, including the Derwent Valley Mills World Heritage Site and Buffer, which is under pressure from development. The City also has a number of heritage assets that are identified as being 'at risk'. The requirement for growth may also put greater pressure on these. However, growth might also provide opportunities to address issues positively.
- In meeting the need for new housing and other development, there is a challenge to ensure that local distinctiveness is reflected in the quality of new built development and that heritage assets and their settings are protected and enhanced. The need for new housing will also provide opportunities for heritage-led regeneration that brings such assets back into beneficial use.

## Health and Education:

- In the more deprived areas of Derby there are reduced opportunities for sport and recreation, which is reflected in lower activity rates.
- Life expectancy rates in Derby as a whole are slightly below national averages, but are significantly lower in its deprived areas.
- A number of Derby's Primary and Secondary Schools are at capacity with little scope for extension.
- There is a high proportion of working age residents without any qualifications.

## Traffic and Accessibility:

- There is significant traffic congestion on major radial and cross city routes at peak times. Traffic growth in Derby has recently exceeded that in Nottingham and Leicester.
- Access to services and facilities is generally good. However, there are some specific issues. Parts of the City are more than 30 minutes from a hospital by public transport.
- Air quality across the City is generally good but in some areas traffic has lead to the identification of a number of Air Quality Management Areas.

# 3. What will Derby be like by 2028?

3.1 The Spatial Vision describes the kind of place that we want Derby to be by the end of the Plan period. It picks up on the key issues and challenges that are set out in the previous sections.

## Spatial Vision:

3.2 By 2028, Derby will be an attractive, thriving, healthy, lively city of growth, opportunity and innovation for all. It will be recognised nationally and internationally as the UK's number one high tech city underpinned by its portfolio of higher value, engineering and knowledge based employment. It will also be recognised as a regional centre for tourism led by an international reputation for creativity in technology and the arts.

3.3 It will continue to be home to world-leading brands, including Rolls-Royce, Bombardier, intu, the University of Derby and, just outside the city itself, Toyota. It will have improved economic and transport links to East Midlands Airport and St Pancras International, facilitating stronger links with continental Europe.

3.4 A minimum of 11,000 new homes will have been built throughout the city, including in and around the City Centre, the Osmaston Triangle, land on Boulton Moor at Alvaston and a number of smaller greenfield locations around the city.

3.5 A significant number of new homes will have been built as urban extensions to the city beyond its boundaries which will help to meet the City's assessed housing needs. These will be built on land to the west of Mackworth Estate and to the south, west, south-west and south east of the city.

3.6 Despite a growing population, Derby will remain compact and 'liveable'. It will be focussed on a strong, accessible and vibrant City Centre of regional importance providing economic, civic and cultural activities, new residential areas, and a thriving daytime and evening economy. The Cathedral and St Peters Quarters will have developed distinctive roles and characters that will support the City Centre's economy. This will be complemented by prosperous, cohesive and sustainable neighbourhoods with a strong sense of their own identity where everyone will have equal life opportunities no matter what their background.

3.7 Derby will be more resilient to the impacts of climate change and new development will contribute to reducing carbon emissions and energy use. The 'Our City Our River' programme will have been implemented creating a new river corridor that offers leisure and regeneration opportunities with improved visibility and access to the river, combined with new and realigned flood defences reducing overall flood risk in Derby.

3.8 The City Centre will remain predominantly within its existing boundaries with the focus of development being on regeneration and consolidation to it rather than expansion. Its environment and public realm will have been enhanced, whilst linkages between the City Centre and Derby's main railway station to its east will also be enhanced through the provision of a new boulevard.

3.9 New investment will have taken place within the City Centre to complement intu Derby and Riverlights, including the provision of new and improved leisure and cultural facilities. This will have helped boost the centres' vitality and viability through increased visitor numbers.

3.10 New office development will also have been brought forward across the City Centre, partially facilitated by the Council's Regeneration Fund, which will have provided a further boost to the City Centre's economy. All new development will have respected and enhanced the quality of the City Centre's built and natural environments, particularly in its historic heart.

3.11 Derby's older areas will continue to play a vibrant part in the life of the city. New development, renovation and regeneration of existing land and buildings and other new investment will be directed into these areas, with a focus on the City Centre itself, including the River Derwent corridor, the Castleward area, Rosehill Peartree, the Osmaston Triangle and the former Derwent New Deal area. The number of long term empty properties will have been considerably reduced from the level at the beginning of the plan period.

3.12 Derby's outer suburbs will be valued for their attractive living environment. Their distinctive character will be recognised, protected and enhanced through appropriate scale and type of new development. The identity of many

of these suburbs is defined in part by Green Wedges which prevent the coalescence of one community into another. The principle of these wedges will be maintained, although some of them will become narrower to accommodate new housing. Qualitative enhancements to wedges will have been delivered, particularly where wedges have been narrowed to accommodate new housing.

3.13 Derby is an ancient settlement as well as being a modern city with features dating back to Roman times and beyond. This historic environment will be protected, enhanced and valued not just for its own sake but for its role in enhancing local distinctiveness and making Derby a more attractive place to live and visit. Historic and well-designed shop fronts will have been reinstated across the City Centre.

3.14 The city has several conservation areas, including historic parts of the City Centre and the historic core of several communities that have over time become part of the city. The Derwent Valley Mills World Heritage Site is a historic feature of international importance and contains the Darley Abbey Mills complex and the Silk Mill museum. These will be an important focus for ongoing conservation, tourism, leisure and cultural activities. It also contains a great diversity of listed and locally listed buildings and a number of Scheduled Monuments. These will be protected both for their historic and conservation importance and for their importance in defining local identity.



- 3.15 Derby's natural environment, biodiversity and open spaces will have been protected and improved, including the development of a network of green infrastructure based around the River Derwent, Derby and Sandiacre Canal, other watercourses, existing and new parks, Green Wedges and other green spaces. This network will have been extended beyond the City's boundaries, providing ecological benefits whilst improving access to the countryside and important areas within it.
- 3.16 The Nottingham-Derby Green Belt and the principle of Green Wedges will be retained, with a presumption against inappropriate development within them.
- 3.17 Attractive landscapes and historic settings outside the city's boundaries, such as Kedleston Hall, Radbourne Hall, the Locko Estate and Elvaston Castle Country Park, will be protected and where possible enhanced whilst also being recognised for their own sake and for their role in making Derby a more desirable place to live and invest. Access to these areas from all parts of the city, especially from older urban areas, will be improved.
- 3.18 Derby's schools, colleges, the University and other training providers will work in unison to support children, young people, vulnerable adults and families with an appropriate range and quality of learning services and facilities designed for the 21st century. Derby residents will have opportunities to access quality training, work experience and fulfilling career opportunities which they need to compete successfully in the labour market.
- 3.19 New schools will have been provided and existing ones extended, to serve major new housing development, including new secondary school provision in the City or South Derbyshire to serve housing growth in and on the edge of Derby.
- 3.20 An innovation and technology park will have started to be developed to the south of the City. This will have become one of the city's largest employment areas, accommodating an array of high-tech businesses within the aerospace, rail, automotive and energy industries. This major development will have cemented Derby's position as the country's number one high-tech city.

- 3.21 Derby Commercial Park will have become a major regional hub for logistics and distribution development, providing an additional area of strength in the local economy. The Derwent Triangle will have been developed as an extension to Pride Park, providing a range of new employment uses.
- 3.22 Derby will have excellent communications, including high quality broadband, and an effective and sustainable transportation system, especially to and from the City Centre, between the main residential, business and service areas and beyond the city to the East Midlands Airport, the M1, the A50 and by rail to London and the East Midlands cities. These will include excellent public transport, walking and cycle routes.

## What do we need to do to deliver our Vision?

- 3.23 These objectives are about how we intend to achieve our vision for Derby. They are specific to Derby City, but have been developed in conjunction with our HMA partners in Amber Valley and South Derbyshire.

## Spatial Objectives:

1. To enhance Derby as an attractive, vibrant and compact liveable City which has a strong City Centre of regional importance, regenerated older urban areas and locally distinct neighbourhoods.
2. To develop stronger, safer and more cohesive communities through the provision of quality housing, employment opportunities, education, health care, sport, recreation, leisure and community facilities to help ensure that everyone has equal life opportunities, feel they belong to their communities and are less likely to take part in anti-social behaviour or commit crime.
3. To reduce Derby's impact on climate change by promoting more sustainable forms of development, especially through the location and design of new development, the promotion of low carbon technologies, renewable forms of energy, recycling, the careful use of resources and minimising waste.

4. To strengthen Derby's economy by making the city an attractive location for major employers and inward investment, especially high tech and creative industries, by supporting businesses to start up, survive and grow, delivering new communications infrastructure and retaining wealth by ensuring people have the opportunity to obtain the skills necessary to match jobs available.
5. To make the best use of previously developed land and vacant or under used buildings in urban or other sustainable locations, including bring empty homes back into use.
6. To support the development of balanced communities by ensuring that new, well designed, sustainable residential development helps to meet the city's housing needs, providing at least 11,000 new homes with a mix of types, sizes and tenures, including:
  - affordable and social housing;
  - high quality homes that respect local distinctiveness and help make Derby a more attractive place to live and invest in;
  - homes to meet the needs of our diverse communities, including older people, and minority ethnic communities.
7. To protect and improve Derby's natural environment by developing a network of green infrastructure based around our parks and other green open spaces, wildlife sites and open corridors such as the River Derwent, the Derby and Sandiacre Canal, cycleways and walkways. These will improve biodiversity.
8. To enhance the role of Derby's Green Wedges by recognising and protecting them in terms of their contribution towards creating a network of Green Infrastructure that improves access to open spaces and the countryside, brings the countryside into the city, defines the character of our neighbourhoods and providing opportunities for supporting education, sport, recreation, healthy lifestyles, biodiversity and adapting to climate change.



9. To increase the opportunity for people to socialise, play, be physically active and lead healthy lifestyles through a network of high quality, safe and accessible green infrastructure, sporting facilities, walking and cycling routes to help Derby become one of the most active cities in the country and tackle the incidence of premature deaths and childhood obesity.
10. To protect and enhance Derby's character and heritage, its historic assets, public realm, older inner city neighbourhoods and established suburbs. All new development will be of the highest quality, accessible, have regard to local context and be appropriate in terms of scale, density and design.
11. To promote equality and community cohesion, healthy and active lifestyles and support improvements in community safety, particularly for children and young people.
12. To make the best use of existing infrastructure and to fully integrate and coordinate new development with investment in and provision of new infrastructure, taking into account changes to our population including the needs of older people, children and young people.
13. To enhance transport links and accessibility to and between different land uses such as housing, employment, shopping, education and leisure and to deliver an integrated transport system that improves travel choice and reduces car use, especially commuting.
14. To enhance the River Derwent corridor as the City's key environmental, cultural, ecological and historic asset, creating a more attractive and welcoming riverside area for Derby residents and visitors, recognising and enhancing the biodiversity value of the River to the City and working in partnership with the Environment Agency to implement the 'Our City, Our River' Programme to improve overall flood protection to surrounding areas.
15. To ensure a vibrant, accessible and attractive City Centre of regional importance that has a thriving daytime and evening economy, which supports the vitality of the St Peters and Cathedral Quarters and provides improved links to the railway station and new commercial and residential areas.
16. To strengthen the range and quality of Derby's cultural and learning opportunities and facilities by celebrating diversity, ensuring that the role of culture in the economy is better understood and that significant new developments always integrate public art.

# 4. The Strategy for Derby:

## Delivering Growth:

- 4.1 Derby City Council will promote sustainable growth to meet its objectively assessed housing and commercial needs between 2011 and 2028. The Council will allocate sites for residential uses in this document and in the Local Plan Part 2. Some of the City's housing needs will also be met in sustainable locations in South Derbyshire and Amber Valley.
- 4.2 Over the Plan period 2011-2028, provision is made within the City for:
- A minimum of 11,000 new homes
  - 199 hectares (gross) of new employment land
- 4.3 The spatial strategy identifies the opportunities for Derby to grow within its environmental limits. Development will be guided to the most sustainable locations, recognising the contribution of brownfield opportunities within the existing urban area and ensuring that the necessary infrastructure is in place to allow for cross boundary, sustainable urban extensions.
- 4.4 Strategic locations for growth within Derby will include:
- The City Centre (2,200 homes, >100,000sqm office space)
  - The River Derwent Corridor (92.7ha employment land)
  - Osmaston and Sinfen (780 homes, 86.8ha employment land)
  - Littleover, Mackworth and Mickleover (2,420 homes)
  - Boulton and Chellaston (1,100 homes)
  - Chaddesden and Oakwood (475 homes)
- 4.5 Residential development will be delivered on a variety of sites within these broad locations, including brownfield regeneration sites and strategic greenfield sites, ensuring that a deliverable supply of housing is maintained.
- 4.6 Further new homes will be provided as urban extensions to the city beyond its boundaries within South Derbyshire and Amber Valley. Homes are proposed to the west of Mackworth Estate and to the south, west, south-west and south-east of the city. Some of this housing will meet a proportion of Derby's housing needs that cannot be met within the City itself.
- 4.7 Regeneration is a key theme running throughout the plan and can be seen in most of its policies. The strategy seeks to deliver regeneration across the City. This is both in terms of specific brownfield sites that need addressing and through the wider initiatives concentrating on older urban areas and outer estates. Spatial priorities for regeneration will be:
- The City Centre and its Eastern Fringes
  - Strategic Employment Sites
  - The former Manor/Kingsway Hospitals
  - The Derwent Valley Corridor – including Darley Abbey Mills
  - The Osmaston Regeneration Area
  - The Former Celanese Acetate Works, Spondon
  - The Rosehill and Peartree areas
  - The Derwent Estate
  - Land at Sinfen Lane and Goodsmoor Road, Sinfen
  - Defined District Shopping Centres
- 4.8 The Council is committed to delivering a vibrant City Centre and reinforcing its central economic, cultural and social role by supporting sustainable economic growth and regeneration, greatly improving the quality of the built environment, creating new residential neighbourhoods and enhancing its standing as a regionally important business, shopping, leisure, tourism and cultural destination.
- 4.9 The Core Strategy will support a thriving local economy that delivers sustainable growth, prioritises regeneration and maintains local distinctiveness. New employment uses within the city will be located within:
- The Central Business District
  - Land south of Wilmore Road, Sinfen, including Infinity Park Derby
  - The Derwent Triangle, Chaddesden
  - Derby Commercial Park, Raynesway
- 4.10 Important areas of existing employment land will be protected, recycled and intensified whilst additional employment land to the south of Sinfen Moor Lane, within South Derbyshire, has been identified for future employment development. The Council will be generally supportive of further expansion of this employment area where appropriate.
- 4.11 All development will be expected to deliver high levels of sustainability, adaption to the effects of a changing climate and to contribute to the strategic objectives of reducing carbon emissions and energy use. A major new flood risk alleviation scheme will be delivered within the Derwent Valley that will also help regenerate key riverside sites.



St Peter's Street

- 4.12 The natural and historic environments will continue to be protected and maintained. New development will deliver high quality sustainable and inclusive design that contributes positively to an area's character and local distinctiveness. Innovative design and use of new technologies will also be encouraged.
- 4.13 The existing Green Belt will be maintained. A strategic green network of Green Wedges, public open spaces, wildlife corridors and recreational routes will be identified and maintained. Appropriate extensions or improvements to this will be sought as part of new development, including beyond the city boundary.

## General Approach:

- 4.14 The Plan's Strategy is about harnessing the opportunities of sustainable growth to secure positive benefits for the City's residents and employers. This means using development as a means of delivering not just much needed homes and business accommodation, but also other important community benefits where they are most needed such as developing brownfield land, supporting local shops and services, improving the local environment, providing required infrastructure and addressing the causes and effects of climate change.
- 4.15 At the heart of the policies that make up the Strategy are decisions over the amount and locations for accommodating future large-scale development for both housing and employment. The decisions are based on careful consideration of wide ranging technical evidence and the views of local people, the development industry, employers, statutory consultees and service providers.
- 4.16 The overall Strategy is deliberately one of ambitious growth. In line with the NPPF, the Plan reflects a general presumption in favour of sustainable development taking into account economic, social and environmental impacts the Plan will have.
- 4.17 The Government's shift towards localism has meant we have been able to consider afresh the benefits of where we locate our housing and employment sites. The three Local Authorities of the Derby Housing Market Area; Amber Valley

Borough Council, Derby City Council and South Derbyshire District Council and in discussion with Derbyshire County Council have considered how the projected growth needs can most sustainably be distributed between the three Council areas.

- 4.18 Fundamental to the strategy is recognition that Derby is unable to make provision for all its own housing needs within its own boundaries. This has meant a collective approach has been pursued to ensure development needs across the wider Derby area are properly met. As part of that approach, the authorities have worked together to ensure that optimum possible use is made of brownfield sites to ensure opportunities for urban regeneration are taken and the need for the loss of greenfield land is reduced.

## Housing:

- 4.19 The City Council's target of 11,000 homes reflects evidence of a finite capacity for the City to meet its own needs within its administrative boundaries on brownfield and other sites.
- 4.20 As required by the NPPF, the Council has carried out a robust and objective assessment of its housing needs. This indicates that a minimum of 16,388 new dwellings would be needed to meet the City's requirements between 2011 and 2028. Analysis of the Strategic Housing Land Availability Assessment (SHLAA), Green Wedge Review, Site Sustainability Assessments, the Sustainability Appraisal and other evidence has identified that the City can only realistically deliver around 11,000 dwellings in sustainable locations during the Plan period. However the requirement for the City will be set as a minimum in order to provide flexibility to respond to changes in circumstances. The strategic approach to housing delivery is explained further in Policy CP6.
- 4.21 The City's additional housing needs are proposed to be predominantly met through urban extensions across the boundary, mainly into South Derbyshire. Locations around Derby provide better opportunities for reducing reliance on the private car. This is particularly the case where new home owners retain strong connections to the city, for instance for employment.

- 4.22 The proposed scale of these extensions is greater than that simply implied by the adjusted demographic projection for the City alone. This reflects the following considerations:

- much of the projected in-migration to South Derbyshire is expected to relate to people wishing to be near to the City of Derby and/or employment opportunities in and around the City (including Toyota);
- such urban extensions are likely to be in the most sustainable locations in terms of proximity to higher order services and facilities and access to public transport;
- the overall amount of housing development proposed for the DUA implies a level of employment growth that is broadly consistent with the City of Derby's aspirations;

- 4.23 This strategy does require the release of greenfield sites within the City. Current market conditions no longer favour high density, apartment led schemes and alternative uses are now being put forward on some sites that once would have been identified for housing. The housing strategy gives great importance to brownfield regeneration sites, but anticipated delivery within the urban area means that sustainable greenfield releases are also necessary to meet housing needs.

- 4.24 Much of the north and the whole of the eastern side of Derby's urban area is bounded by the Nottingham-Derby Green Belt. This extends eastwards into Erewash Borough and is mainly intended to separate Derby and Nottingham.

- 4.25 The Derby HMA Authorities have discussed the potential of releasing land from the Green Belt for housing development with Erewash Borough Council. Together with Derbyshire County Council, this potential has been assessed in terms of the contribution of land to the Green Belt. This work has confirmed that all areas of the Green Belt on the edge of Derby continue to fulfil their purpose and should not be looked at for release, except as a very last resort.

- 4.26 Significant urban extensions to the north west of Derby in Amber Valley could detrimentally affect the setting of the Grade 1 listed Kedleston Hall Historic Park and Garden, as

well as resulting in the loss of attractive countryside and potentially exacerbating flooding. Amber Valley Borough Council have taken these issues into account in considering suitable locations for urban extensions to Derby. As such, they are only proposing urban extensions at Radbourne Lane, Mackworth.

- 4.27 In conjunction with South Derbyshire District Council the City Council has identified a cross boundary housing site at Heatherton in the City and Highfields Farm in South Derbyshire which will deliver around 2,100 new homes as sustainable greenfield extensions to the west of Derby.
- 4.28 Land to the south-east of Derby presents an opportunity to consolidate the existing planning permission and develop a more sustainable new community. It presents fewer transport challenges than other large scale locations and new development would benefit from the park and ride scheme proposed as part of the existing permission.
- 4.29 Land to the south of Sinfen and at Stenson Fields is well related to schools, shops and services as well as to employment opportunities to the north in Derby. The HMA authorities acknowledge that strategic growth in this location presents challenges in terms of impact on the highway network, but we believe that these can be mitigated to a large extent through implementation of Phase 1 of the South Derby Integrated Transport Link.

### Employment:

- 4.30 The City Council's allocation of 199 hectares (gross) of new employment land broadly reflects labour supply forecasts generated by the increase in population in the DUA during the Plan period. However, the relationship between population, jobs and land is very complex in a city such as Derby and therefore more qualitative issues have also been taken into consideration when allocating strategic employment sites.
- 4.31 The actual developable area of allocated sites is estimated to be in the region of 128 hectares which is lower than the 'labour supply DUA distribution' forecast which is generally thought to be an optimistic forecast. Nonetheless, additional commercial need will be met through the recycling of

existing employment sites and through the extension of the employment site to the south of Wilmore Road. South Derbyshire District Council has identified this land to enable its development beyond 2018, subject to satisfactory transportation mitigation being identified and demonstrated to be deliverable.

- 4.32 The 199 hectares will be distributed across four strategic locations including the Central Business District (CBD), land south of Wilmore Road (Sinfen), the Derwent Triangle (Chaddesden) and Derby Commercial Park (Raynesway) which will contribute 181.5 hectares of the gross area. The remaining land will be made up of smaller employment sites within mixed use allocations and saved employment allocations. Saved employment allocations will be reviewed through the Local Plan Part 2.
- 4.33 The employment strategy mirrors the housing strategy in that it deliberately focuses on urban concentration, acknowledging Derby's role as the main employment location in the sub-region and its industrial strength. This approach will facilitate more sustainable commuting patterns and help to ensure that people living in the DUA have the opportunity to engage in the local labour market. It will also provide opportunities for existing employers in the DUA to expand, whilst attracting new supply chain businesses related to the planes, trains and automobile sectors.

### Retail and Leisure:

- 4.34 New retail development will continue to be directed into the City Centre to help bolster its vitality and viability. There are a number of extant planning permissions for out-of-centre retail and therefore the Plan does not make provision for any new major, additional, out-of-centre retail development. Provision is made for the expansion of the existing local centre at Heatherton, whilst new local centres are proposed at Hackwood Farm, Manor Kingsway and Boulton Moor to enhance the sustainability of these development sites.
- 4.35 The Strategy will continue to facilitate and support improvements to the City's tourism, leisure and cultural offer. The opening of Derby Arena on Pride Park provides an excellent venue that will help to increase Derby's attraction to visitors, boost the local economy and help to promote

healthier lifestyles for Derby's residents.

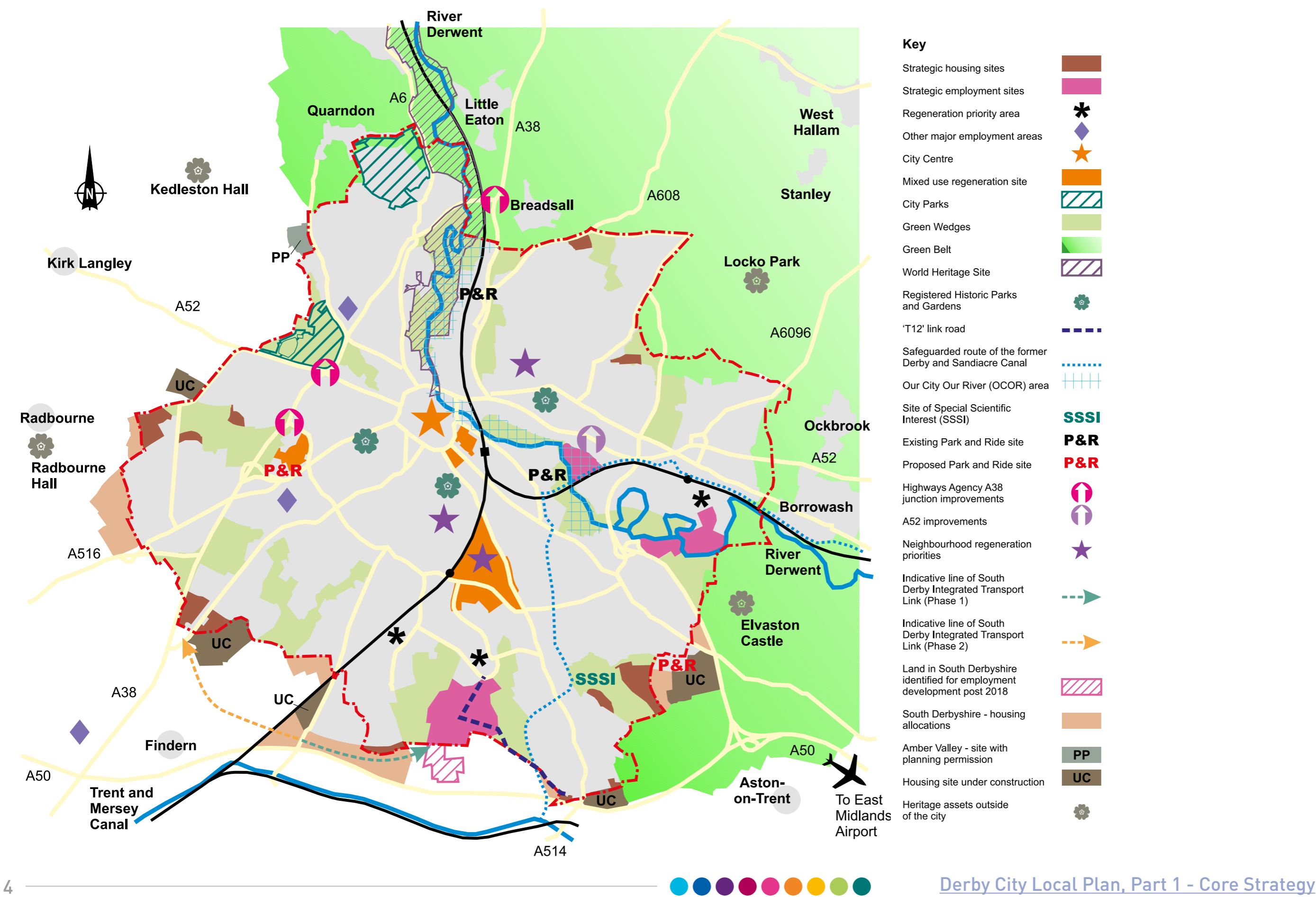
### Transport:

- 4.36 The long term strategy is a balanced approach for all areas of transport. We aim to make best use of our existing transport asset by maintaining the roads, managing traffic using the roads, and investing further in measures to support people who choose to travel by sustainable transport modes other than the private car.



- 4.37 Land use and the design of developments will continue to have a fundamental influence on the way people travel or choose to travel. The strategy proposes to ensure development is located in areas which already have good access to public transport, or where people can reach local shops and services by walking or cycling. It also seeks to ensure that new employment uses are easily accessible by all forms of travel. Where this is not already the case, the Core Strategy will seek contributions from developers to ensure facilities can be provided or transport links improved.
- 4.38 While priority will be given to reducing the demand for travel, promoting 'active travel' and making efficiency improvements to the existing network, there will also inevitably be a need for capacity increases and new infrastructure. The Core Strategy identifies a number of schemes, some of which will be delivered by partner organisations that will create additional capacity; thus reducing some of the existing problems on the road and rail network but also helping to mitigate the growth of development.

Figure 4 - Key Diagram



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# Core Principles

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# CP1(a) - Presumption in Favour of Sustainable Development:

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF).

The Council will:

- (a) always work proactively with applicants, adjoining authorities, statutory partners and service providers, land owners and communities to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area
- (b) approve planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) without delay, unless material considerations indicate otherwise

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- 1. any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole or;
- 2. specific policies in that Framework indicate that development should be restricted.

5.1.2 The Council is keen to demonstrate that Derby is open for business and will consider all proposals for new development in accordance with this Policy.

5.1.3 Whilst the Council is committed to the provisions of this Policy, there is an expectation that the development industry will also help to facilitate sustainable development and prompt decision making. The Council expects developers to engage in pre-application discussions at an early stage in the development process and to consult with communities who may be affected by proposals, in line with the Council's adopted Statement of Community Involvement (SCI). Early engagement will enable issues to be resolved an early stage, leading to better forms of development and faster decision making.



5.1.1 The presumption in favour of sustainable development is at the heart of the NPPF and is a golden thread running through this Plan and the decisions that stem from it. The NPPF requires that Policies in Local Plans should follow the approach of the presumption in favour of sustainable development so that it is clear that development which is deemed to be 'sustainable' will be approved without delay.

# CP1(b) - Placemaking Principles for Cross Boundary Growth

The Council will work collaboratively on proposals for development on the edge of the City, either wholly or partly within the administrative boundary of a neighbouring authority to seek to ensure schemes:

- (a) demonstrate joint working with neighbouring authorities, and with partners, to achieve a coordinated and well designed form of development with appropriate infrastructure delivered in a timely manner through joint working with neighbouring authorities and with partners
- (b) create sustainable, safe and high quality urban extensions which are well integrated with and accessible from existing areas of the city. The structure and layout of extensions should be based on the principles that have shaped existing neighbourhoods within the City, especially Green Wedges that help to define neighbourhoods and allow the countryside to penetrate the urban area
- (c) take a strategic, integrated and sustainable approach to water resource management, including SuDS and flood risk mitigation, biodiversity and green infrastructure
- (d) respect the character and context of the adjoining areas of the city
- (e) thoroughly assess the traffic impacts of the development on the City's road network to mitigate adverse impacts and identify necessary improvements to public transport and the road network
- (f) provide new and improved community and commercial facilities and services to sustainably meet the day to day needs of new and existing residents

The Council will work with neighbouring authorities and partner organisations to produce an agreement on appropriate mechanisms to secure developer contributions towards new and improved infrastructure to support developments, including facilities in the city that will be used by residents of the new development

5.1.4 The Council is committed to working with its Housing Market Area (HMA) partners and other adjoining authorities, including South Derbyshire District Council and Amber Valley Borough Council, Erewash Borough Council and Derbyshire County Council to ensure that sustainable development is delivered across administrative boundaries in a coherent and consistent manner.

5.1.5 It is critical to the delivery of our vision and of this strategy as a whole that urban extensions are successful, high quality and offer sustainable on site facilities and infrastructure as well as easy access to jobs and services. This policy therefore seeks to achieve seamless cross boundary development that delivers growth alongside the appropriate infrastructure to create vibrant new and extended communities.



# CP2 - Responding to Climate Change:

The Council is committed to tackling the causes and effects of climate change, ensuring that all development takes account of opportunities to reduce greenhouse gas emissions and minimise the impacts caused as a result of a changing climate.

The Council will:

- (a) ensure that development is located in the most sustainable locations where it is well related to complementary uses and has access to a range of travel choices, including public transport
- (b) reduce reliance on travel by private car and encourage and enable the use of forms of transport other than the private car. Where people choose to travel by car, encourage car sharing
- (c) seek to improve the resilience of the transport network to the effects of climate change
- (d) encourage an approach to the production and use of energy which is consistent with the Energy Hierarchy and seeks to tackle fuel poverty
- (e) encourage the use of renewable and decentralised forms of energy provided that the public benefits of implementing the renewable energy outweigh any adverse impacts on the natural, built or historic environment and do not inhibit the ability of other strategic objectives of the Plan from being realised. Micro-generation and community led renewable energy and heat generation schemes will be welcomed
- (f) encourage and where possible ensure the efficient management and use of water, protect water resources and have regard to the water hierarchy
- (g) have regard to the important role which green and blue infrastructure plays in the mitigation of greenhouse gases and adapting to the effects of climate change including carbon sinks, air quality, cooling, biodiversity and flood prevention

## Sustainable Design and Construction:

- (h) ensure that the design and layout of development takes account of opportunities to mitigate greenhouse gas emissions and to adapt to the effects of a changing climate. The Council will have regard to best practice and guidance in considering sustainable design and construction. Developers will be required to deliver the most sustainable form of development achievable in terms of building and site design and layout. They should demonstrate how they are planning to achieve this using the most appropriate sustainability assessment tools for the proposal. Further guidance on these sustainable design matters will be set out in a separate design guidance document
- (i) support and encourage developers to maximise carbon reduction on site
- (j) require developers to deliver appropriate forms of carbon reduction including renewable and decentralised energy within their development

## Flood Risk and Water Management:

- (k) ensure that development takes account of the need to provide access to watercourses
- (l) apply the sequential test when considering proposals for development in areas at risk of flooding. Where a development is proposed in an area at risk, it should be demonstrated why the use cannot be located in an area at a lower risk of flooding. When considering compliance with the sequential test, the Council will take account of the availability and suitability of alternative sites and where appropriate, apply the exception test in line with national policy
- (m) ensure that development is flood resilient and resistant, that unacceptable harm would not be caused to people or property through flooding and that development will not lead to an increased risk of flooding elsewhere

- (n) ensure that where appropriate, development meets the objectives of the Water Framework Directive
- (o) implement the 'Our City Our River' programme to reduce flood risk through the development of appropriate sites along the River Derwent corridor; and
- (p) encourage the use of Sustainable Drainage Systems (SuDS) in all new developments and require developments of 10 dwellings or more and major commercial development to be designed and laid out to incorporate SuDS, unless it is demonstrated to be inappropriate to do so. The Council will seek to ensure that water run-off is directed to areas where it does not cause harm to people or property. All new developments in areas at risk of flooding should give priority to the use of Sustainable Drainage Systems.

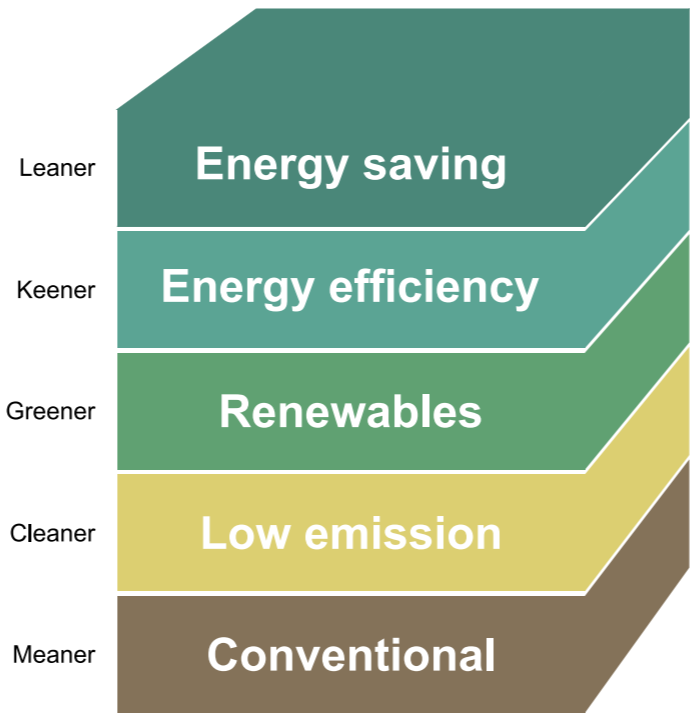
## Tackling Climate Change:

- 5.2.1 The need to address the changing climate is a national policy priority and there has recently been a step change through the national mechanisms which have been put into place to seek to stabilise climate change and ensure that we can cope with the effects of more extreme weather conditions. The Climate Change Act has been supported by Government through policy and fiscal measures which are designed to reduce climate change impacts and better prepare the UK for its effects.
- 5.2.2 Although the world's climate has always varied, in recent history the rate and extent of the changes have been substantially attributed to human activity rather than to natural processes. The impacts of human activities on the climate, including more extreme weather conditions, are caused through the emission of greenhouse gases and particularly Carbon Dioxide (CO<sub>2</sub>). The effects of climate change are experienced through more extreme and unpredictable weather conditions which may include hotter summers and warmer but wetter winters. The impacts of these include increased risks of flooding and implications for the cooling of buildings. The implications of changes to the climate in recent years is demonstrated by the fact that

- eleven of the twelve hottest years recorded so far have all taken place since 1995.
- 5.2.3 The opportunities and potential impacts created by development encompass all areas of the spatial plan and are inherently embedded into the strategic vision of a sustainable city. In order to achieve the vision it is crucial that great emphasis is given to carefully considering the most appropriate opportunities to address the issue of climate change. The Council has produced its own Climate Change Strategy which seeks to address the global issue of climate change at a local level. The strategy sets and will annually review a set of local priority themes in order to benefit the people, economy and environment of Derby. It sets out a monitoring regime to assess how the City is performing against several national climate change related targets. The Strategy is consistent with the climate change policies of this plan.
- 5.2.4 Derby's role as an urban regional centre means that it has a diverse range of land uses and complex patterns of movement. It is vital that all reasonable opportunities are taken to ensure that development is provided, maintained, located and connected in ways which minimise the causes of climate change. When making decisions about development consideration must be given to tackling the causes of climate change and to adapting to deal with its effects. Limiting the amount of greenhouse gases we produce can be achieved by delivering more sustainable patterns of development and reducing the need to travel, particularly by private car.
- 5.2.5 Significant additional benefits can be realised by promoting and enabling the use of more sustainable travel options, such as public transport, walking and cycling, as alternatives to private car use. Where people do feel the need to use the private car, they will be encouraged to car share in order to reduce lone occupancy car travel.
- 5.2.6 New and existing buildings must be able to cope with the effects of climate change, including the impacts of severe weather and must be designed and constructed to reduce the causes of the changing climate. Using less energy, using renewable and low carbon sources of energy production and designing buildings to be more efficient in their use of energy can also reduce CO2 emissions.

- 5.2.7 In considering all developments and their impacts, regard should be had to the Energy Hierarchy which advocates a hierarchical approach to considering energy matters. The most preferable solution, energy reduction can be achieved through considerations as simple as the location, design, materials and layout of built development but consideration needs to be given to the full hierarchy to seek the best solutions to development needs. The Joint Strategic Needs Assessment (JSNA) identifies a number of health, lifestyle and wellbeing issues which can affect the people living in the City and the Council will seek to encourage an approach to the production and use of energy which will address and tackle fuel poverty, particularly in terms of the effects on the most vulnerable sections of the community including elderly and disabled people.
- 5.2.8 The conservation and management of water as a resource is also an important factor for consideration in new developments and developers should implement schemes which make the most efficient use of water and have regard to the water hierarchy. This means taking a hierarchical approach to water matters including the elimination and reduction in use of the resource through to recycling and disposal of excess water.

**Figure 5 - The Energy Hierarchy**



- 5.2.9 As well as considering the opportunities and impacts of new buildings, there is a need to take advantage of the benefits which the natural environment can have in removing CO2 from the atmosphere and in mitigating for the impacts of climate change. Particularly important in constrained urban areas like Derby is the creation and protection of green infrastructure including wildlife habitats and areas of biodiversity. These can also act as 'carbon sinks' to reduce the amount of CO2 that is absorbed into the atmosphere and as 'flood sinks' for flood alleviation and adaptation.
- 5.2.10 Evidence is provided on low carbon energy opportunities in the report 'Low Carbon Energy Opportunities and Heat Mapping for Local Planning Areas Across the East Midlands' which was published in March 2011. The study finds that there is considerable potential for micro-generation in Derbyshire and that as an urban authority, Derby has significant potential for the use of energy from waste and waste wood.
- 5.2.11 The Cleaner, Greener Energy Study also identifies that in Derby opportunities exist for micro generation including micro photovoltaic and micro wind power which can be applied in locations across the city and have a cumulative effect on the production of low carbon energy.

### Sustainable Design and Construction:

- 5.2.12 Developers should take account of the evidence base including the Cleaner, Greener Energy Study as well as best practice examples of energy opportunities, carbon reduction technologies and sustainable design and construction practices. The Council will continue to seek a 'best practice' approach to sustainable construction and to utilising low carbon energy. It will also take a favourable stance to the provision of energy from renewable and low carbon sources.
- 5.2.13 The Council gives great importance to delivering sustainable development but recognises that the delivery of new housing development and sustainable growth is a priority. It is also recognised that requiring new development to meet standards that go beyond the requirements of building regulations can often have an impact on delivery. As such, the policy does not seek to set a target which exceeds building regulations or any future Government



standards, but encourages developers to provide the most sustainable form of development which is achievable and viable. Developers will be expected to use appropriate methodologies to demonstrate the sustainability benefits of their proposals, using such tools as BREEAM standards or any other form of good practice that is established through the lifetime of the plan.

- 5.2.14 Where dwellings and other buildings are part of a larger development it is important to consider the sustainability issues and opportunities which exist across the wider site. The Council will encourage developers to consider the sustainable design issues and opportunities of the wider site as well as that of individual buildings. On large sites which would have a significant impact on existing communities or infrastructure the Council encourages developers to use 'BREEAM Communities' in the masterplanning process. BREEAM Communities is an assessment tool which allows developers and Councils to improve, measure and certify the sustainability of large scale developments.
- 5.2.15 Decentralised energy and renewable energy can come in many forms. The Cleaner, Greener Energy study identifies that as a compact urban area, Derby can take advantage of particular types of these forms of energy in particular the use of heat networks and micro generation methods. Decentralised energy allows a carbon saving to be made by creating heat and power close to where it is needed and reducing energy losses which happen in delivering power from conventional power stations to the end user.
- 5.2.16 By requiring developers to deliver the most appropriate forms of renewable and decentralised energy in their developments the Council will seek to ensure that the best quality sustainable forms of development are delivered. In requiring the most appropriate forms of renewable and decentralised energy, the Council will take account of viability and delivery.

### Flood Risk and Sustainable Drainage:

- 5.2.17 One of the major impacts of a changing climate is an increased risk of flooding. Areas can come under risk of flooding from a wide range of sources including from rivers, directly from rainfall on the ground surface and rising

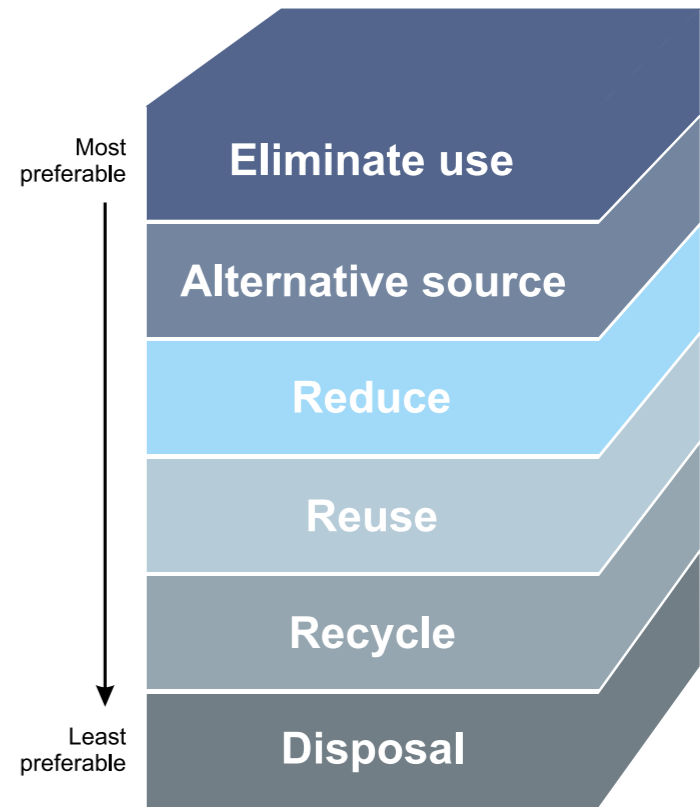
groundwater, from overwhelmed sewers and drainage systems, and from other watercourses and artificial sources. All of these potential sources of flood risk are particularly relevant in Derby because of its urban nature.

- 5.2.18 The Council has prepared a Strategic Flood Risk Assessment (SFRA) and a Preliminary Flood Risk Assessment which indicate areas that are at risk of flooding from the various watercourses in and around the city including the River Derwent. It is important that all efforts are taken to locate development, particularly that involving housing and habitable buildings in areas which are unlikely or less likely to flood.
- 5.2.19 There are varying levels of risk of flooding and the Council will try to ensure that where possible, development is located in areas with the least risk. However, to achieve the Council's strategic social, economic and environmental objectives, development will sometimes need to take place in areas which are at higher risks of flooding. In these cases, when development takes place, action must be taken to reduce the impacts and particularly to protect people and property from harm. The Council will apply the sequential and exception tests when considering developments in areas of flood risk, in line with national policy.
- 5.2.20 Working with the Environment Agency, the Council has developed the 'Our City Our River' (OCOR) programme. OCOR seeks to reduce flood risk along the River Derwent while providing opportunities for the delivery of new homes, economic development and environmental enhancement. The Council will have regard to the OCOR programme in considering proposals for development.
- 5.2.21 Further risks of flooding arise from the inability of rainwater to adequately drain through impermeable areas associated with development or because sewerage and drainage systems become over capacity and cannot cope. Permeable construction materials and more sustainable forms of drainage can be used to adapt to this problem as well as utilising low lying green areas as flooding 'sinks' for water to drain to. Through laying out development appropriately and using sustainable drainage systems (SuDS) these risks can be minimised or removed. The Council will therefore require SuDS to be provided on major residential and commercial

developments (as defined by relevant legislation) unless it is demonstrated to be inappropriate to do so, in line with the Written Ministerial Statement of 2014. SuDS should be designed and constructed having regard to best practice contained in CIRIA C753 'The SuDS Manual' and the joint Defra and Environment Agency publication 'Rainfall Runoff Management for Developments'

- 5.2.22 Careful construction, design and layout before and during development should be encouraged so that water can also be directed to areas where it will cause less harm. This may mean directing water to existing watercourses which have capacity to take it or by directing the water to greenfield locations to soak away. It is also important that in designing and laying out developments regard is had to the need to provide and retain access to watercourses, especially for maintenance purposes.

Figure 6 - The Water Hierarchy



# CP3 – Placemaking Principles:

High quality design should promote Derby as an evolving modern city and contribute to improving the life of the City’s residents. It should enhance the experience of the place for visitors, workers and inward investors and help create a vibrant city that all residents are proud of.

The Council will expect high quality, well designed developments that will help raise the overall design standard of the city, particularly in the City Centre and other areas of significant change. In order to achieve this aim, applicants should work collaboratively with the Council and should follow a logical design process.

Proposals of all scales should embrace the principles of sustainable development and take account of current best practice guidance.

More specifically proposals will be required to:

- (a) make efficient use of land by optimising development densities
- (b) incorporate high quality architecture which is well integrated into its setting and exhibits locally inspired or distinctive character
- (c) provide good standards of privacy, safety and security to create a pleasant, safe and secure environment
- (d) maximise opportunities for low-carbon, decentralised energy and resource efficiency and incorporate flexibility and adaptability to provide resilience to environmental, economic and social change
- (e) contribute to the creation of vibrant and mixed communities
- (f) exhibit a variety of well designed streets and spaces that are shaped by buildings, are well connected, easy to navigate, encourage non-vehicular activity and function as social spaces

- (g) respond positively to existing topography, landscape features, wildlife habitats, heritage assets, existing buildings, site orientation and contribute to the urban rural interface
- (h) provide well-integrated vehicle and cycle parking and adequate external storage space that does not dominate the street scene
- (i) make provision for the appropriate maintenance and management of infrastructure related to the development

All proposals will be assessed in terms of their response to these placemaking principles, taking account of context and function. Proposals that do not appropriately respond will be resisted, unless acceptable reasons for them doing so are provided.

The Council will:

- (j) encourage the incorporation of public art as part of an overall approach to the delivery of high quality streets and spaces. The Council will particularly encourage developments in prominent, highly visible locations to incorporate public art where it will contribute to the quality and appearance of new developments or to the general townscape.

Where appropriate, the Council will seek to enter into a legal agreement to secure the provision of public art from developers of ‘major’ development proposals, either through on-site provision and / or financial contributions

- (k) encourage developers to refer major development proposals to an independent panel such as the Architecture Centre in the East Midlands (or equivalent) for critical review, helping to further improve design quality in the city
- (l) encourage developers of residential proposals to install sprinkler systems where feasible and viable to do so in order to ensure that properties provide adequate safety throughout the occupiers’ life

Further guidance on urban design in Derby and the practical implementation of the placemaking principles will be set out in a design guidance document to be produced by the Council.

- 5.3.1 The Council attaches great importance to the design of the built environment and recognises the multiple benefits that can be achieved through the delivery of well-designed buildings and spaces. The Council is committed to ensuring that the principles of good urban design are embedded in all development proposals, ranging from domestic extensions to multi-million pound developments.
- 5.3.2 Good urban design brings value, helps to support growth and is central to the delivery of sustainable development. It can also have benefits in terms of the health of residents and is fundamental to community safety. The need to raise the overall design standard of the city is therefore a key theme that runs through the Core Strategy.
- 5.3.3 Through good design, practical and meaningful places can be created and sustained. Good design in the built environment involves the creation of places that work well for occupants and all users and are built to last.
- 5.3.4 The starting point for raising the overall design standard of the city is for developers to ensure that they have established a development team with adequate skills and the right mindset to deliver high quality design and placemaking. The creation of high quality places is no easy task and therefore the right people need to be involved from the outset.
- 5.3.5 Secondly, the Council will actively encourage developers to work collaboratively by engaging in pre-application discussions at an early stage in the design process. Developers are encouraged to follow a simple and logical design process. The key principle behind the design process is to ensure that development sites are fully assessed and understood before detailed design solutions are considered. Well-designed proposals will be based on a robust context appraisal and understanding of opportunities and constraints. Applicants should demonstrate that a robust design process has been followed, including site and contextual analysis.

5.3.6 The delivery of high quality design is particularly important in areas such as the City Centre. The City Centre helps to shape the image of Derby in the eyes of investors and visitors and is home to much of Derby's heritage, including part of the Derwent Valley Mills World Heritage Site, a number of Conservation Areas and many listed buildings. The creation of a positive image is vital to securing sustainable economic growth and the delivery of high quality design is a key cornerstone to achieving this. More detailed design principles for the City Centre are set out in Policy AC5, which includes the Council's approach to considering proposals for tall buildings.



The Roundhouse - Pride Park

5.3.7 It is equally important that high quality design is delivered in areas of significant change, such as areas of planned residential growth around the edge of Derby. The design of cross boundary development sites should be considered in a comprehensive and holistic manner, irrespective of administrative boundaries, in line with Policy CP1(b). Large scale growth has the potential to have significant impacts upon existing residents. Some impacts can be partially mitigated through the use of high quality design.

5.3.8 It is important that in future we create 'places' rather than standalone 'developments'. It is acknowledged that some

housing developments built in Derby in the past have failed to provide a sense of place and have subsequently failed to deliver some of the benefits that can be achieved through good design.

5.3.9 The Council is committed to ensuring that this does not happen in future and has reviewed the qualities and deficiencies of both good and poor developments within the city in order to develop the placemaking principles set out in the policy.

5.3.10 Many of the deficiencies in existing developments are related to the use of standardised products that are inflexible and do not always respond to the local context. Ideally, all new developments should be bespoke to Derby; however it is recognised that this is not always possible due to viability. Developers are encouraged to only use standardised designs where appropriate.

5.3.11 The relevant principles will be used to assess the design quality of all proposed developments within the city. Applicants will be encouraged to use these principles to guide the development of design solutions and will form the basis of pre-application discussions. Well-designed places should respond positively against the relevant principles. There may be cases where some of the Council's placemaking principles cannot be met as they are not relevant to a particular proposal for example. In such cases, the Council will require applicants to explain why the principles cannot be satisfied.

5.3.12 The Council will produce a guidance document that will sit alongside this policy. It will set out further guidance on the design process that developers are encouraged to follow and provide more detail on the practical application of the placemaking principles.

5.3.13 In addition to responding to the Council's placemaking principles, developers will be encouraged to have regard to relevant best practice guidance such as Manual for Streets 2, the 6C's Design Guide, Secured by Design and Sport England's Active Design Guidance. In the case of residential schemes, developers will be specifically encouraged to have regard to Building for Life 12 (BfL12).

5.3.14 One of the main obstacles to the delivery of good design is that it is a difficult thing to measure in an objective way. BfL12 provides a consistent approach to assessing design quality. Residential developers should use BfL12 to inform the design process and provide the framework for discussions with stakeholders.

5.3.15 Developers of residential sites will be encouraged to work collaboratively with the Council to achieve 'Built for Life' status. The achievement of 'Built for Life' status allows developers to market developments using the BfL12 brand and demonstrates a commitment to high quality urban design.

5.3.16 There is some overlap between the generic placemaking principles outlined in this Plan and the BfL12 principles specifically aimed at residential proposals. Therefore demonstration of compliance with a number of the Council's placemaking principles will also contribute towards compliance with the BfL12 principles.

5.3.17 Public art is an important asset that can help to enhance and enliven the local environment whilst providing opportunities for social interaction. It can also improve an area's general environment, appearance, promote local distinctiveness and help to promote economic development, particularly where it forms part of an overall approach to delivering high quality streets and spaces.

5.3.18 Public art includes any art, temporary or permanent, located or visible from a publicly accessible space, which has been created to promote and enhance a sense of identity and reference. It can be a stand-alone feature on or off-site or be an integral part of the fabric of the buildings within the development. Public art also involves a process of creative engagement that helps communicate both community and development aspirations and generates innovative ideas through creative participation. This helps create a sense of place and ownership as well as a sustainable legacy as part of placemaking principles.



New public art installation - Mickleover

5.3.19 Developers are encouraged to incorporate public art within development proposals as part of the overall design from the outset of a project. It should be an investment that will help to improve the overall quality and viability of a development. Developments in highly visible, prominent locations will be encouraged to provide public art, particularly where a development will create areas of public facing communal space.

5.3.20 Examples of prominent and highly visible locations include:

- Gateways into the city, such as key arrival points and intersections of the strategic cycle network, arterial routes and the outer and inner ring roads
- Cultural and educational institutions, including schools, libraries and colleges
- District Centres
- Areas surrounding and overlooking major public green spaces
- Riverside routes relating to the implementation of the 'Our City Our River' programme

5.3.21 As a general rule, major development proposals are defined as residential proposals totalling 100 dwellings or more, or commercial, leisure and industrial proposals of 1.0 hectare or more or providing in excess of 2500sqm of gross floorspace. Major development sites and prominent locations have the greatest potential to enrich the townscape and generate social interaction.

5.3.22 Further guidance on the Council's approach to the delivery and implementation of high quality streets and spaces including public art will be set out in a design guidance document to be produced by the Council.

5.3.23 Design review is a method of reviewing the quality of developments using an independent panel of professionals. Design review services in the East Midlands are currently provided by OPUN, the regional architecture centre. The Council will encourage developers of major proposals to refer them for design review, particularly where a development proposal is considered to be significant in terms of scale, location and strategic importance. Large developments on key sites in the City Centre will generally be regarded as significant. Applicants are encouraged to participate in design review at an early stage of the design process.

5.3.24 It is vitally important that new housing is well-designed and addresses safety, particularly in the context of the needs of vulnerable people. Houses must provide adequate safety for the occupant throughout the occupiers' lifetimes. Derbyshire Fire and Rescue Service (DFRS) should be consulted early in the design process so that the implications for fire safety can be considered and taken into account.

5.3.25 DFRS is actively engaged in a campaign to ensure that all domestic properties are fitted with sprinkler systems. Sprinkler systems are exceptionally effective through their ability to control a fire before it develops to life threatening proportions. The Council recognises that it is not able to require sprinklers as part of any development, but wishes to highlight this important corporate priority through the Local Plan.

# CP4 - Character and Context:

All proposals for new development will be expected to make a positive contribution towards the character, distinctiveness and identity of our neighbourhoods.

The Council will:

- (a) assess all proposals in terms of their suitability in relation to neighbouring buildings and the local area. Assessment will focus on:
  1. development density, layout and urban grain
  2. building form, scale, height and massing
  3. building siting and setting
  4. landscaping and boundary treatments
  5. parking
  6. architectural style, features and materials
  7. important views to and from the area and of landmark buildings
  8. any other significant beneficial features of local character or historyProposals that do not appropriately respond to their context will be resisted.
- (b) expect all proposals to be informed by a context appraisal, commensurate with the significance of the proposal, to demonstrate how the design of the proposal responds to the context of the local area
- (c) give particular scrutiny to proposals affecting areas of 'sensitive local character' and to proposals for 'tandem', 'backland' and 'tall' developments
- (d) continue to encourage innovative designs and architecture where appropriate

5.4.1 Derby has diverse pockets of distinctive character, style and building materials. The compact city centre exhibits the tight streets of the medieval core. Derby's suburbs have evolved as a mix of those which have naturally expanded from a historic village centre, those which exhibit a more linear nature, such as those along the arterial streets radiating from the city centre, or discreet large development areas of the 1980s/1990s.

5.4.2 The layout of housing areas within the suburbs show a patchwork of Victorian terraces in grid patterns with smaller plots, in addition to later lower density, larger plots on a hierarchical road layout. This is interspersed with large industrial plots either linked to the railway and heavy industry or storage & distribution.

5.4.3 Local vernacular use of building materials is strongly focussed upon the historic buildings and conservation areas, many of which relate to the small rural villages which became suburbs, or the railway architecture. This includes red bricks, Keuper sandstone and Millstone Grit sandstones, with streets and spaces commonly exhibiting the pink Mountsorrel granite, or blue bricks within railway heritage areas.

5.4.4 Understanding local character and overall site context is fundamental to designing successful places. Well-designed proposals will be based on a robust context appraisal and an understanding of the opportunities and constraints that an area provides. Context appraisal should be the starting point for the design of all proposals.

5.4.5 All proposals for new development will be expected to make a positive contribution towards the distinctiveness and identity of our neighbourhoods. New development will be expected to relate positively to the context of the development site and the special characteristics of Derby and its neighbouring settlements. Proposals will be thoroughly assessed by the Council to ensure that new developments do not undermine local character and distinctiveness. Assessment will focus on the factors that are listed in the Policy as well as the Placemaking Principles set out in Policy CP3.

5.4.6 Particular care should be taken when designing 'tandem', 'backland' and 'tall' developments, generally considered to be proposals over 20 metres in the city centre. The nature of these types of developments mean they are more likely to have the potential to impact upon the amenity of nearby properties and the character of neighbourhoods.

5.4.7 Some areas of the city are more sensitive to changes in the built environment than others. Areas of particular sensitivity include areas of heritage significance such as conservation areas and the World Heritage Site (WHS). The character of these areas is already specifically protected by relevant planning policies and legislation.

5.4.8 Other areas that are particularly sensitive to change are areas of mature townscape character. These areas are generally located in and around the former villages and along some of the historic routes that link the former villages to the city centre and are generally characterised by:

- Residential properties that are over 50 years old
- Lower densities and large plots
- Large, mature trees and shrubs along streets and within private front gardens creating privacy and landmark features
- Topography that provides views towards historic buildings and countryside
- Prominent local design features such as chimneys, grey slate, white and cream render, red brick, bay windows and gables creating a townscape rhythm and coherence
- Front gardens, including attractive boundary walls and hedges
- Local landmark buildings
- Stone and red brick boundary and retaining walls

- 
- Pockets of historic dwellings fronting directly onto the street

- 5.4.9 The combination and delicate balance between these features and characteristics make areas of mature townscape character more sensitive to changes in the surrounding environment. Whilst not specifically designated as heritage assets, it is particularly important that impacts upon the character of these areas are fully understood and considered to ensure that positive characteristics are not irrevocably undermined.
- 5.4.10 Local communities may wish to produce Neighbourhood Plans that provide further, more detailed design guidance relating to specific areas or neighbourhoods, within the context of this Policy. Neighbourhood Plans provide communities with the opportunity to help shape development within their local area and to utilise local knowledge of particular issues that may affect areas of the City. The Council will support local groups that wish to pursue Neighbourhood Planning.
- 5.4.11 Further information relating to character, context and Derby's mature townscape areas will be set out in a design guidance document to be produced by the Council.

# CP5 – Regeneration of Communities:

The Council will encourage the sustainable regeneration of the City's older urban areas and outer estates to make them more attractive places to live and work in and to improve the quality of life of their residents. This will be achieved through community centred regeneration projects and investment to improve social and economic vibrancy.

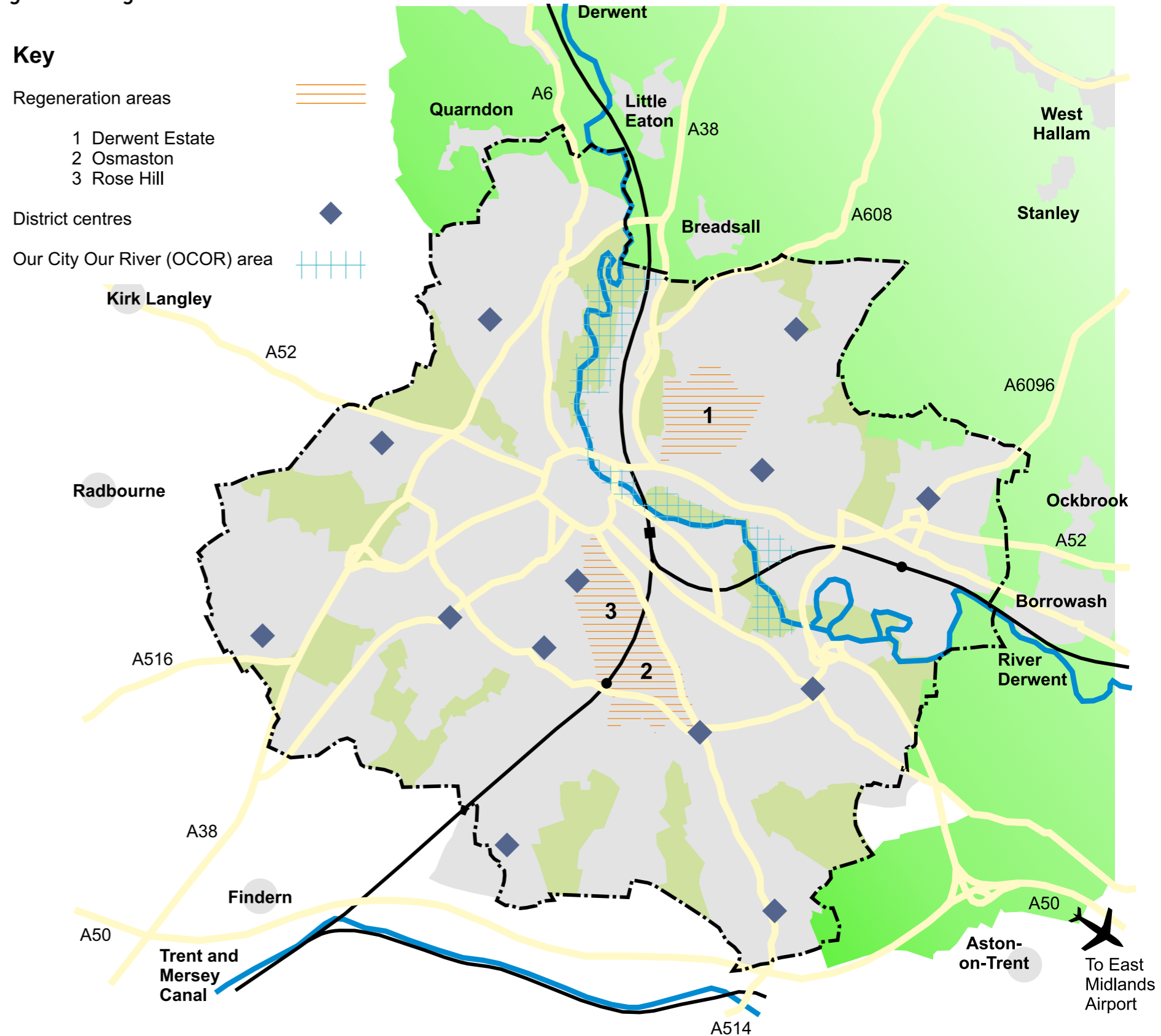
The Council will give priority to the following locations:

- The Osmaston Regeneration Area (AC14)
- The 'Our City Our River' area (AC8)
- The Derwent Estate
- Rosehill/Pearlree
- Defined District Shopping Centres

Proposals that may prejudice the regeneration of the above locations will be resisted.

- 5.5.1 Successful urban regeneration is vital to meeting the Council's objectives for sustainable development and growth. This means revitalising existing urban areas by bringing derelict and redundant land and buildings back into beneficial use. This theme is picked up throughout the Plan, particularly in relation to the identification of specific sites and locations such as the City Centre or strategic employment sites. However, it also means supporting the Council's wider anti-poverty and social inclusion objectives. This policy establishes the Council's priority areas. The Council will give weight to proposals in these locations that deliver regeneration and which help to address issues of poverty and exclusion.
- 5.5.2 The 'Regeneration Strategy' will be delivered by a wide range of policies contained throughout the Core Strategy. Proposals that deliver housing of a mixed type and tenure, and which can provide opportunities for new employment, will be particularly important. The policy highlights a number of key opportunities. The principles of 'placemaking' established in Policy CP3 are also critical to delivering the Council's regeneration agenda.

Figure 7 - Regeneration Priorities



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- 5.5.3 Equally, the implementation of the OCOR programme can unlock opportunities for regeneration along the Derwent, while reducing the risk of flooding for many of the City's residents and facilitating improvements to the quality of the riverside environment. The Council will give weight to proposals which can bring multiple benefits, such as this.
- 5.5.4 Whilst specific proposals for Rosehill/Peartree and Derwent are not identified in the Core Strategy, they will be priorities for investment, renewal and environmental improvements. This will include improving the living environment and opportunities for residents and integrating new communities settling predominantly in and around these areas.
- 5.5.5 District shopping centres provide an important focal point for many of Derby's communities, as well as providing shops and services to meet their day to day needs. Through Policy CP12, the Council will continue to consider ways in which it can help make these locations more vibrant and enhance their role over the lifetime of the plan.
- 5.5.6 A key part of the regeneration strategy is to encourage the re-use of vacant and underused brownfield land, especially for new housing, and to bring empty homes back into use. This can have an extremely positive effect on a neighbourhood, not only in terms of the quality of the environment but also in relation to feelings of safety and security.

# CP6 – Housing Delivery:

The Council will work collaboratively with its HMA partners, to ensure that the City's full, objectively assessed needs for market and affordable housing are met. In order to meet these needs, land will be identified and allocated for residential development in the City and also in sustainable locations in the neighbouring HMA authority areas. This will include cross boundary development and urban extensions wholly in the neighbouring districts which will contribute to meeting Derby's housing needs. A closely co-ordinated approach to infrastructure planning and delivery will be adopted between the authorities.

The Council will:

- (a) enable the delivery of a minimum of 11,000 new mixed tenure, high quality homes in the City between 2011 and 2028 by allocating land in its Local Plan (Parts 1 and 2) and by setting out a development framework which facilitates the delivery of housing on appropriate sites
- (b) identify specific thresholds and targets for the delivery of affordable housing
- (c) require proposals for residential development to have regard to the Council's most up-to-date Strategic Housing Market Assessment (SHMA) in delivering an appropriate mix of housing. Opportunities should be taken to rebalance the mix of housing tenures whilst having regard to local character and to ensure that an appropriate mix of size, tenure and density of dwellings is provided which meet identified needs and are appropriate to the surrounding area
- (d) periodically review, update and have regard to a Strategic Housing and Economic Land Availability Assessment (SHELAA) and Housing Trajectory for the City in order to identify new sites and maintain a supply of deliverable housing sites consistent with the requirements of national policy
- (e) continue to encourage the regeneration of brownfield sites and the re-use of under utilised or vacant properties for residential uses, including empty homes and the upper floors of commercial properties within centres

- (f) expect developers to provide the housing numbers identified in site specific policies. In considering alternative numbers, regard will be had to the comprehensive development of the site, the effective and efficient use of land and the requirement to deliver high quality, sustainable forms of development consistent with other policies in the Plan.

**Table 1 – Housing Supply Components 2011-2028 (Position at April 2016)**

Housing Supply Components	Number of Dwellings
Completions (2011-2016)	1,998
Estimated Completions (2016-17)	588
Developable Planning Permissions (*)	585
Strategic Allocations (**)	6,461
Windfall Sites	825
Losses	-308
Dwellings to be addressed through the Part 2 Plan	851
<b>TOTAL SUPPLY</b>	<b>11,000</b>

(\*) excludes permissions on sites which are allocated in the Plan. Comprises 285 dwellings worth of developable planning permissions on major sites and 300 dwellings worth of developable planning permissions on small sites.

(\*\*) There are 6,975 dwellings on strategic sites, some of which have been completed since 2011 or are estimated to be completed in 2016/17 monitoring year. Completions and estimated completions on strategic sites since 2011 are therefore included in the 'Completions' and the 'Estimated Completions' components of Table 1 and are deducted from the 'Strategic Allocations' component.

5.6.1 The National Planning Policy Framework requires local authorities to use their evidence base to ensure that their Local Plans meet the full objectively assessed needs for market and affordable housing in the housing market area.

5.6.2 The Derby HMA authorities' shared evidence concludes that between 2011 and 2028 the Derby HMA needs to provide 33,388 new homes and that the City's objectively assessed need over the same period is for 16,388 new dwellings.

5.6.3 The Council has identified a number of strategic sites and locations to deliver new homes and contribute to meeting the City's housing target. The strategic sites allocated in Derby City are identified in Table 2:

**Table 2 – Strategic Housing Sites Identified in Derby**

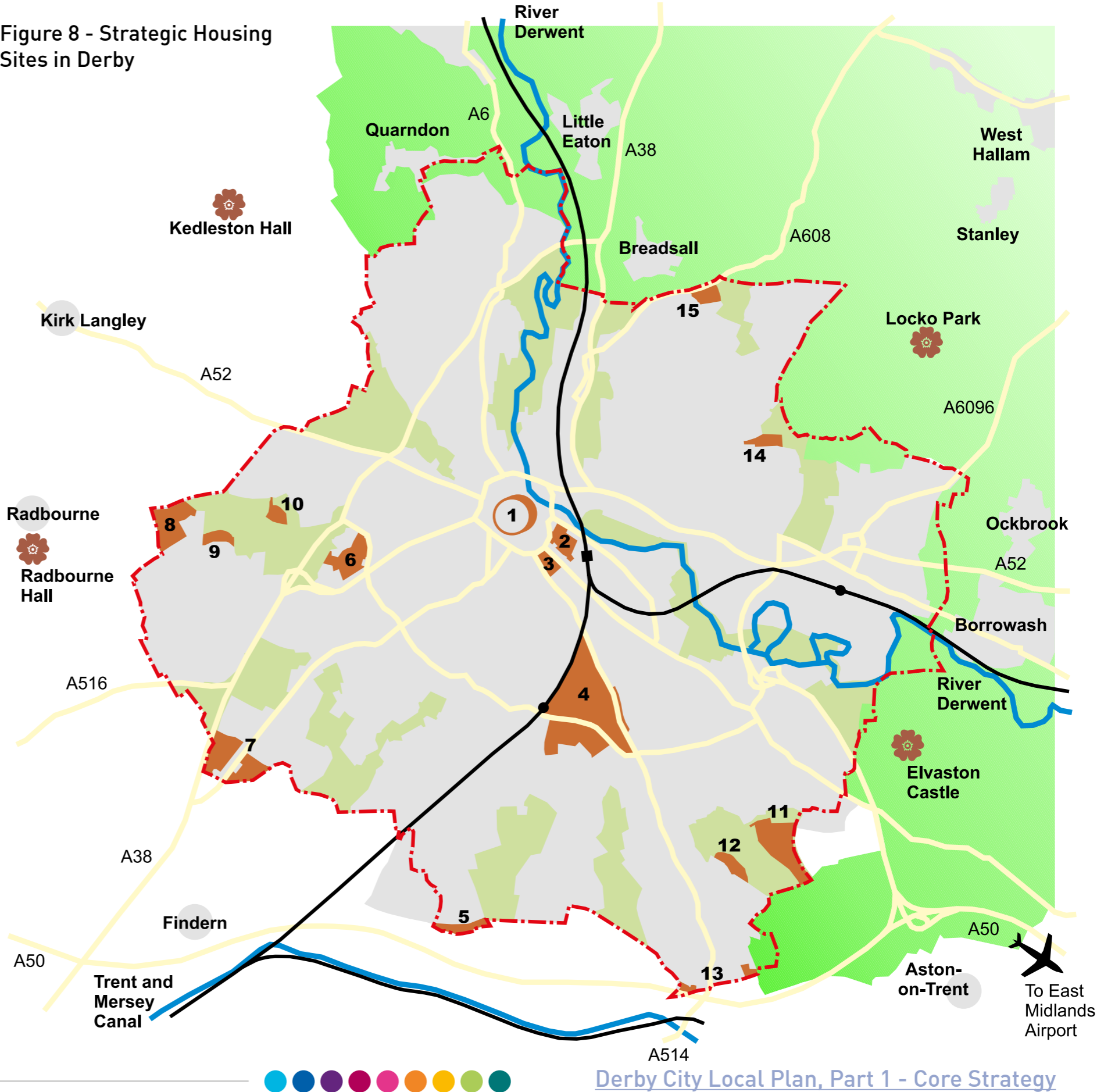
Fig. 8 Ref.	Site	No. of Dwellings	Policy No.
1	City Centre	1,000	AC1
2	Castleward	800	AC6
3	Former Derbyshire Royal Infirmary	400	AC6
4	Osmaston Regeneration Area	600	AC14
5	Wragley Way, Sinfin *	180	AC18
6	Manor/Kingsway Hospitals	700	AC19
7	Rykneld Road, Littleover*	900	AC20
8	Hackwood Farm, Mickleover *	400	AC21
9	Onslow Road, Mickleover	200	AC22
10	Former Mackworth College	220	AC22
11	Boulton Moor East *	800	AC23
12	Boulton Moor West (Fellow Lands Way)	200	AC23
13	South Chellaston Sites *	100	AC24
14	Brook Farm, Chaddesden	275	AC25
15	South of Mansfield Road	200	AC26
	<b>Total Strategic Site Allocations</b>	<b>6,975</b>	

(\*) site is part of a wider cross-boundary strategic location

5.6.4 The Derby HMA Strategic Housing Land Availability Assessment (SHLAA) identifies sites and land which have the potential to be developed in order to meet future housing needs. The SHLAA assesses the suitability of the sites for housing development, their availability for development, how

many new homes could be provided and whether it would be financially viable to develop them given costs and returns to a developer. The combined evidence of land supply and constraints, including the SHLAA and Sustainability Appraisal work indicates that the City can only sustainably provide 11,000 dwellings within its boundaries between 2011 and 2028. South Derbyshire District Council and Amber Valley Borough Council have identified land for the residual dwellings to meet Derby's assessed need in their respective plans, some of which will be in the form of sustainable cross boundary urban extensions to the city.

Figure 8 - Strategic Housing Sites in Derby



- 5.6.5 The specific housing sites identified in this Plan form the strategic housing allocations which the City Council is making. However there are several other components of the housing supply over the Plan period which will contribute to delivering that overall housing target for the City. The components of the housing supply are indicated in Table 1. As the Plan period begins in 2011, some of the contributing new homes have already been built and some have planning permission and are expected to be built imminently.
- 5.6.6 The Council will produce Part 2 of the Local Plan also known as the 'site allocations document' and this Plan will use the SHELAA to allocate smaller non-strategic housing sites which will provide new homes up to 2028. Table 1 sets out a need to identify land for 851 further dwellings in Part 2 of the Plan. The Council previously identified some 'potential housing sites' in its earlier Preferred Growth Strategy. Some of these may be allocated in the Part 2 document if evidence demonstrates that they are appropriate for residential uses and can be delivered.
- 5.6.7 It is important that developers seek to deliver the number of dwellings identified in the relevant site specific policies. These are what are considered appropriate levels of development for each site. When alternatives are proposed, the Council will consider whether a different approach is acceptable in terms of the comprehensive development of a site, the impact of the proposal on overall housing delivery and whether the form of development proposed is appropriate in terms of local character and the efficient use of land (in line with other policies of the plan). Where lower numbers are proposed, particular attention will be given to issues of housing delivery and whether the proposal

represents the most efficient use of land; where higher numbers are proposed, particular attention will be given to the impact on local character and environment.

- 5.6.8 More generally as a built-up urban area, in Derby opportunities exist to re-use underutilised and unoccupied sites. These may range from larger sites to smaller infill sites, single buildings or perhaps the upper floors of commercial buildings which may have fallen into disrepair or become vacant or under used. The conversion and change of use of these buildings can contribute to the delivery of new homes and proposals to develop them for housing will generally be welcomed.
- 5.6.9 The Council has included a 'windfall allowance' in its supply of long term housing. Historically the City has seen a range of buildings and land become available for redevelopment to form new homes and this is expected to continue. Many of these types of sites are smaller and will become available in the course of time and are therefore very difficult to plan for and specifically identify in the long term.
- 5.6.10 The provision of new communal living accommodation such as student halls and residential care homes can contribute to housing delivery and free up spaces in other types of housing, particularly in the private rented market, and improve the availability of housing generally. Similarly, bringing empty homes back into use can help to meet housing needs and although not contributing to the additional new homes required will generally be welcomed and encouraged.
- 5.6.11 The Council is committed to periodically reviewing and updating the Strategic Housing Market Assessment and the Strategic Housing and Economic Land Availability Assessment (SHELAA) in order to continue to identify and monitor housing supply opportunities, delivery and housing needs.

## Housing Trajectory

- 5.6.12 The City Council's housing trajectory is shown in Appendix B. The trajectory includes sites which have planning permission and are classed as being developable in the Plan period, sites allocated in the Part 1 Plan, a windfall allowance and accounts for losses of housing stock which are expected to happen. The Council will allocate further sites in the Part 2 Plan in order to deliver the housing requirement over the plan period. The initial trajectory therefore does not identify the full 11,000 (minimum) housing supply over the Plan period. The housing trajectory will be updated annually taking account of completions, new planning permissions and using a 'plan, monitor, manage' approach to ensure that the strategy is being delivered.

## Five Year Supply of Deliverable Housing Sites

- 5.6.13 The National Planning Policy Framework requires local authorities to identify and update annually a supply of specific deliverable housing sites for 5 years. The five year supply only includes sites which have been assessed as being deliverable as defined in the National Planning Policy Framework. To be deliverable the site must be in a suitable location for housing, available now and achievable with realistic expectations that the dwellings will be delivered within five years.
- 5.6.14 The Local Plan will allocate sites for housing in Parts 1 and 2 which will establish and maintain a five year supply of deliverable housing sites. The 5 year supply will be updated annually in accordance with the NPPF to ensure that it is maintained. The Council's 5 year housing supply position will be reported each year. This will set out the delivery of market and affordable housing to satisfy the requirements of the NPPF in relation to producing a Housing Implementation Strategy.

# CP7 – Affordable and Specialist Housing:

The Council is committed to meeting needs for affordable and specialist housing and will seek to ensure that identified needs are met through a range of mechanisms. A flexible approach will be adopted which seeks to deliver as much of Derby's affordable housing needs as are viable without unduly constraining general housing delivery. The Council is also committed to meeting the specific housing needs of the aging population and people with disabilities or additional mobility requirements.

The Council will :

- (a) work collaboratively with its partners and developers to explore and implement innovative ways of delivering affordable homes and homes which are designed and built to consider people's additional mobility needs
- (b) require the provision of a maximum of 30% affordable housing on residential developments on sites of 15 or more dwellings. The following factors will be considered in applying the policy:
  - 1. evidence of local need for affordable and other types of specialist housing which contribute to the delivery of the Council's strategic housing objectives
  - 2. site size, suitability and economics of provision taking into account any 'Vacant Building Credits'. Where a developer can provide robust evidence that it is not viable to provide the maximum provision, the Council will negotiate lower percentages of affordable housing provision. In such cases, the Council may require developers to enter a 'clawback' agreement which will allow contributions to be increased in the future should higher levels become achievable
  - 3. the presence of competing planning objectives
  - 4. any relevant review of the Council's Planning Obligations Supplementary Planning Document
- (c) support the provision of housing which is capable of meeting the needs of the aging population and people

with disabilities and which satisfies and does not conflict with the other policies of this Plan. The delivery of Extra Care housing will be supported in areas where there is an identified need subject to the scheme being supported by appropriate on-site infrastructure, delivering an appropriate 'critical mass' of units and having a robust and appropriate long term management plan in place.

- (d) seek opportunities to release public sector land and particularly land owned by the Council in order to provide sites for the delivery of new Council Housing and affordable homes.
- (e) support proposals for self-build, custom-build and community build projects which meet and do not conflict with the other policies of this Plan.

A mix of tenures to include social rent, affordable rent and intermediate housing will be agreed by the Council on a site by site basis having regard to the most up to date Strategic Housing Market Assessment and any other relevant evidence.

The expectation is that affordable and specialist housing will be provided on site as part of the proposed development. However, in exceptional circumstances, financial contributions or off site provision may be accepted, however in these cases off-site provision will be preferable to financial contributions.

In considering the laying out of affordable housing within market housing developments the Council will require that affordable homes are well integrated with and appropriately designed to complement the market housing.

- 5.7.1 The National Planning Policy Framework requires local authorities to address the need for all types of housing, including affordable housing and the needs of different groups in the community.
- 5.7.2 The Council will continue to review and update its evidence base as necessary through the Plan period. The Strategic Housing Market Assessment (SHMA) will be periodically reviewed and updated to inform decision making and policy implementation.

5.7.3 The Council understands that the requirements of the policy may have development cost implications and does not want the policy to constrain the delivery of housing generally. An approach will therefore be taken where the Council will seek to secure the delivery of the various policy components to meet known evidenced needs but will be prepared to negotiate with developers for reduced provision of affordable and/or other types of specialist housing where it is demonstrated that delivering the full policy requirement would render a scheme unviable.

## Affordable Housing:

5.7.4 Evidence in the 2013 Derby HMA SHMA suggests that the need for affordable housing in the City is significant. The Council will require developers to contribute to meeting the City's affordable housing needs through the delivery of new homes provided by way of planning obligations as well as by delivering new affordable housing itself in partnership with providers and will seek innovative solutions to funding and provision.

5.7.5 The Council realises that the delivery of affordable homes by developers is a cost burden to them and does not wish to unduly constrain the delivery of new housing generally. The approach adopted will therefore be to seek to secure as much affordable housing as is reasonably viable taking into account development costs and other infrastructure requirements.

5.7.6 The Council's policy for securing affordable housing contributions through planning obligations is based on a percentage which has been informed by evidence of broad viability. Where the required level of affordable housing would make development unviable, the Council will be prepared to negotiate a lower affordable provision based on site level viability evidence provided by the developer. In cases where reduced amounts of affordable housing are required, the Council may require the developer to enter into a 'clawback' agreement so that should viability improve over time, the developer can provide the required contribution at a later date.



- 5.7.7 The Council will have regard to the most recent SHMA in considering applications for housing development. It will seek to ensure that an appropriate mix of tenures and house sizes are delivered in order to meet identified affordable housing needs.
- 5.7.8 When considering the tenure split of proposed housing the Council will have regard to the most up to date SHMA and any other relevant evidence. Regard will also be had to the impacts of tenure split on the viability and delivery of the site and will seek to provide an appropriate mix of housing without constraining the overall delivery of housing generally.
- 5.7.9 The Council will continue to monitor affordable housing needs and the most appropriate target to be secured through Section 106 Agreements. The affordable housing target will be reviewed through a partial review of the Local Plan if evidence of changes in market conditions indicates this to be appropriate.
- 5.7.10 Evidence suggests that the Private Rented Sector has in the past contributed to meeting affordable housing needs. Although meeting needs in the Private Rented Sector cannot constitute affordable housing, the sector can and will continue to meet some of the current and future affordable need.

## Accessible, Adaptable and Wheelchair User Homes:

- 5.7.11 The 2015 Building Regulations include 'optional' standards for accessible and adaptable homes (Part M4(2)) and for Wheelchair User Dwellings (Part M4(3)). Homes built to these standards can meet the special requirements of people with mobility problems including elderly or infirm people, people with disabilities and wheelchair users.
- 5.7.12 The Council will assess the needs for such housing within the City and the viability of provision through the preparation of the Part 2 plan and, as a result, consider whether an additional policy for this type of development will be appropriate. Up to this point, standard building regulations will be in force.

## Housing Stock:

- 5.7.13 Derby's housing stock of just over 100,000 homes is characterised by a mix of 80% private sector and 20% public sector housing. The City has a relatively high proportion of one bedroomed properties (11%), with 31% 2 bedroomed and 57% with three or more bedrooms.
- 5.7.14 The 2013 SHMA Update identifies a need to maintain and increase the number of larger three or more bedroomed properties to meet projected market requirements.
- 5.7.15 There is also a need to provide smaller sized market dwellings which are more suitable for older couples who wish to downsize or single people. The provision of these types of homes can help to rebalance the housing stock. This could include smaller homes grouped together for the ageing population.

## Meeting the housing needs of the aging population and providing Extra Care Housing:

- 5.7.16 Demographic evidence shows that Derby has an aging population and the City needs to respond to the housing needs of this section of the population accordingly. The Affordable and Specialist Housing policies seek to support and encourage developers to meet these needs by delivering homes which are designed to meet the needs of an aging population. This includes designing new housing to consider accessibility and layouts which are sympathetic to mobility needs and adaptable to changing circumstances.
- 5.7.17 The development of Extra Care housing is one of the ways in which the special housing needs of an aging population can be addressed. Extra Care schemes can provide accommodation which has supporting facilities and management so that as and when people require more support and assistance it is available on site allowing them to stay in their home. Extra care accommodation can also help to free up larger under-occupied houses.

- 5.7.18 The Council supports Extra Care provision generally and will welcome schemes which are in an area of identified need, where they include the necessary communal spaces and supporting infrastructure on site. They should also have a robust long term management plan and be capable of delivering enough units to be feasible to serve their purpose.

# CP8 - Gypsies and Travellers:

The Council recognises the needs of Gypsies, Travellers and Travelling Showpeople within the City many of whom have established local connections and have developed links with local services. As part of providing for the housing needs of the City's diverse communities, there is a need to provide additional sites to meet the needs of Gypsies, Travellers and Travelling Showpeople.

The Council will:

- (a) protect existing lawful sites, plots and pitches for Gypsies, Travellers and Travelling Showpeople. Proposals that would lead to the loss of an existing Gypsy, Traveller or Showpersons sites will only be permitted where it is demonstrated that there is no longer a need for the site or that replacement provision on a site that is of equal or better quality is provided.
- (b) provide site(s) to meet the future accommodation needs of Gypsies, Travellers and Travelling Showpeople through an allocation or allocations in the Local Plan, Part 2 and/or through the grant of planning permission

In considering sites for allocation in Part 2 of the Local Plan or applications for planning permission the Council will require sites to be:

1. well related to the existing built up area, capable of having access to essential services and allow convenient access, preferably pedestrian, cycle or by public transport as well as private car, to key facilities
2. located away from areas at risk of flooding. Proposals for sites in locations other than Flood Zone 1 will be expected to demonstrate a sequential approach to site selection and be justified by a Flood Risk Assessment (FRA). Due to the highly vulnerable nature of caravans and mobile home sites in Flood Zone 3 will not be supported
3. accessed safely by vehicles from the public highway

4. located, designed and landscaped to provide a good level of residential amenity and quality of life for proposed occupiers whilst minimising the impact on the amenity of nearby residents and the character of the local area, particularly where mixed use sites are proposed
5. of sufficient size to provide amenities and facilities for the planned number of caravans; including parking spaces, areas for turning and servicing of vehicles, amenity blocks, play and residential amenity areas, access roads and temporary visitor areas
6. large enough for the storage and maintenance of rides and equipment, in the case of Travelling Showpeople; and
7. located outside of the Green Belt

5.8.1 The Council has met the need identified in the Derby and Derbyshire Gypsy and Traveller Accommodation Assessment (GTAA) 2008 for 16 additional permanent pitches within the City through the delivery of a new public site in Russell Street, Osmaston with 17 permanent pitches.

5.8.2 Since the 2008 GTAA, national planning policy for travellers sites has been revised and is now set out in the NPPF and the stand alone policy "Planning policy for traveller sites". The policy requires local planning authorities to work with the travelling community and their representatives to develop robust evidence to establish accommodation needs.

5.8.3 To reflect these requirements and ensure our policies remain up to date, including understanding the need for additional permanent and transit pitches arising from growth in the existing population, a new Derby and Derbyshire Gypsy and Traveller Accommodation Assessment (GTAA) has been undertaken to provide a guide as to the number of new pitches required.

5.8.4 The 2014 GTAA (published in August 2015) will inform the preparation of the Local Plan Part 2 and/or development management decisions. This work has been jointly undertaken with other Derbyshire authorities, The Peak District National Park Authority, East Staffordshire Borough Council and the Derbyshire Gypsy Liaison group which helps

us plan effectively for the needs of Gypsies, Travellers and Travelling Showpeople across local authority boundaries.

5.8.5 Planning positively for Gypsies, Travellers and Travelling Showpeople helps facilitate the traditional and nomadic way of life of travellers while respecting the interests of the settled community. More specifically, it can ensure that sufficient sites come forward to maintain an appropriate level of supply thus reducing the instances of unauthorised encampments and development. Providing appropriate sites can therefore reduce tensions between settled and traveller communities; ensure sites are located with easy access to education, health, welfare facilities and employment opportunities and ensure sites are sensitive to their location in accordance with other policies in this plan.

5.8.6 Sites should be located outside the Green Belt unless very special circumstances exist. Traveller sites represent inappropriate development, which by definition is harmful to the Green Belt, see policy CP16.

# CP9 – Delivering a Sustainable Economy:

The Council is committed to realising the vision of a thriving, sustainable economy that contributes to making the D2N2 Local Enterprise Partnership area more prosperous, better connected and increasingly economically resilient and competitive.

In order to help achieve this vision, the Council will:

- (a) encourage proposals that create new jobs and help to implement the Council's Economic Strategy, subject to the provisions of this Plan
- (b) identify sufficient land, of an appropriate quality and in appropriate locations to meet the needs of a thriving, sustainable economy
- (c) focus on creating a culture where enterprise thrives, ensuring that workforce skills match business needs and maximising quality of life for residents
- (d) use public sector assets to help facilitate economic development

More specifically, the Council will encourage proposals which:

- 1. contribute to an enterprise culture with innovation and creativity
- 2. support the growth and continued success of existing companies in the D2N2 area, particularly companies related to transport equipment manufacturing
- 3. provide relocation opportunities, particularly where it would enable regeneration
- 4. improve Derby as an investment proposition
- 5. help to address barriers to employment
- 6. contribute to the alignment of the supply and demand of skills

- 7. positively influence young people's career aspirations
- 8. reinforce cultural / leisure facilities and the city's infrastructure
- 9. take advantage of opportunities in the low carbon economy sector
- 10. realise the potential of Derby's heritage and tourism assets
- 11. contribute to the development of vibrant City and District Centres

In addition to the aspirations of the Economic Strategy, the Council will also encourage proposals which:

- 12. help to make businesses more energy and resource efficient
- 13. provide a range of new business premises including affordable workspace
- 14. enhance digital connectivity across the City
- 15. help to realise economic benefits of the expansion of the high speed rail network, electrification of the Midland Mainline and the ongoing success of East Midlands Airport.

- 5.9.1 Derby is the focus for economic development and regeneration within the sub-region. Derby itself has a population of around 250,000 of which 77% of the working age population are economically active.
- 5.9.2 Employment in Derby is heavily weighted towards the public sector, but at the same time, around one in five jobs in the city is in manufacturing, almost double the national average. Derby is proud of being home to global companies such as Rolls-Royce and Bombardier and will continue to support these firms as the cornerstone of the economy. However, in order to strengthen the private sector we also need to support the growth of new enterprises.



- 5.9.3 Derby's exceptional industrial heritage, strengths in engineering innovation and world-class brands have helped to maintain a vibrant local economy that has generally punched well above its weight on a whole range of economic indicators.
- 5.9.4 Derby is the UK leader in advanced manufacturing employment and has the sixth highest value of goods and services produced per head (gross value added) in England, second highest of any local authority area outside the south-east.
- 5.9.5 Our retail core has been transformed; we have a flourishing commercial area at Pride Park and there is renewed interest in the city from inward investors. However, no city can afford to become complacent and stand still. Significant challenges lie ahead for Derby. This Policy sets out the Council's broad strategy to delivering a sustainable economy during the Plan period.
- 5.9.6 The UK is still slowly emerging from the worst recession in a generation and uncertainty prevails about the full impact of public spending cuts. Derby is competing in a global economy and our businesses face a fight to stay ahead of the game. Persistent low skill levels and high rates of worklessness continue to hold back some of our communities. The wealth that the city creates could be driving our progress even more effectively.



- 5.9.7 The vision of the D2N2 Local Enterprise Partnership is to make the D2N2 area more prosperous, better connected and increasingly economically competitive and resilient. In realising this vision, the LEP has produced a Strategic Economic Plan (SEP) which sets a single target of creating 55,000 additional private sector jobs in the D2N2 area by 2023. The SEP includes proposals for the use of Local Growth Funds (LGF) and reflects a number of proposals set out in this Core Strategy, including the delivery of 'Infinity Park' (Policy AC15), the 'Our City Our River' programme (Policy AC8) and junction improvements to the A52 (Policy CP24).
- 5.9.8 The Council will continue to work proactively with partners including the D2N2 Local Economic Partnership (LEP) to help tackle barriers to growth and overcome market failures. This will help to ensure that the full economic potential of Derby is unlocked.
- 5.9.9 To ensure Derby's economy remains vibrant and competitive, the Council is committed to facilitating the conditions that will encourage growth in private sector employment. This will involve measures set out in the Council's Economic Strategy (2011-2016) including further diversifying the local economy, comprehensively embedding innovation and a culture of enterprise, uplifting skill levels within our most deprived communities and creating a quality of life of which we are all proud. Proposals that help to implement the aims and objectives of the Economic Strategy will be supported by the Council, subject to the provisions of other policies in this

Plan. Further justification for each of the aims and objectives and detail of how each one will be achieved is set out in the Council's Economic Strategy.

- 5.9.10 The aims of the LEP and Economic Strategy are underpinned by a single factor – the need to create and sustain new private sector employment so that people living in and around Derby have the opportunity to engage in the local labour market. This is reflected in this Policy.
- 5.9.11 The Council is committed to ensuring that sufficient employment land is identified in appropriate locations in order to enable the vision and aspirations of the LEP and Economic Strategy to be realised. Policy CP10 identifies the key employment sites that will contribute to the supply during the Plan period. The Council will identify opportunities to use public sector assets to help encourage economic development and to ensure that employment sites are brought forward for development within the Plan period. Interventions could include the use of the Derby Regeneration Fund.
- 5.9.12 To rebalance the economy of Derby in favour of a strengthened private sector, a concerted effort is required in supporting enterprise to start, grow and thrive. In a changing environment of business support, Derby remains committed to achieving enterprise success. We will look to support the growth of all companies in the city and work with our partners to focus efforts on employment growth. The low carbon and renewable technologies sectors provide particular opportunities for future growth and diversification taking advantage of existing supply chains and skill sets already embedded in the city and surrounding area. Opportunities to expand employment in non-B use sectors will also be pursued, such as leisure, tourism and culture.
- 5.9.13 Working with education and training providers will help to improve educational achievement, raise employability standards and tackle existing skills gaps within the communities of the city where educational achievement and employment rates are generally lower. The Council will therefore encourage developers to contribute towards improving employment and skills opportunities and facilities, particularly in more deprived areas and amongst the most deprived communities, by engaging with appropriate recruitment and training initiatives. Working with business

support organisations will also help to stimulate innovation and nurture the growth of small and micro enterprises which are fundamental in helping diversify and strengthen the economy. The Council will therefore particularly welcome evidence that developers have considered the impact of their proposals, particularly in more deprived areas and amongst the most deprived communities and upon growth and innovation.

- 5.9.14 It is now widely considered that global oil production will 'peak' and go into sustained decline, with some commentators suggesting there is significant risk of this happening before 2020. What is certain is that fuel deficits and the end of cheap carbon will have extremely far-reaching social and economic consequences. These inevitable increases in energy costs will impact on all of our businesses. We will contribute significantly to the strength of the future economy if we can help to make Derby businesses more resilient to increases in energy costs by, for example, improving their resource efficiency.
- 5.9.15 Many firms in the city, such as Rolls-Royce, are already world leaders in the development of energy efficient technologies. There is great opportunity for the city to use the expertise it has within this field to embed new technology opportunities within other sectors and reduce energy use throughout the local economy. Our ambition is to pursue a low carbon economy and realise the environmental and economic opportunities associated with reducing energy use.
- 5.9.16 It is important to provide a variety of types of accommodation to support a diverse economy. Small scale, affordable units are just as important to the local economy as landmark developments as they can provide start-up / incubator space for new enterprises. The Council wishes to seek a balance in terms of the scale, location and tenure of commercial floorspace.
- 5.9.17 Enhancing digital connectivity is a key priority, helping to make Derby's economy more competitive, attracting a greater range of businesses, facilitating modern work practices and reducing the need to travel. The Council will continue to pursue opportunities to secure faster connection speeds for residents and businesses within the city.

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- 5.9.18 Derby is at the heart of the UK railway system and is well positioned to take advantage of the planned expansion of the high speed network, known as HS2. Plans for the new network currently identify an East Midlands HS2 station, serving both Derby and Nottingham. The proximity of this station is likely to generate related economic growth within the city due to significantly reduced travel times to London and to northern cities.
- 5.9.19 The Government has also announced that as part of the HS2 project, it will fund a new 'National High Speed Rail College'. The new centre of learning will be a national college, with sites in Birmingham and Doncaster. It will train the next generation of world class engineers that will be needed to work on the HS2 project. The college will deliver specialised training and qualifications needed for high speed rail, which will benefit HS2 and other infrastructure projects across the country. Derby is already home to a significant number of rail related industries, including Bombardier, the only train manufacturer in the country as well as other high-tech industries related to the planes, trains and automobile sectors. These factors mean that Derby is well placed to work closely with the new College, providing training opportunities and benefitting in the uplift in skill levels in the transport equipment manufacturing sector.
- 5.9.20 The city is also well placed to benefit from the electrification of the Midland Mainline which will reduce travel times to London and to mainland Europe. The Council will generally support development proposals that help Derby to realise the economic benefits of these infrastructure projects.
- 5.9.21 East Midlands Airport (EMA) is located approximately 15 miles to the south-east of the city. EMA and the city are connected by the A50 which provides an excellent link for freight and logistics. EMA was the second busiest freight hub in the UK in 2012 and carries in excess of 4 million passengers per year. The airport is currently undergoing a comprehensive £12 million improvement programme helping place it at the forefront of air travel and logistics. Derby is well placed to take advantage of the continuing success of EMA and the Council will generally support proposals that help the city to realise the economic benefits associated with proximity to EMA.

# CP10 - Employment Locations:

199 hectares (gross) of new employment land is allocated in a variety of accessible locations to accommodate a range of employment generating activities.

The majority of demand for new land will be met at four strategic employment locations including:

- The Central Business District (CP11 and AC2)
- The Derwent Triangle, Chaddesden (AC11)
- Derby Commercial Park, Raynesway (AC12)
- Land South of Wilmore Road, Sinfin (AC15)

The Council is committed to the delivery of new employment land in these strategic locations and will use CPO powers where necessary to ensure comprehensive development.

In addition to the development of new employment land, the Council will also support the retention, intensification and consolidation of land currently identified for employment uses. The extent of existing employment land will be reviewed through the Local Plan Part 2

New business and industrial development in other areas of the city will be permitted provided that it:

- (a) does not conflict with the objectives of this Plan
- (b) would not adversely impact upon the amenity of nearby residents
- (c) is well integrated into the urban area
- (d) would not lead to a significant oversupply of employment land
- (e) would contribute to the aims and objectives of Policy CP9; and

- (f) in the case of office development it would meet the requirements of Policy CP11

The delivery of new employment land as part of strategic housing developments will be encouraged where it would meet the criteria above, would not prejudice housing delivery and would create a more sustainable form of development.

It may be appropriate to redevelop some areas of existing employment land, or buildings for alternative uses. The loss of existing employment land will only be permitted where it can be demonstrated that:

- (g) the alternative use would benefit the economy of the city or other strategic objectives of the Plan
- (h) existing land or buildings no longer meet modern requirements and that they have been adequately marketed for employment use for a reasonable period of time
- (i) the employment land supply would not be unduly affected in terms of quantity or quality
- (j) surrounding uses would not be adversely affected and in the case of sites near to residential areas would lead to an improved environment for residents; and
- (k) in the case of residential proposals a satisfactory living environment can be created

It is particularly important that existing employment areas that are fundamental to the operation of the local economy are protected and are retained, intensified and recycled primarily for the development of employment uses. Such areas include:

- The Rolls-Royce Campus, Salford
- Pride Park and Wyvern Business Park
- The Railway Technical Centre (RTC) and Bombardier

- Raynesway, including Rolls-Royce Marine Power
- Ascot Drive
- Mansfield Road and Alfreton Road corridors

In addition to satisfying criteria (g) – (k), proposals for alternative uses within these areas will only be permitted where it can also be demonstrated that that proposals:

- (l) would not undermine the overriding industrial / commercial character of the area
- (m) would not devalue the employment generating potential of the area; and
- (n) would not lead to the loss of important units or areas of land

5.10.1 It is crucial for the City's economy to remain strong, particularly in light of uncertain economic circumstances. The Council is committed to doing everything within its power to secure sustainable economic growth during the Plan period. One of the key areas where the Council can directly influence economic growth is through ensuring that sufficient employment land is identified to meet the needs of the economy during the Plan period.

5.10.2 The NPPF specifically requires Local Planning Authorities (LPAs) to plan pro-actively to meet the development needs of business and support an economy fit for the 21st Century. This Policy and the associated site policies aim to identify sufficient land to meet the development needs of business during the Plan period and provide a clear vision of what the Council wish to see developed on each of the sites. It is vital that sufficient new land is provided and existing land protected to enable the economy to be resilient to an ever changing economic climate and enable Derby to continue to be the focus for economic development in the HMA.

5.10.3 The relationship between land and jobs is very complex and control goes far beyond the remit of the planning system. In order to try and understand future business needs within Derby and the wider HMA it is necessary to look at a range of factors and indicators, both quantitative and qualitative.

- 5.10.4 All forms of quantitative economic forecasting and projections, particularly over a long period, have significant limitations due to the number of assumptions and variables that have to be accounted for. Therefore, a range of different forecasts and projections have been assessed to determine which one provides the most logical and robust basis to inform the identification of new employment land in Derby and the wider HMA. The level of demand in the future will ultimately be largely determined by the investment decisions taken by individual companies. Therefore quantitative assessment can only ever provide an estimate of the potential magnitude of future demand.
- 5.10.5 In light of the complex relationship between land and jobs, the ongoing economic uncertainties at a national and global scale, the nature of Derby's economy and the various shortcomings of the different methodologies, the quantitative forecasts and projections of future employment land needs within Derby and the wider HMA suggest a wide range of potential outcomes.
- 5.10.6 Having assessed the different methodologies there is agreement across the HMA that forecasting employment land needs based on the amount and distribution of new housing growth is a sensible and robust starting point. This methodology can be summarised as the 'labour supply, policy-on' (LSPO) approach distributed in line with the housing strategy for the Derby Urban Area (DUA).
- 5.10.7 The LSPO approach specifically takes account of anticipated growth in target sectors, reflecting the work and interventions of the Council and the LEP aimed at boosting the economy, whilst distributing in line with DUA housing growth seeks to ensure that residents of the DUA will have an opportunity to engage in the local labour market. Focussing the provision of new employment land in and around the DUA will help to support sustainable economic growth, reduce the level of out-commuting, help to attract high quality inward investment opportunities, support existing employers, provide modern alternatives to existing sites and help to meet wider employment objectives.
- 5.10.8 The LSPO, DUA distribution approach provides an indicative 'gross' employment land requirement for the DUA of in the region of 154.5 hectares for the period 2008-2028.

**Figure 9 - Employment Land Provision**

**Key**

Strategic employment sites



Main areas of existing employment land



Regeneration priority area



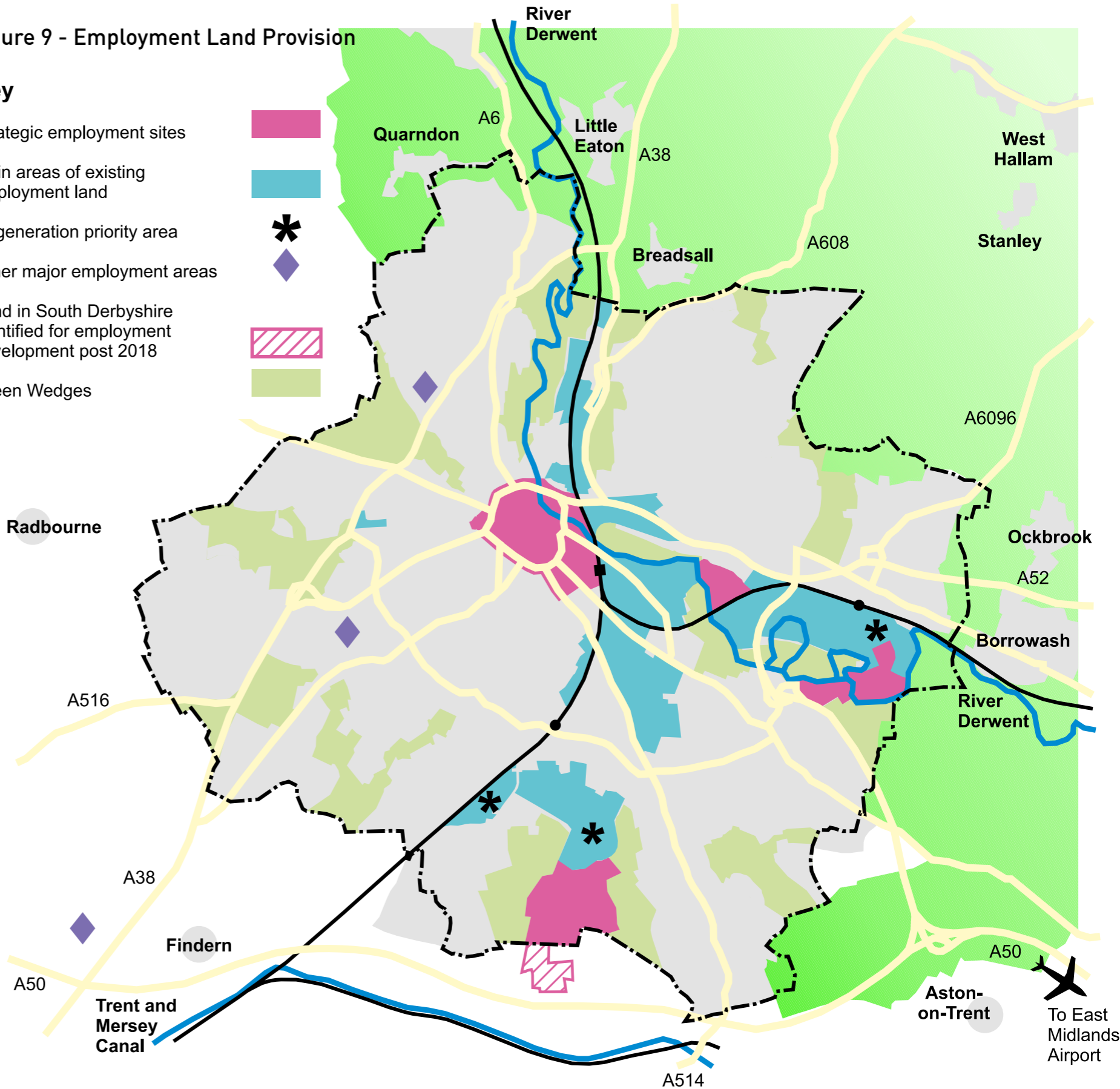
Other major employment areas



Land in South Derbyshire identified for employment development post 2018



Green Wedges



Approximately 4 hectares of new employment land has been developed within the DUA between 2008 and 2011, meaning that the indicative requirement for the DUA during the Plan period is in the region of 150.5ha.

**Table 3: Calculation of Indicative Employment Land Requirement:**

	Hectares
<b>Indicative HMA 'Net' Need 2008-2028</b>	<b>98</b>
Replacement of HMA Losses	98
Flexibility Margin	80
<b>Indicative HMA 'Gross' Need 2008-2028</b>	<b>276</b>
DUA Distribution (56%)	154.5
New Land Completed 2008-2011	4
<b>Indicative DUA 'Gross' Need 2011-2028</b>	<b>150.5</b>

- 5.10.9 This LSPO forecast approach is based on the period 2008 to 2028, uses job forecast information from Experian (2012), utilises a HMA housing provision figure of 35,354 and assumes that this level of housing growth will generate 21,957 residents of working age. It also includes a flexibility margin equating to 5 years of past take up rates across the HMA and assumes that 56% of the HMA housing provision will be located in and around the DUA.
- 5.10.10 Following the initial examination of Amber Valley Borough Council's Local Plan in Spring 2014 the overall HMA housing provision figure for the same period has been increased by approximately 1,500 homes, but at the same time rebased to cover the period 2011-2028. These changes do not significantly alter the amount of employment need across the HMA or the requirement for the DUA indicated by the LSPO, DUA distribution approach.
- 5.10.11 In comparison to the LSPO DUA distribution forecast, the gross amount of land allocated for employment uses in this Plan (199 hectares) provides an oversupply. The allocation of this amount of land represents the continued allocation of sites that have been identified for many years in previous Local Plans, but are yet to be developed.

- 5.10.12 The apparent oversupply of allocated employment land is not considered to be a significant issue as the majority of the proposed supply is made up of large strategic sites with major infrastructure requirements. In reality, it is estimated that the net developable supply is closer to 128 hectares once major infrastructure requirements have been taken into account. A supply figure of 128 hectares equates to an undersupply of approximately 22.5ha when compared to the indicative LSPO DUA distribution forecast.
- 5.10.13 It may be necessary to identify additional employment land through the Local Plan Part 2, particularly if the net developable area of the strategic employment sites reduces any further. Additional employment land could potentially be identified through the expansion of saved non-strategic allocations and / or through the intensification of uses at sites such as the former Celanese Acetate works in Spondon.
- 5.10.14 Even without the identification of additional land, the Council is satisfied that sufficient new land has been identified to meet future needs, in line with the requirements of the NPPF. This is largely due to the fact that the LSPO DUA distribution forecast is heavily reliant upon the provision of a substantial flexibility margin and the replacement of all known future losses from the overall supply, some of which in reality may not need to be replaced. A significant amount of 'need' in terms of jobs will also be accommodated within the CBD. City Centre office development generally has high job densities meaning that a large number of people can be employed within a small area of land. This will reduce the level of need to be accommodated within the remaining areas of the supply, outside of the CBD. A significant amount of need could also be accommodated through the intensification of existing employment sites. This will also reduce the potential pressure on the new sites.
- 5.10.15 Once these issues are taken into account, it is likely that the actual level of employment land 'need' during the Plan period will be less than that suggested by the indicative LSPO DUA requirement. However, the Council is keen to identify sufficient land to accommodate even the most optimistic of forecasts and provide maximum flexibility to ensure that Derby and the DUA is able to secure every opportunity for economic growth. The larger strategic sites

are generally not appropriate for alternative uses such as housing and are deliverable within the Plan period. Therefore, the Council is confident that there are no dis-benefits in continuing to allocate these sites.

- 5.10.16 The Council considers that the portfolio of sites allocated in the DUA will be sufficient to meet future needs, in all relevant growth sectors whilst also providing sufficient flexibility, choice and ability to accommodate growth in non-B uses. The creation of jobs outside of traditional employment uses will assist in the continuing move towards building a strong and flexible economy with greater resilience to economic shocks. The range of identified sites will provide space for existing employers to expand and has been supported by the development sector. No alternative strategic employment sites have been identified through the Plan making process.
- 5.10.17 The Council envisages that the four strategic employment sites will perform specific roles:
- The CBD (CP11) will provide for predicted growth in office based (B1a) employment, helping to bolster the vitality and viability of the City Centre. Sites within the CBD have the potential to provide in excess of 100,000sqm of new office floorspace during the Plan period.
  - Land South of Wilmore Road (AC15) will accommodate a range of uses associated with the manufacture of planes, trains and automobiles and the associated energy sector. The site will support the growth of Rolls-Royce and associated high-tech industrial supply chains and will accommodate related office and warehousing development.
  - Derby Commercial Park (AC12) will provide for the growth in the warehousing and distribution sector, taking advantage of excellent links to the A50, M1 and East Midlands Airport.
  - The Derwent Triangle (AC11) will provide a mix of new employment units and has the potential to accommodate growth in the non-B sectors such as leisure. It will provide a logical continuation of the Pride Park area.



- 5.10.18 The Council will promote these sites as inward investment opportunities and assist with their delivery where appropriate. The Council has worked for many years with the development industry to try and unlock the potential of these sites as they are the last remaining areas of the City that can appropriately accommodate new, large scale employment development and have the potential to provide for a range of business needs. All of the strategic sites have developers in place, whilst planning permission for employment development also exists on a number of the sites.
- 5.10.19 In addition to the strategic employment locations, a further 7.4 hectares of employment land is identified as part of mixed use allocations at Rykneld Road and at the former Manor Kingsway hospitals site. The provision of employment land in these locations will further broaden the portfolio of land on offer within the city and help to rebalance the distribution of employment land in the west of the city. It will also help to facilitate more sustainable forms of development in these locations. The principle of providing employment opportunities as part of mixed use developments is generally supported by the Council. A further 10.1 hectares of employment land will remain 'saved' on non-strategic allocations, to be reviewed in the Local Plan Part 2.

**Table 4 – Employment Land Supply - 2011**

Proposed Sites	Gross Site Area at 2011 (ha)	Net Site Area at 2011 (ha)
Land South of Wilmore Road	86.8	50
Derwent Triangle	28	23
Derby Commercial Park	64.7	40
Mixed Use Allocations	7.4	7
Saved Non-Strategic Employment Allocations	10.1	6
City Centre Sites	2	2
Employment Land Supply:	199	128

- 5.10.20 South Derbyshire District Council has identified additional land to the south of Sinfin Moor Lane for a potential extension to the allocated site within Derby to the south of Wilmore Road. This additional land could potentially provide in the region of an additional 20 hectares of developable DUA employment land that could be developed in the Plan period, subject to highways capacity issues being appropriately addressed.
- 5.10.21 It is acknowledged that some businesses that locate onto new employment sites will relocate from existing sites within the City and therefore there will be no net addition in terms of jobs. This is a consequential impact of the general churn of land and buildings in any economy. In many cases the land where businesses relocate from will be protected for employment generating uses and will therefore provide opportunities for other businesses. In some cases, land will be lost where it no longer has the potential to contribute towards the economic output of the city. The extent of the existing supply is identified on the Proposals Map, although this will be reviewed as part of the Local Plan Part 2.
- 5.10.22 Many of our existing industrial and business areas are fundamental to the successful operation of Derby's economy. The Council wishes to specifically protect the most important of these areas and important units within them primarily for employment use in order to avoid the potential prejudicial impact of alternative uses and to safeguard job opportunities. Some of these areas accommodate the city's biggest and most prestigious employers, such as Rolls-Royce and Bombardier which are the cornerstones of the local economy.
- 5.10.23 Many of the existing employment areas are largely built up, although there is significant scope for recycling and intensification of employment uses within these areas. In recent years, recycling of existing employment sites has made a significant contribution to meeting needs. This is expected to continue in the future as land accommodating older stock is recycled for the construction of new units, helping to meet modern needs.
- 5.10.24 The redevelopment of poorer quality existing employment land for alternative uses can sometimes help to alleviate conflicts between industrial and surrounding uses. This can

bring benefits for the area as a whole, particularly where there is conflict between residential properties and business use. Residential redevelopment and associated community uses may help to improve the local environment and provide the opportunity to create more open space in inner-city areas.

- 5.10.25 Residential redevelopment in these areas may also improve the mix of brownfield housing sites available to the market. However, the Council will continue to ensure that an adequate employment land supply, in terms of quality and quantity, is maintained. Proposals for development of existing business and industrial land should not override the employment objectives of the Plan.



# CP11 – Office Development:

The Central Business District (CBD) is the preferred location for the development of new offices (B1a) and vocational training establishments (D1).

The Council will:

(a) permit the development of offices (B1a and D1) in other areas of the city provided that proposals:

- 1. have demonstrated a sequential approach to site selection firstly giving preference to opportunities within the CBD and secondly to allocated employment or regeneration areas and defined Centres
- 2. would be complementary to the CBD and would not have a significant adverse impact through prejudicing investment in the CBD, or other allocated sites, or by undermining the vitality and viability of the CBD
- 3. would facilitate inward investment
- 4. would contribute to the aims and objectives of Policy CP9

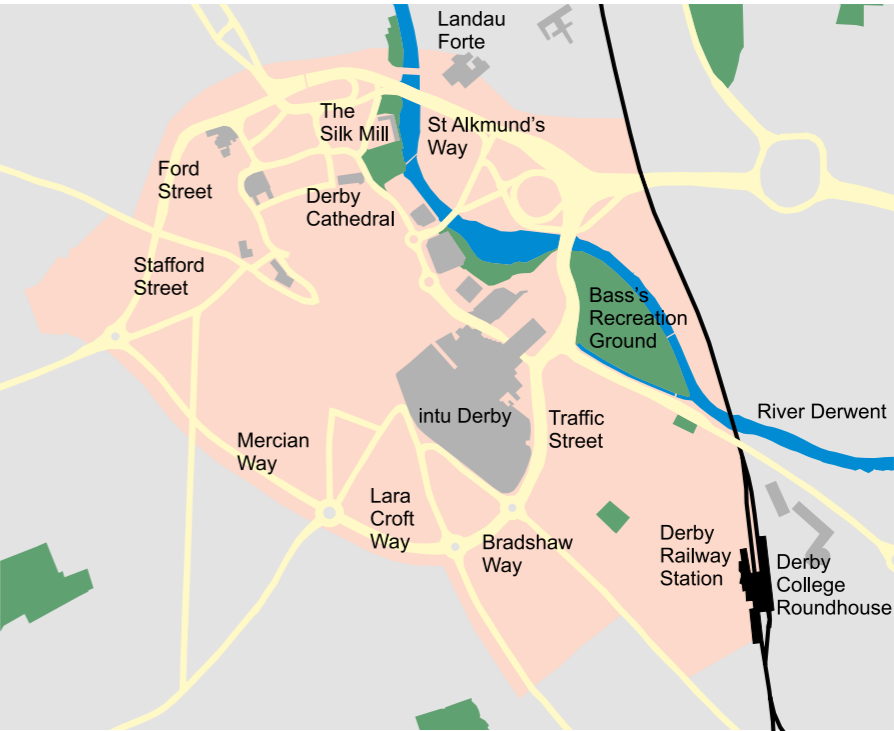
In considering compliance with the sequential test, the Council will have regard to the specific locational requirements of office occupants and their relationship with surrounding uses

(b) use the Derby Regeneration Fund to help deliver new office accommodation within the CBD, helping to regenerate derelict and vacant sites

5.11.1 Focussing new office development within the City Centre, specifically within the identified 'Central Business District' (CBD) will support regeneration initiatives and raise the profile of the area as a sustainable office location. It will create a critical mass of City Centre employees, putting 'suits on the streets' and helping to boost the overall vitality and viability of the City Centre.

- 5.11.2 In recent years, new office development has generally been focussed within the Pride Park area. Whilst this has helped to successfully regenerate Pride Park, it has been to the detriment of the City Centre, which has failed to offer viable alternatives to the new accommodation being provided on Pride Park.
- 5.11.3 The regeneration of Pride Park is now complete and it is time to shift office demand back towards the City Centre. In the last 20 years, new office space within the City Centre has predominantly been provided through the refurbishment of older stock. Refurbishment is becoming less desirable and financially viable as many of these buildings are now increasingly being used for alternative uses such as residential.
- 5.11.4 The ongoing drive for regeneration in the City Centre has opened up new opportunities for new build office schemes. Several high quality office schemes have been permitted within the CBD area in recent years, totalling in excess of 100,000sqm (gross) of new floorspace.
- 5.11.5 Issues with developer, occupier and investor confidence and the impacts of the global recession have acted as a barrier meaning that permitted schemes have not been built out. In order to combat some of these issues, the Council has been operating the Derby Regeneration Fund to support the delivery of new high quality commercial development in the City Centre.
- 5.11.6 It is hoped that permitted schemes will take advantage of the funding opportunities available. Implementation of these schemes will also help to rebalance the spatial distribution of jobs within the city as a whole, where 75% of jobs are currently located outside of the City Centre.
- 5.11.7 The benefits of working in the City Centre are clear. Developments within the CBD are able to take advantage of the availability of public transport and the benefits associated with working in this location such as proximity to retail and leisure opportunities.
- 5.11.8 It estimated that the capacity of opportunity sites within the CBD area, combined with the potential for office

Figure 10 - The Extent of the CBD



- development within allocated employment areas and regeneration priority areas should be more than capable of accommodating office needs up to 2028. A number of the office opportunity sites in the CBD are identified in Policy AC2.
- 5.11.9 Whilst the CBD is the clear priority for new office development, the Council recognises that not all forms of office development can be easily accommodated within a City Centre environment. The policy therefore provides flexibility to consider alternative options outside of the CBD.
- 5.11.10 The policy seeks to ensure that proposals for office development outside of the CBD have considered sequentially preferable locations and demonstrated why none of the more desirable locations are appropriate for the proposed use. First preference is given to locations within the CBD, whilst allocated employment and regeneration areas and identified local centres are second preference. The Council will only consider alternative locations once it has been demonstrated that opportunities within these areas are not suitable, available or viable.



Sadler Bridge Studios

- 5.11.11 When considering compliance with the sequential test, the Council will have regard to specific locational requirements such as identified needs and the relationship of the new development to surrounding uses. For example, it may be logical for some forms of office development associated with existing manufacturing businesses to be located close to existing operations rather than in the CBD.
- 5.11.12 The policy also seeks to ensure that new office development outside of the CBD is complementary to it and would not undermine it as the primary location for office development within Derby, or prejudice potential investment within it.
- 5.11.13 The Council wishes to ensure that office development permitted outside of preferred locations will facilitate inward investment and is not purely speculative. It will be important to ensure that such development is located within sustainable areas of the city that are well served by public transport and that development would contribute to the wider aims of the Economic Strategy and Policy CP9.
- 5.11.14 Commercial / vocational training (D1) has been a growth sector in recent years and fundamentally operates in a very similar way to commercial offices (B1a) in terms of nature and function. These kinds of operations have the potential to contribute to the vitality and viability of the City Centre and therefore will generally be assessed against this policy.

# CP12 – Centres:

The Council will seek to sustain and enhance the vitality, viability and competitiveness of defined centres and prioritise them as the most accessible and sustainable way of meeting everyday shopping and service needs.

The development of new shops, leisure and complementary main town centre uses will be prioritised in the following hierarchy of defined centres:

**The City Centre:**

The City Centre is the focus for comparison retail for the City but its catchment exceeds the City boundaries. The focus for new comparison retail is the Core Area and this is the sequentially preferable location for the application of the sequential test as set out in CP13. The City Centre is also the sub-regional focus for commerce, culture, leisure and the visitor economy. The CBD is the sequentially preferable location for office and leisure development.

Development within the City Centre should meet the specific requirements of the City Centre Strategy (Policy AC1)

**District Centres:**

District centres have an essential role in providing key services to the City's neighbourhoods including shopping, commercial, leisure, public and community functions, ensuring that residents can access such services easily. They are also a focus for the City's residential neighbourhoods, providing an important opportunity to define local character. Development in these centres should primarily respond to the needs of the catchment and recognise the need to support, and not undermine, the vitality and viability of other centres in the hierarchy.

The City Council will develop a strategy to help District Centres address the changing nature of the high street and the demands of customers and identify schemes that will help sustain and enhance their vitality and viability in the long term.

**Neighbourhood Centres:**

Neighbourhood Centres meet needs for small scale retail and services of small local catchments. Locations which are not identified on the Proposals Map but which may perform the same function in terms of scale and meeting local needs will also be considered to be Neighbourhood Centres. Development in these centres should be small scale and have regard to maintaining access to local shopping and other facilities that meet day-to-day needs.

Within District and Neighbourhood Centres, the Council will support proposals that:


1. Meet local shopping and service needs while supporting the vitality and viability of the centre. Uses which would undermine this objective, either as a result of loss of retail function or through the impact on the character or environment of the centre, will be resisted
2. Help to combat long term and persistent vacancy. The Council may require applicants to submit appropriate evidence which demonstrates that the unit has been marketed for retail uses for a reasonable period of time and/or is no longer suitable for shopping uses
3. Encourage competition and consumer choice
4. Help to maintain vibrant and coherent shop frontages
5. Respect, and are compatible with, the scale, role, character and function of the centre and would not have an unacceptable impact on the vitality and viability of other centres in the hierarchy
6. Help secure physical improvements to the centre, particularly where they will help to create high quality spaces that are accessible by all modes of transport

New or extended Centres will be delivered at the following locations to support the creation of new or growing communities:

- Rykneld Road (Policy AC20)
- Hackwood Farm (Policy AC21)
- Boulton Moor (Policy AC23)
- Manor Kingsway (Policy AC19)

In these locations, proposals should be of an appropriate scale for the level of growth proposed and should not have an unacceptable impact on the vitality and viability of other centres in the shopping hierarchy. Where necessary, the Council will impose conditions on new centres to ensure they remain consistent with their expected role and function.

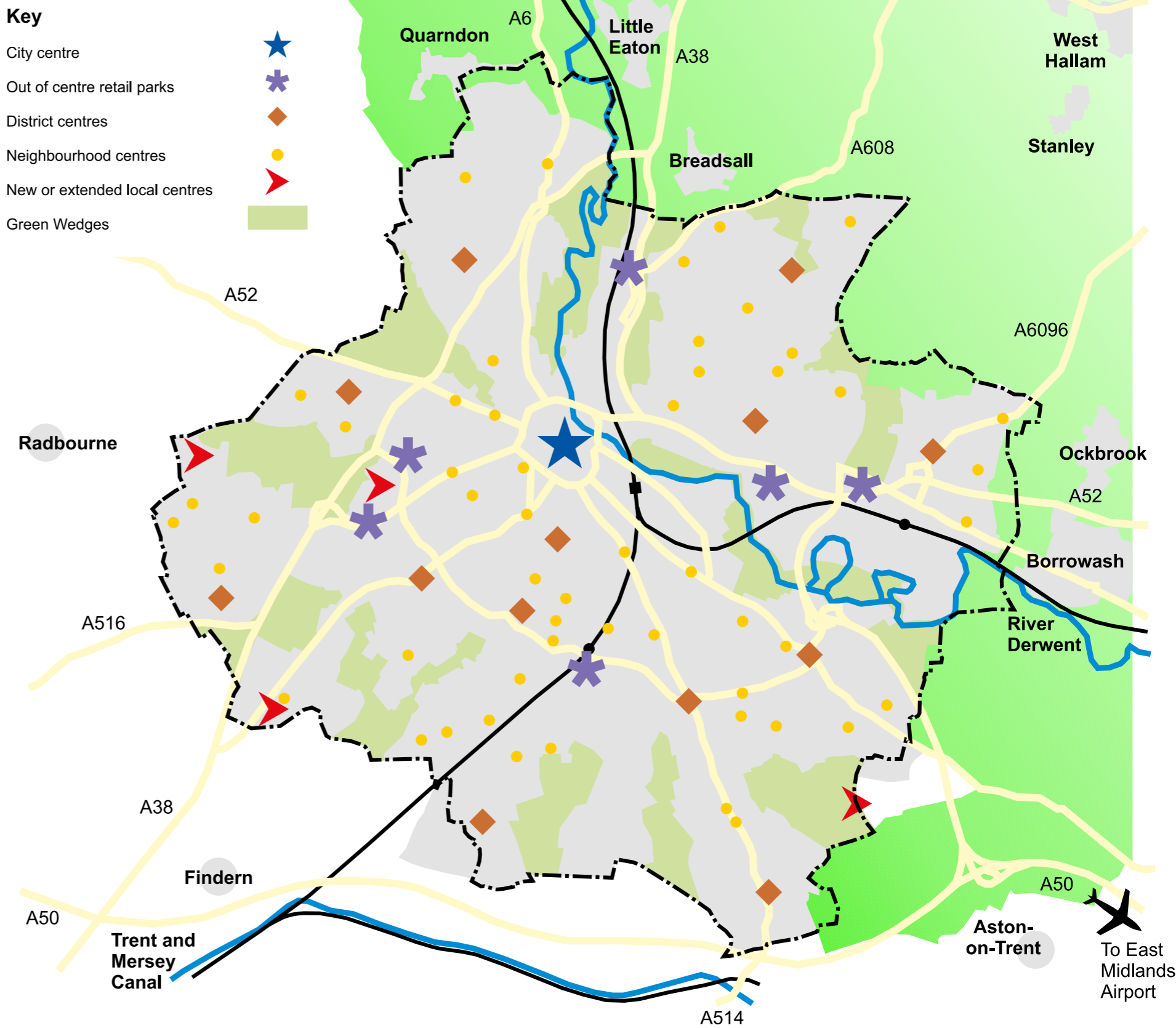
5.12.1 Reflecting National Planning Guidance, this policy establishes a strategy of promoting the City Centre and other traditional centres as the preferred locations for a wide range of retail and other complementary services. The City Centre performs a sub-regional role with a particular emphasis on 'leisure shopping' and, increasingly, a greater focus on leisure and cultural activities. Policies elsewhere in the document provide a detailed strategy for the City Centre and set a framework for considering development proposals. Under this policy, however, the City Centre will remain the 'sequentially preferable' location for large scale retail, leisure and other large 'main town centre uses', such as offices.



Allenton District Centre

- 5.12.2 District Centres provide a different role. They are at the hearts of their local communities; serving relatively large residential areas and have good transport links. Usually they contain a range of local shopping facilities and other complementary non-shopping uses which complement the main shopping function providing both for day-to-day needs. There are currently 13 District Centres in the City and the strategy will be to continue to try and protect, or enhance, their vitality and viability. This will be both through the careful management of the range of uses that exist in a centre and by trying to encourage or implement improvements to the environment. It is recognised that the role of the high street is changing and that as a result many District Centres may have to change to stay 'vital and viable'. This may be in part in the mix and type of uses they contain, but also their environment. The Council will develop a city-wide strategy to address these issues which will complement the Local Plan. The Part 2 Local Plan will also provide detailed guidance on individual District Centres where necessary.
- 5.12.3 Proposals for retail within defined centres will generally be acceptable. However, all proposals should be consistent with the scale, nature and function of the centre they are in. This is to ensure that proposals in one centre do not undermine other centres. Applicants for larger developments within defined centres may also be asked to provide evidence of their potential impact in order to ensure this objective can be achieved.
- 5.12.4 Neighbourhood Centres are smaller and concentrate on the provision of basic essential goods. These usually have far tighter catchment areas and provide mainly 'top-up' shopping facilities and other services important to local residents, such as post offices and pharmacies. There are many more defined Neighbourhood Centres across the City. However, there are also informal areas of shopping which can perform a similar role and function. Often these are informal rows of shops, or standalone facilities that provide a similar function. For the purposes of these policies, these informal areas will be subject to the same policies.
- 5.12.5 In both District and Neighbourhood Centres, the strategy will be to maintain the local shopping function that each

**Figure 11 - Identified Centres**



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centre provides to nearby residents. The appropriateness of non-shopping uses will be considered on their merits and care will be taken to ensure that changes from shopping to non-shopping uses do not undermine the vitality of a centre as a whole or parts of larger centres (in particular defined 'primary frontages' within District Centres). In coming to decisions on whether non-shopping uses will be acceptable, the Council will consider the proportion of shop uses within a centre, the nature of the shops in the centre or in a particular frontage, the quality of the unit in question, and whether it has market potential for continued use as a shop. Decisions will need to be taken in the context of 'permitted development rights', which currently allow some types of change of use, in certain circumstances, without the need for a planning application. The reduced ability of the Council to control such proposals highlights the need to give particular scrutiny to proposals that continue to require the submission of a planning application.

- 5.12.6 In terms of food and drink uses, regard will be had to Policy CP15. There has been a significant increase in the proportion of food and drink uses within defined centres in recent years. While they can support the economy of a centre, too many in any one area can have a negative cumulative impact – particularly on the character of an area. This is to be avoided.
- 5.12.7 Residential or office conversions at first floor and above would be considered beneficial to the potential vitality of a centre and so would be acceptable in principle. Conversion to residential at ground floor level has the potential to undermine the vitality of a centre and lead to areas of 'dead frontage'. This is only likely to be considered acceptable on the periphery of centres where there is evidence of long-term persistent vacancy.
- 5.12.8 Locating and protecting shopping, local services and community facilities within defined centres helps to reduce the need to travel by car, reduce congestion and pollution and helps to facilitate travel choices. They are also of benefit to less mobile people and are important in addressing social exclusion since they are highly accessible to people who do not have access to a private car.

# CP13 – Retail and Leisure Outside Defined Centres:

The Council wishes to support the vitality of defined Centres in the hierarchy. It recognises, however, that there are some forms of retail and leisure that cannot be easily accommodated within defined centres or which fill gaps in local provision. These provide a valuable complementary role that the strategy will seek to maintain.

The Council will permit the provision of small shops, leisure and other complementary town centre uses outside defined centres where they can help to meet identified needs and deficiencies, support sustainable economic growth and do not undermine the vitality and viability of centres in the hierarchy.

In considering all proposals for retail, entertainment, recreation and leisure development outside defined centres, applicants will be required to demonstrate that:

- (a) there are no sequentially preferable sites or units within an agreed defined catchment area that could accommodate the proposal. First preference should be for appropriate centres in the hierarchy, followed by edge-of-centre sites and then existing out-of-centre retail parks or premises. The consolidation or utilisation of available and suitable existing sites and premises outside the hierarchy should always be fully considered before new floorspace is created
- (b) the proposal would not, individually or cumulatively, have a significant adverse impact on the role, vitality, viability or competitiveness of any centre in the City's hierarchy or in an adjoining local authority area or on local consumer choice and competition
- (c) the proposal would not prejudice planned public or private investment within defined centres or other development proposed by this Plan
- (d) the proposal does not undermine the strategy and objectives of this Plan
- (e) the proposal is located where there is a choice of travel options

When considering impact, the Council will have regard to whether the proposal is meeting an identified need or local deficiency. All retail proposals over 1000 square metres gross will be required to submit a detailed retail impact assessment to assist in the consideration of criteria 'a' to 'e'.

In considering the area of search and catchment area for the sequential test, regard should be had to the scale and nature of the proposal and the need the proposal is seeking to meet. The applicant should also demonstrate that they have been flexible in their approach. The Council will have regard to any special needs of leisure activities.

The Council will seek to mitigate the impact of development and ensure that the role of out-of-centre shopping remains complementary to defined centres by imposing appropriate conditions on the scale of development and the goods that can be sold from any retail outlet. Applications to vary conditions will be subject to the above policies.

5.13.1 This policy relates to all proposals for shopping and leisure proposals outside defined centres. This includes proposals for entertainment and recreation uses, including food and drink. Some of these also have their own policies that should be considered in conjunction with this, which sets out a principle of 'sequential test' and the consideration of impact. It promotes defined centres in the 'hierarchy' as the preferable locations for new development. However, it also recognises that there are situations where there are gaps in local provision or there are types of retail and leisure which would find it difficult to be accommodated within defined centres, whether it is by virtue of what they sell or their scale. In particular, there may often be scope for new 'small shops' to be located in areas poorly served by defined centres. Small shops will normally be considered to be below 500 sqm (gross floorspace) and will only generally serve localised 'walk-in' catchment areas. Proposals should be supported by clear, up to date evidence of the need/deficiency being met.

5.13.2 In all cases, a sequential approach to site selection should be demonstrated as set out in the policy. Applicants should evaluate all opportunities within existing centres of the hierarchy and give valid reasons why proposals cannot be

accommodated within them. Assessments should include analysis of the suitability of sites, whether they are likely to become available within a reasonable period of time and whether they are viable for the proposed use. The preferred format of a retailer should not be used as a reason for disregarding in-town opportunities. In the interests of sustainable development and making the most efficient use of land, the Council will also wish applicants to consider whether existing edge-of or out-of-centre sites or floorspace could be utilised. There are six defined out-of-centre retail parks in the City, as defined on the Proposals Map and vacant floorspace within these should be considered before new out-of-centre sites are considered. This may be more efficient and sustainable than the creation of new floorspace.

5.13.3 When considering which are the relevant centres to be examined, the location, scale and nature of the proposal and any 'need' identified will be taken into account. The scope of the search and the catchment of any proposal should be agreed with the Council prior to an application being made. As stated in CP12, when considering retail development, the 'Core Area' of the City Centre will be considered to be the sequentially preferable location for this type of use. For office, leisure and other non-retail town centre uses, the extent of the CBD can be considered as sequentially preferable.



- 5.13.4 It is important, however, that where proposals do come forward outside centres they do not have a significantly adverse impact on centres, choice or planned investment. The impact on issues covered by criteria b-d will be considered with any application for proposals outside centres. However, the Council will require a full retail impact assessment for any out-of-centre schemes above 1,000 square metres gross floorspace. Many of the 'deep discount' supermarkets, who operate within and outside centres in Derby, have stores of around this scale. It is considered that such stores would have the capability to compete directly with stores of a similar scale, or which offer a similar function, within defined centres. These stores often anchor defined centres and, should they close, the impact on the centre as a whole would be negative. This, therefore, is an appropriate scale at which to require a full retail impact assessment. The nature and detail of any assessment submitted should be agreed with the Council prior to submission and should be commensurate with the scale and nature of the proposal.
- 5.13.5 The changing nature of shopping patterns and the general economic downturn have meant that the overall capacity for new floorspace is likely to have reduced, compared to all of the forecasts in the Derby Retail and Leisure Study (2009). In addition, since 2010 the Council has permitted a number of proposals for new supermarkets and significant extensions to existing stores. At the time of publication, few of the proposals have been implemented and some of the permissions have lapsed, although it is anticipated that the remaining commitments will have taken up a significant proportion of the short to medium term capacity for new floorspace in the City. Therefore it is not considered necessary to allocate any additional out-of-centre sites for new retail development (unless associated with the creation of new sustainable neighbourhoods). The fact that very few of the commitments have actually been implemented would also suggest a limited need for additional floorspace over and above what already has permission.
- 5.13.6 Owing to increasing sales of non-food goods from supermarkets, there is the potential for a considerable level of additional trade diversion from the City Centre and / or from District Centres. It is important, therefore, to ensure that any additional out-of-centre proposals would not have an unacceptable cumulative impact on any centre.
- 5.13.7 Where permission is granted, restrictions will continue to be needed on the range of goods that can sold from these stores to ensure that the overall retail strategy is not undermined. Goods which the Council feels are critical to the vitality, viability and long term prospects of the traditional centres, or where it considers an out-of-centre location is unnecessary, will be subject to conditions restricting their sale.
- 5.13.8 The types of goods that may be included in this category will include – but not be limited to – clothes, footwear, fibres and textiles for clothing; toys, sports goods, sport and leisure clothing, ornaments, silverware, china, glassware, giftware, musical instruments, books and recorded materials, computer software and games, telecommunications equipment (including mobile phones), small consumer electrical goods, stationary, artwork supplies, greetings cards, jewellery, watches, clocks, photographic and optical goods, post offices, pharmacies, travel agencies, travel goods and any other use where an out-of-centre location is not required.
- 5.13.9 Any conditions will take one of two forms; either the complete prevention of some types of goods and/or limiting the amount of floorspace from which certain goods can be sold in order to ensure they remain ancillary or complementary. In all cases, the conditions will be designed to ensure the protection of the vitality and viability of existing centres and ensure that out-of-centre locations remain complementary to existing centres. Each case will be judged on its particular merits and will be based on the evidence provided to justify a proposal.

# CP14 – Tourism, Culture and Leisure:

The Council is committed to elevating Derby's identity and reputation as a cultural and leisure destination. The Council will encourage new development that will enhance the quality of the City's offer and visitor experience, increase visitor numbers and increase participation in cultural and leisure activities by Derby's residents.

The Council will:

- (a) develop major new leisure venues, including the new Derby Arena on Pride Park and the development of new swimming and/or leisure water facilities. Proposals that complement these facilities and help create hubs of leisure or visitor activity will also be supported where they would not undermine other objectives of the plan
- (b) support proposals that make a positive contribution to the City's tourism and cultural role and function, either through the development of new facilities or which improve the appearance, use and accessibility of existing attractions
- (c) encourage investment to improve the quality of the infrastructure and venues for the arts, theatres, sport and play, parks and green spaces, museums, libraries and other related leisure uses and activities. Facilities should be accessible, attracting participants from both within and outside the City and help to build communities at the neighbourhood level
- (d) improve the supporting infrastructure for visitors, including those related to business tourism. New hotel, conference or exhibition development which contributes to the quality of the City Centre will be supported. Proposals for such uses outside the City Centre will only be supported where they complement visitor-oriented development and are in accessible locations
- (e) support and deliver proposals that help to maintain and develop the City's outdoor cultural offer, including providing spaces and locations for festivals, events and markets

- (f) support and deliver proposals that take advantage of the tourism benefits of the River Derwent, the World Heritage Site and Derby's industrial heritage
- (g) support and deliver proposals that will assist in the promotion of the City, including schemes which help develop Derby's key themes and attractors

- 5.14.1 Culture and tourism play an extremely important part in Derby's economy and in the day-to-day life of its residents. In order to promote further visitor growth in the City, it is important to try to encourage both new visitor attractions and to enhance the existing offer. Particular locations and sectors of importance are the City Centre and the range of visitor attractions and accommodation it already contains, the World Heritage Site and other important examples of Derby's industrial heritage, including Royal Crown Derby and Rolls-Royce, and the increasingly important role of business tourism.
- 5.14.2 While new attractions themselves are important, it is also important to ensure that the supporting infrastructure is of a high quality. This not only relates to the need for high quality visitor accommodation, but also high quality public spaces which can host events, festivals and concerts.
- 5.14.3 As well as providing for people visiting from outside the City, it is also important to ensure Derby's residents have good access to cultural and leisure facilities.



Derby Festé



Pride Park Stadium, Pride Park

- 5.14.4 This policy covers an extremely broad area of activity and cross cuts with a number of policies which consider specific uses. This policy should, therefore, be read in conjunction with policies for the City Centre, for Centres and for the Economy. The City Centre should be the focus for most new tourist, culture or major leisure related development. It is the most accessible location in the City for major attractions and encouraging a critical mass of new leisure and tourism will help support its vitality and viability and sustainable economic growth. However, there will be circumstances where the nature and scale of the proposed use will mean that appropriate City Centre sites may not be available. In such cases, the sequential approach outlined in Policy CP12 should be adopted.
- 5.14.5 As well as a general approach to new tourism and leisure facilities, the policy also makes specific reference to the implementation of new major tourism and leisure facilities. There may be scope to provide new ancillary or complementary development nearby these sites. Where such development could help enhance the quality of the 'visitor offer', help support the visitor economy and add value for the City's residents, it will be supported in principle. However, in all cases such development would still have to be consistent with the other policies in the Plan.
- 5.14.6 There is a recognised need to improve the quantity and quality of the City's hotel, conferencing and 'event space'. The Council will generally support proposals that will meet this deficiency, particularly in the City Centre.

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- 5.14.7 Business tourism is also an increasingly important part of the visitor economy. Proposals for new hotel and complementary uses that are well related to large employers or concentrations of commercial activity would also generally be supported, provided they did not undermine or prejudice other economic activity or potential for growth. Pride Park is a good example of where employment, visitor attractions and complementary hotel accommodation can co-exist.
- 5.14.8 Derby has some unique heritage around the enlightenment period and industrial transformation. These are authentic as part of Derby's heritage and are meaningful to Derby in a unique way whilst also being relevant on an international scale - for example, the World Heritage Site, Joseph Wright, engineering giants and gaming technology. They are both educational and interesting with opportunities for exciting interpretation to be attractive to a number of markets. Real Ale, and associated links to food, drink and the evening economy, has also developed as City strength in recent years, gaining national recognition. Where appropriate, the Core Strategy's policies will support proposals that help build on or promote these strengths.

# CP15 - Food, Drink and the Evening Economy:

The Council will encourage food, drink and other evening and night-time economy uses that contribute to the vitality of Derby's centres and which support the creation of a safe, balanced and socially inclusive economy.

The Council will support proposals which:

- (a) help to improve and diversify the City's evening and night-time economy, helping to create a mix that meets the needs of all Derby residents and visitors
- (b) have a positive impact on the vitality and viability of defined centres. Concentrations of bars, hot food takeaways or other similar uses which could have a detrimental effect on community safety and/or on the character, role and function of a defined centre will be resisted
- (c) support both the day-time and evening/night-time economies whilst not undermining the role of primary shopping areas
- (d) do not unacceptably impact on neighbouring uses in terms of noise, traffic and disturbance or prejudice the development of land identified for alternative uses

In considering applications for bars (A4), hot food takeaways (A5) and clubs, the Council will have regard to the following factors:

- 1. The characteristics of the area and its relationship to a defined centre or other appropriate commercial activity. Proposals outside defined centres should demonstrate why they cannot be located within, or on the edge of a centre and that they are in accessible locations
- 2. The existing number and impact of similar establishments in the immediate area, their proximity to each other and whether there are existing issues with disturbance and/or anti-social behaviour
- 3. The prevalence of vacant nearby shop units, the condition and occupancy of the unit and its suitability for alternative uses

- 4. The importance of the location for local shopping, and the number, function and location of shops that would remain to serve the local community
- 5. The character of the centre and its frontage, and the nature of the use proposed
- 6. The potential impacts of the proposal on sites identified for alternative uses and/or on the wider community, and
- 7. Any known unresolved amenity, traffic or safety issues arising from existing uses in the area

Planning conditions will be used where appropriate to mitigate the harmful effects of proposals, including the restriction of permitted development rights, installation of ventilation systems, the incorporation of sound insulation and the control of opening hours.

5.15.1 This policy is relevant to all uses that could be considered important to the evening and night-time economy, including restaurants (A3), pubs and bars (A4), hot food takeaways (A5) and clubs. In conjunction with Policies CP12, CP13, and CP14, it can also apply to other uses which could attract a large number of visitors into the city in the evening, such as theatres, cinemas, or other leisure uses. This forms part of a suite of policies designed to create and maintain vibrant city and district centres through both the day and night. In line with CP13, proposals outside defined centres will need to carry out a sequential assessment, as centres should be the preferred location for such users.

5.15.2 Decisions relating to the change of use of existing units will need to be taken in the context of 'permitted development rights', which currently allow some types of change of use, in certain circumstances, without the need for a planning application. For example an existing shop unit (A1) can change to an A2 or A3 (up to 150sqm) use without the need for a planning application. The reduced ability of the Council to control such proposals highlights the need to give particular scrutiny to proposals that continue to require the submission of a planning application.

5.15.3 It is recognised that there is a need to improve the city's evening economy 'offer' so that it is more socially inclusive and caters for a wider range of residents and visitors. In particular, there is a need to encourage family-friendly activities, rather than a further proliferation of bars and clubs. While this is particularly the case in the City Centre, there is no reason why District and Neighbourhood Centres should not be considered in the same way. Increasing the range of facilities on offer, or in some places resisting a concentration of similar uses may help to create places where all parts of the community feel safe and welcome throughout the day and night.

5.15.4 A vibrant evening economy is an important source of economic activity. However, this must be balanced against the other functions of centres, and in particular the need to support daytime activity. Criteria 1-7 set out the factors that the Council will use to consider a proposal's impact on the vitality and viability of centres, but also its impact on the amenity of residents or businesses in areas outside defined centres. The Council will seek to prevent concentrations of uses that would harm a centre's attractiveness to visitors, either as a result of the loss of shopping function, by reducing or removing elements of 'daytime activity', or through the impact on the quality of the environment. This will include such problems as closed or shuttered units during the day, noise, smells, disturbance and, where appropriate, any concerns over community safety or anti-social behaviour.



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- 5.15.5 The Council will give some weight to proposals which seek to combat long-term or persistent vacancy, either in terms of the unit itself or, in the case of proposals within defined centres, where there is a high level of vacancy across the centre. Whether it can be demonstrated that the unit in question is no longer suitable for shopping use will also be material. In such circumstances, evidence will be required to demonstrate that the unit has been adequately marketed for a reasonable period of time and that it is not fit for purpose. However, even in such circumstances, if it is considered that the proposal will still have the negative effects described above in terms of impact on amenity or on the vitality and viability of the centre it will not be permitted.
- 5.15.6 In line with Policy CP12, bars and hot food takeaways are 'town centre' type uses and so should be concentrated in defined centres where possible. In some circumstances, however, it is accepted that such uses can complement business or industrial areas by providing facilities for employees and reducing the need to travel. Equally, food and drink uses are not uncommon on retail parks or other areas with large numbers of visitors (for example, adjacent to the Pride Park Stadium). Such locations will continue to be acceptable subject to the provisions of CP12, CP13 and in terms of impact on amenity, accessibility, traffic and that they do not undermine the main commercial function of the area. In most cases, such uses will not be permitted in mainly residential areas.
- 5.15.7 The Council will seek to ensure that, where permission is granted, any potential harm to the area from the proposal can be controlled, for example by limiting the hours of operation, requiring sound insulation, fume extraction and filtering equipment or ensuring that a shop front is maintained and that shutters are not left down during the day.

# CP16 – Green Infrastructure:

The Council will seek to maintain, enhance and manage Derby's green infrastructure to ensure that everyone has access to high quality natural and semi-natural habitats, green space and sport and recreation facilities. The Council will ensure that land is available and managed to assist in adapting to and mitigating against climate change.

The Council will:

- (a) minimise and mitigate impacts and overall decline of biodiversity and, where possible, provide net gains
- (b) ensure that green infrastructure is an integral part of all development, contributing to the wider green infrastructure network, including the strategic network outside of the City
- (c) retain the principle of the Nottingham / Derby Green Belt and resist harmful and inappropriate development as defined by national policy
- (d) identify Green Wedges as areas of land that define the City's neighbourhoods and seek improvements to enhance the wider green infrastructure network
- (e) identify Derby's public green space hierarchy and ensure that everyone has access to a variety of public green spaces
- (f) seek to ensure that connections between biodiversity habitats are resilient and appropriately protected. Where opportunities arise, new connections will be created
- (g) seek to avoid the fragmentation of habitats and, where unavoidable, provide appropriate compensation on a like-for-like basis
- (h) seek to enhance linkages to the green infrastructure network to improve access for residents, workers and visitors

- (i) prioritise investment in green infrastructure to:
  - 1. Locations of major residential development and as part of business and employment development
  - 2. Areas of poor provision and in areas needed for increasing functional connectivity
  - 3. Areas needed for mitigating against and adapting to climate change and flooding mitigation and adaptation
  - 4. Improve the role and function of the Green Wedges
- (j) support the aims and objectives of the Lowland Derbyshire and Nottinghamshire Local Nature Partnership to improve and enhance the wider green infrastructure network.
- (k) support improvements to the City's green infrastructure through the implementation of the Our City Our River programme, the implementation of the Derwent Valley Mills World Heritage Site Management Plan and the restoration of the Derby and Sandiacre Canal. Appropriate improved links to Kedleston Hall, Elvaston Castle and the Trent and Mersey Canal will be supported
- (l) ensure that new residential development provides improvements to the public green space network either through new provision or improvements to existing spaces
- (m) ensure that where new development has an adverse impact on a recognised important element of green infrastructure, that impact should be clearly understood, minimised and any residual adverse impacts mitigated for. As a last resort, the impact should be compensated for, either on-site or off-site. Any opportunities for enhancement and better management of the asset through development should be sought. In assessing the impact of the development, its need and benefit will be weighed against the harm caused to the green infrastructure

- (n) resist the non-essential culverting of watercourses and encourage existing culverts to be removed and natural watercourses reinstated, thereby contributing to the expansion of the City's green infrastructure and delivering Water Framework Directive objectives
- (o) if necessary, identify a site for a new cemetery to meet Derby's burial needs in Part 2 of the Plan

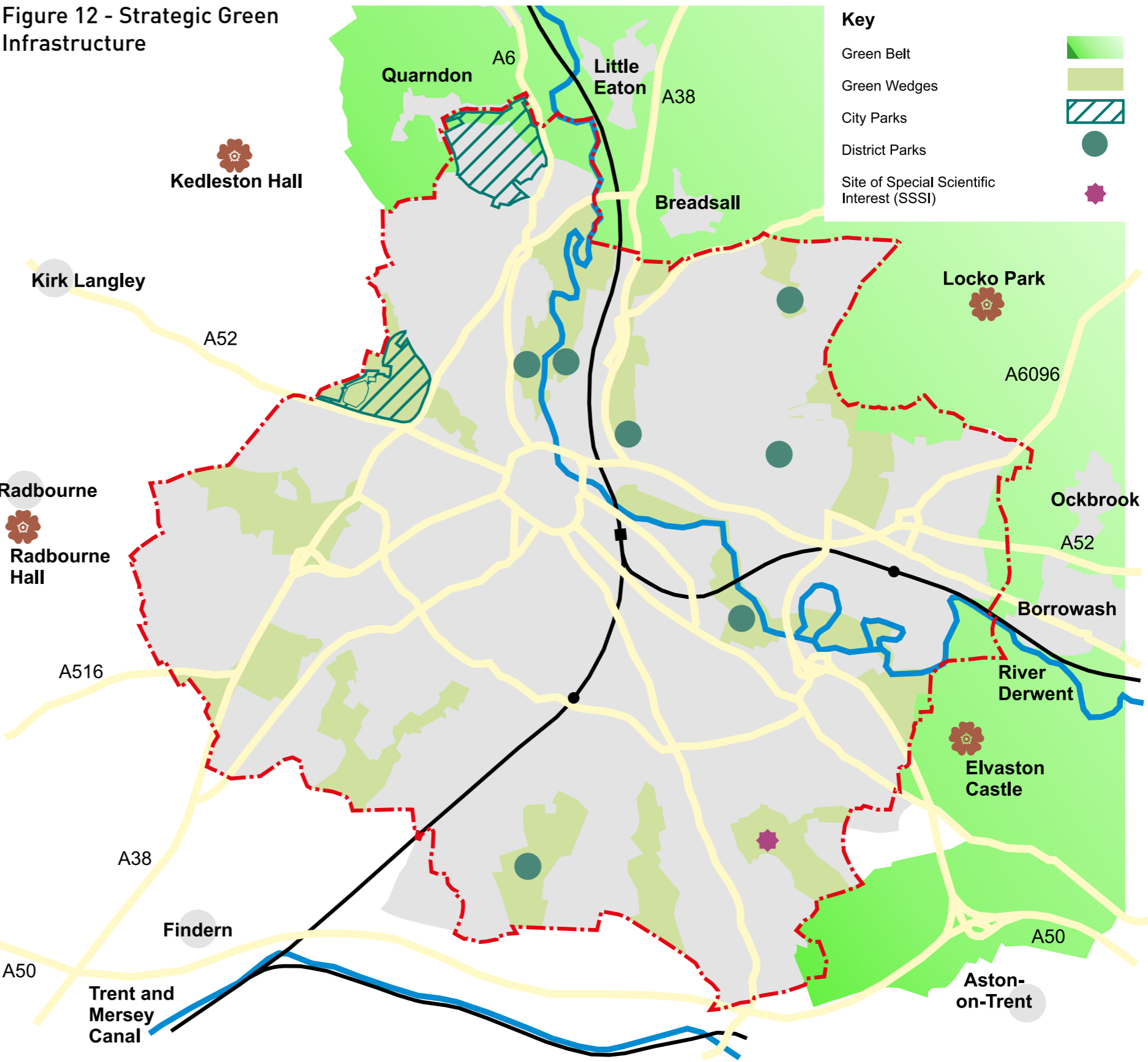
5.16.1 Green Infrastructure (GI) is a network of high quality green and blue spaces and other environmental features and is made up of the following elements:

- The local countryside
- Green Belt
- Green Wedges
- Local Nature Reserves and wildlife sites
- Parks
- Allotments
- Outdoor sports facilities and playing fields
- Cemeteries and graveyards
- Amenity green space
- Green corridors such as rivers, canals, other watercourses, footpaths and multi-user routes
- Individual trees, woodland and hedgerows and other landscape features
- The ecological network linking the above elements

5.16.2 Derby has a unique network of multipurpose green infrastructure assets including Green Wedges, parks, local nature reserves, green spaces and green corridors which make a valuable contribution to the City.

- 5.16.3 Green infrastructure can provide a number of multiple benefits for the City and the wider region. It helps to mitigate the effects of climate change by, for example, acting as 'carbon sinks' which help remove CO2 from the atmosphere, reducing the urban heat island effect and providing areas of natural drainage.
- 5.16.4 Green infrastructure provides connections between important wildlife sites in, and beyond, the City. It provides opportunities for physical activities and areas for quiet contemplation thus improving the health and mental well-being of the community. It can enrich an areas character and appearance and enhance the setting of both our cultural assets and the historic environment. By making areas more attractive, the Council will encourage and maintain inward economic investment and assist in taking forward our regeneration priorities.
- 5.16.5 Derby's green infrastructure is critical for continued, sustainable economic prosperity by contributing to the conditions for growth and economic security. The attractiveness of the environment is in part what determines where employers choose to locate, and where the workforce chooses to live. Workers with access to green infrastructure also tend to be healthier and more productive. In some instances, green infrastructure can also provide opportunities for local food production.
- 5.16.6 The Green Belt is a long established and successful planning tool which has kept Nottingham, Derby and other, closer, communities from merging. The Council is committed, in accordance with the National Planning Policy Framework (NPPF), to the protection of Green Belt land, unless exceptional circumstances can be demonstrated.
- 5.16.7 By its very nature, development in the Green Belt is regarded as inappropriate. Exceptions to this are:
- buildings for agriculture and forestry
  - provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it

**Figure 12 - Strategic Green Infrastructure**



- the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building
- the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces
- limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan
- limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

5.16.8 Certain other forms of development are also not inappropriate in Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt. These are:

- mineral extraction
- engineering operations
- local transport infrastructure which can demonstrate a requirement for a Green Belt location
- the re-use of buildings provided that the buildings are of permanent and substantial construction; and
- development brought forward under a Community Right to Build Order.

5.16.9 A review of the Green Belt undertaken by Nottinghamshire and Derbyshire County Councils highlighted the important role Green Belt plays and recognised that the area to the east of Spondon as particularly sensitive due to the proximity of Borrowash.

5.16.10 Growth in and adjacent to the City is likely to result in increased pressure on existing green infrastructure, although it also represents an opportunity to increase quantity, quality and accessibility.

5.16.11 Green infrastructure should be designed and managed as a multifunctional resource capable of delivering a wide range of environmental and quality of life benefits for local communities.

5.16.12 The Lowland Derbyshire and Nottinghamshire Local Nature Partnership was established in 2012 and covers the whole of the county of Nottinghamshire and those areas of Derbyshire (outside the Peak District) covered by the Lowland Derbyshire Biodiversity Partnership. Through the Core Strategy the Council will support and help deliver the partnership's vision to "Help businesses, communities and individuals to create and enjoy the benefits of a better natural environment."

# CP17 – Public Green Space:

The Council is committed to ensuring that everyone has access to a network of multi-functional public green spaces. It will seek to ensure that this network provides a diverse range of spaces to meet city-wide needs.

Emphasis will be on reinforcing and improving this network to focus resources on improved quality and accessibility. This will be achieved by securing financial contributions from development to improve existing open spaces where these can meet the needs of that development or the provision of new public green spaces.

Where new public green space is provided as part of development, the Council will expect developers to provide for its on-going, long-term maintenance to an agreed standard.

The Council will:

- (a) consider the following factors in applying this policy:
  1. a public green space standard of 3.8 hectares per 1000 people or equivalent financial contributions
  2. accessibility standards set out in Appendix D
  3. the nature of the development
  4. the provision of existing public green space in the locality
  5. the impact on the viability of the development
  6. the need to ensure that it is a size, type and form that meets local requirements and is located to maximise accessibility and security
- (b) expect, where possible, new public green spaces to connect to the wider green infrastructure network in order to improve accessibility between sites and enhance biodiversity.
- (c) work with neighbouring authorities to ensure a consistent and co-ordinated approach to the provision of

- public green space in cross-boundary developments
- (d) only permit the loss or change of use of green space or playing pitches in circumstances where:
  1. an assessment has been undertaken which has clearly shown the public green space, buildings or land to be surplus to requirements; or
  2. the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
  3. the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss; or
  4. the development will be ancillary and in scale to the public green space, sport or recreation facility and complement the use or character of the space

5.17.1 Derby's public green space network is made up of the following elements:

- Local Nature Reserves and wildlife sites
- Parks
- Allotments
- Outdoor sports facilities and playing fields such as playing pitches, tennis courts and bowling greens
- Amenity green space

5.17.2 The provision of new, or improvements to existing, public green space will ensure that Derby remains an attractive City in which to live. This approach will bring multiple benefits to Derby by reinforcing the overall green infrastructure network, improving visual amenity and providing opportunities for sport and relaxation.

- 5.17.3 It is widely recognised that planning can play an important role in promoting social interaction and creating healthy, inclusive communities through the provision of high quality, accessible open space and sport pitches.
- 5.17.4 In Derby, public green spaces provide multiple benefits and help promote sustainable communities. In addition, public green spaces and playing pitches provide places for relaxation and contemplation and opportunities for sport and recreation.
- 5.17.5 The Council's Open Space Study highlighted a contrast in the provision of public green spaces across the City with areas of the city, such as the wards of Normanton, Boulton and Derwent, which have a deficiency in many types of green space while some of the suburbs have a surplus. It goes on to recognise that, in areas of deficit such as Derby's historic core, it is often difficult to find available locations for new public green space and suggests alternative methods to green the city.
- 5.17.6 The Council may require the provision of different types of public green space to meet a local shortfall. For example, the Council may require that allotments, natural and semi-natural green space or woodland is provided rather than the more traditional parks and amenity green space.



Darley Park

5.17.7 In bringing forward new public green spaces, the Council will, wherever possible, seek to ensure that new space links up with and enhances existing public green spaces, green corridors and the wider green infrastructure network.

5.17.8 Given the important role playing pitches and sports facilities play in promoting the physical and mental well-being of the community, the Council will work closely with Sport England and other partners to ensure that any future decision on the provision of sports facilities is based on a robust and up-to-date evidence base. To assist with this, it is the intention of the Council to update the current Outdoor Sports Strategy during the next 12-24 months to help underpin effective policy application.

5.17.9 The Council will expect developers to provide for the long-term maintenance of new public green space. This could be achieved through the following mechanisms:

- A financial contribution to the Council to provide a 30 year maintenance regime to an agreed standard
- Long term maintenance directly by the developer or the community to an agreed standard

5.17.10 In determining 'surplus to requirement' the Council will have regard to provision in the surrounding area and consider the following:

- the public green space standard of 3.8 hectares per 1000 people
- the accessibility of public green space in the locality
- the function of the public green space
- opportunities for meeting localised deficiencies and improving overall quality through rationalisation

5.17.11 The Council will undertake a strategic review of public green space to assess the overall provision across the City and explore opportunities to rationalise to create qualitative improvements that address existing deficiencies. As part

of its review of public open space and to ensure the most effective use of resources, the Council will review provision of playing pitches through a 'hierarchy of outdoor sports provision' model that includes innovative solutions such as self-management of playing pitch sites.



Markeaton Park

5.17.12 The City of Derby Local Plan Review, adopted January 2006, contains a number of saved policies. Policy L4 sets out allocations for new or extended open space. It is the intention of the Council to review these allocations to ensure that they still meet the needs of the community. This review will be undertaken through the development of the Local Plan Part 2.

# CP18 – Green Wedges:

The Council will continue to identify Green Wedges as areas of land that define and enhance the City’s urban structure, maintain the identity of the different residential neighbourhoods, provide an uninterrupted link to the countryside, form part of the wider green infrastructure network and play an important role in climate change adaptation.

The Council will:

(a) ensure that development in the Green Wedge is limited to the following:

- 1. Agriculture and forestry
- 2. Green space, outdoor sport, recreation and community uses providing the character of the Green Wedge and it’s amenity is not adversely affected
- 3. Nature conservation, including improvements which provide multiple benefits to Derby’s green infrastructure or which link the Green Wedge to the wider Green Infrastructure network
- 4. Cemeteries
- 5. Essential buildings and activities ancillary to existing education establishments
- 6. Public utilities where it can be shown that a suitable site outside the Green Wedge is not available
- 7. The extension or alteration of existing dwellings and the erection of ancillary buildings.

(b) ensure that development does not endanger the open and undeveloped character of the Wedge, its links and green infrastructure value; taking into account scale, siting, design, materials and landscape treatment and would not lead to an excessive increase in numbers of people, traffic or noise

- (c) ensure that development associated with categories 1 to 7 is small-scale and ancillary to the operation of the main use
  - (d) permit the conversion or change of use of existing buildings provided that building is suitable for its intended use without extensive alteration, rebuilding or extensions
  - (e) permit the redevelopment of existing buildings in the Green Wedge for uses in categories 1 to 7 and the replacement of existing dwellings with new dwellings
  - (f) permit, in exceptional circumstances, redevelopment of buildings other than dwellings for residential development, and supporting facilities. Permission will only be granted where the Council is satisfied that the original buildings are genuinely redundant and surplus to requirements, and that the site adjoins nearby residential areas
  - (g) ensure that planning permission for the conversion or change of use of farm buildings is subject to conditions to prevent a proliferation of additional farm buildings under permitted development rights
  - (h) ensure that development adjacent to a Green Wedge does not endanger the character and function of the wedge, taking into account scale, siting, design, materials and landscape treatment and would not lead to an excessive increase in numbers of people, traffic or noise
  - (i) seek opportunities to link Green Wedges to the wider green infrastructure and ecological networks
  - (j) ensure that development in or adjacent to a Green Wedge provides opportunities to improve the remaining Green Wedge
  - (k) seek to ensure that, where urban extensions occur, the principle of the Green Wedge itself will be continued.
- For all development proposals, the proposed buildings:
- should not have a greater impact on the openness

- of the Green Wedge and the purpose of including land within it than the existing buildings
- should not exceed the height of the existing buildings
  - should not occupy a materially larger area of the site than the existing buildings, unless this would result in a reduction in height which would benefit visual amenity.
- 5.18.1 Green Wedges are an important part of Derby’s character and are a long-standing, and successful local planning policy. Their primary function is to define and enhance the urban structure of the city as a whole, in particular by reinforcing local identity by maintaining areas of open land between the City’s neighbourhoods. All have important existing or potential recreational and ecological value and play an important role in mitigating against climate change. In addition, farming remains an important economic activity and extensive user of land in some Green Wedges. Some Green Wedges have an additional role of acting as ‘buffer zones’ between residential communities and business areas.
- 5.18.2 Green Wedges do not have the permanence of the Green Belt but it is intended to retain the principle of Green Wedges, maintain their identity, reduce the impression of urban sprawl and resist harmful development.
- 5.18.3 The proximity of Green Wedges to the built-up area and, in some cases, their narrowness makes them particularly vulnerable to development pressure. Where development does occur the Council will ensure that the principle of the Green Wedge will not be adversely affected. In addition, the Council expects that development will provide improvements to part, or all, of the Green Wedge. Where urban extensions occur, outside of the city boundary, the Council will seek to ensure that the wedge itself, inside and outside, the City will be continued.
- 5.18.4 The extension or alteration of existing homes and other buildings may be permitted provided that they are in keeping with the size and character of the original building and do not adversely affect the overall character of the Green Wedge. The erection of ancillary domestic buildings may

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be approved as long as they do not adversely affect the openness of the Green Wedge. The replacement of existing homes may also be acceptable in the Green Wedge provided that the new home is not materially larger than the original dwelling.

- 5.18.5 From time to time, circumstances may arise where existing non-residential buildings in Green Wedges become redundant and pressure for redevelopment arises. Planning permission for residential development may exceptionally be granted on such 'previously developed' sites in Green Wedge locations, providing visual impact is minimised and the site is reasonably adjacent to existing housing areas.
- 5.18.6 To prepare the Part 1 plan, the Council carried out an extensive review of Green Wedge boundaries to help identify strategic housing sites. The Part 2 plan will consider further amendments to Green Wedge boundaries as part of the process of identifying non-strategic housing and employment sites, address the implications of existing or planned development on current boundaries and to take full account of all other issues and opportunities raised in the Green Wedge Review (2012). Any review of boundaries will be taken within the context of maintaining the principles of Green Wedge as set out in this policy and the objectives of the plan.
- 5.18.7 Any existing 'non-conforming' operations or permitted uses within Green Wedges will not be prejudiced by this policy. This will include the consideration of any renewal of permission, variation of conditions and any reserved matters applications. An example of this is the existing aggregate recycling facility at Chaddesden Sidings which was in use prior to the designation of the Green Wedge. Any extension of timescales associated with this use will not be prejudiced by being within a Green Wedge.

# CP19 – Biodiversity:

Nature is a sensitive, complex and interconnected system which is often taken for granted. The Council recognises the importance biodiversity plays in delivering an urban renaissance and plays an important part in creating safe and sustainable communities.

The biodiversity and geodiversity assets across the City will be protected, enhanced, managed, restored, strengthened and created in a manner appropriate to their significance.

The Council will:

- (a) seek to avoid, minimise and mitigate the impacts on biodiversity and contribute to the City’s ecological and geological resources resulting in a net gain in biodiversity over the plan period
- (b) seek to reduce habitat and species fragmentation by developing a functional ecological network and maximising opportunities for restoration, enhancement, better management and connectivity of natural habitats, including links beyond the City
- (c) ensure that development will protect, enhance and restore the biodiversity and geodiversity value of land and buildings
- (d) support and contribute to the targets set out in the Lowland Derbyshire Biodiversity Action Plan for priority habitats and species
- (e) work with partner organisations and neighbouring Local Authorities to ensure that Derby positively contributes to the wider, regional biodiversity network
- (f) work with relevant partners to help meet the requirements of the Water Framework Directive to ensure that all surface and ground water bodies reach at least ‘good’ ecological status or ‘good’ ecological potential.

All development should ensure the protection, conservation, and where possible, enhancement of biodiversity. Designated international, national and local sites of biological or geological

importance for nature conservation will be offered protection commensurate to their status within the established hierarchy.

Sites of international nature conservation importance will receive the highest levels of protection. No development will be permitted which may have an adverse effect on such sites, either alone or in combination with other plans or projects.

Proposed developments which would adversely affect a Nationally Designated Site such as a Site of Special Scientific Interest (SSSIs) (individually or cumulatively) will not be permitted. Exceptions will only be made where the benefits of the development on the particular site clearly outweigh both the impacts that it is likely to have on the features of the site that make it of special scientific interest and any broader impacts.

Proposals for development in, or likely to have an adverse effect (directly or indirectly) on a Locally Designated Site such as Local Nature Reserves, Local Wildlife Sites, Local Geological Sites and/or ancient woodlands, veteran trees and hedgerows or wildlife corridors, priority habitats and species will only be exceptionally permitted where:

1. they cannot be located on alternative sites that would cause less or no harm;
2. the benefits of the development clearly outweigh the impacts on the features of the site and the wider network of natural habitats; and
3. adequate mitigation or, as a last resort, compensation measures are provided.

Where development proposals have the potential to impact on a natural heritage asset, including where sites are derelict, vacant or previously developed, the Council will require a supporting ecological site assessment to be submitted in conjunction with the planning application. The assessment should identify the nature and extent of any impact and mitigating measures that need to be taken.

- 5.19.1 Derby contains a rich and diverse range of biodiversity and geodiversity assets. It is intended to provide a framework for conserving and enhancing this diversity for both its own sake, and the positive contribution that it makes to the overall quality of life and sense of place for both Derby’s residents and visitors to the City.
- 5.19.2 There is one Site of Special Scientific Interest (SSSI) at Boulton Moor, 11 Local Nature Reserves and over 50 other sites of wildlife interest in Derby. It should be noted that over the plan period, the number of wildlife sites may change as new ones are added or sites that no longer qualify are removed.
- 5.19.3 It is important to protect the existing biodiversity of the City and take opportunities to improve it to contribute to the Government’s commitment to halt the overall decline in biodiversity. In its core principles the National Planning Policy Framework (NPPF) states that planning should contribute to conserving and enhancing the natural environment and in pursuance of sustainable development, as a last resort, should fully compensate for any loss of biodiversity value. Designated national and local sites of biological or geological importance for nature conservation will be offered protection commensurate to their status within the established hierarchy of designations and the designation of further protected sites will be pursued.
- 5.19.4 The Biodiversity Strategy for the East Midlands (East Midlands Biodiversity Partnership, 2006) highlighted that the region’s biodiversity is a key resource but it recognised that it is under continued and sustained pressure to such an extent that the degradation of the biodiversity resource is greater than in any other region in England. Therefore, it is important to protect existing biodiversity and take opportunities to improve it to contribute to the Government’s commitment to halt the overall decline in biodiversity. National planning policy states that planning should contribute to conserving and enhancing the natural environment and should fully compensate for any loss of biodiversity value.



- 5.19.5 Important sites for biodiversity, geodiversity and protected species receive statutory protection under international and national legislation. It is the intention to promote the preservation and restoration of habitats, ecological networks and the protection and recovery of priority species populations and reflect local strategies such as the Biodiversity Strategy for the East Midlands and the Lowland Derbyshire Biodiversity Action Plan.
- 5.19.6 The Lowland Derbyshire Biodiversity Action Plan (LBAP) covers the whole of Derbyshire which is outside the area covered by the Peak District LBAP. Its aim is to conserve and enhance existing wildlife and to redress past losses through habitat conservation, restoration, recreation and targeted action for priority species. The latest iteration of the document covers the period 2011 to 2020 and recognises that the River Derwent is an important habitat corridor into the City Centre and forms the spine to the wider green network.
- 5.19.7 In other cases, the urban environment such as buildings and structures, disused railway land and other land can make a positive contribution for wildlife and can be used as a stepping stone to the broader network of green spaces in Derby. Indeed, previously developed land or 'Open Mosaic Habitats' has been recognised as a UK BAP priority habitat.

- 5.19.8 While such assets can also have wider social benefits on health and wellbeing by increasing people's access to local semi-natural green space, it is accepted that in some instances, such as sensitive biodiversity sites, it would not be appropriate to promote additional access as this could damage the resource.
- 5.19.9 There is a need to ensure that development proposals will have a minimal impact on biodiversity. Where necessary, the Council will require the submission of a supporting statement in conjunction with planning applications, identifying the nature and extent of any impact and mitigating measures that need to be taken. Surveys must be taken at appropriate times of year for the relevant habitats, species, flora and fauna by a suitably qualified ecologist. Where proposals could affect Sites of Special Scientific Interest (SSSI), these will be subject to special scrutiny including consultation with Natural England. In addition, developments likely to impact upon a watercourse, either directly or indirectly, may also require the submission of a Water Framework Directive Assessment.

# CP20 - Historic Environment:

The Council recognises the historic environment as one of Derby's greatest resources and will protect it through the preservation, enhancement, restoration and repair of heritage assets.

Designated and non-designated heritage assets of importance within Derby include:

- The Derwent Valley Mills World Heritage Site
- Statutory and Locally Listed Buildings
- Conservation Areas
- Scheduled Monuments, Archaeological Alert Areas and other archaeological remains
- Historic Parks and Gardens

Development proposals that would detrimentally impact upon the significance of a heritage asset will be resisted.

The Council will:

- (a) require that where proposals have the potential to impact upon heritage assets, a statement of significance and an impact assessment are submitted to ensure that the importance of the asset and the extent of any impact are fully understood. Heritage assets will be conserved in a manner appropriate to their significance
- (b) require proposals for new development, located within Archaeological Alert Areas, or other areas of archaeological potential to be accompanied by an assessment of available evidence and where appropriate an archaeological evaluation. This should be submitted before the planning application is determined in order to enable an informed and reasonable planning decision
- (c) require proposals for new development that have the potential to impact upon the significance of heritage assets (including through development affecting the setting) to be of the highest design quality to preserve

and enhance their special character and significance through appropriate siting, alignment, use of materials, mass and scale and take account of best practice guidance

- (d) require appropriate recording of heritage assets where necessary, but particularly where development will lead to a loss of significance
- (e) support the sensitive re-use of under-utilised assets consistent with their conservation, whilst also recognising that managed change may sometimes be necessary if heritage assets are to be maintained in the long term
- (f) ensure that development within the city does not adversely affect the significance of heritage assets located outside of the city boundary, within adjoining local authority areas, particularly through impacts upon the setting of assets
- (g) encourage opportunities to enhance the tourism potential of heritage assets, particularly within the City Centre and the Derwent Valley Mills World Heritage Site (DVMWHS) as part of the Our City Our River programme. Opportunities to adapt heritage assets to make them more resilient to climate change will also be supported in principle, provided they do not impact upon the significance of the asset
- (h) support the reinstatement of historic and well-designed new shop fronts within the City Centre and Local Centres
- (i) continue to prepare, monitor and review conservation area appraisals and management plans for existing and potential conservation areas
- (j) continue to review, update and introduce Article 4 Directions, where appropriate

- (k) continue to record and monitor heritage assets that are at risk and take action where necessary. The Council will support re-use and change where necessary to preserve the assets for the future

Within regeneration priority areas and areas of significant change, particular efforts will be made to ensure that heritage assets are positively integrated into regeneration proposals, through constructive conservation.

Additional guidance relating to development and the historic environment will be set out in a design guidance document to be prepared by the Council.

5.20.1 Heritage assets are the valued components of the historic environment which have been identified as having a degree of 'significance' (i.e. archaeological, architectural, artistic or historic). They can include for example, buildings, monuments, sites, places, areas or landscapes. Conservation is the process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.

5.20.2 Derby is a city of considerable historic interest and architectural merit with a range of streets and buildings spanning many centuries. The historic environment is a key element of the city's character and identity, contributing to our knowledge and understanding of the past and generally benefits public welfare. The Council is committed to ensuring that the city's heritage is appropriately preserved and wherever possible enhanced. Proposals that would undermine this objective will not be permitted by the Council.

5.20.3 The long and varied history of Derby has left it with a rich legacy of historic assets, ranging from the Roman remains at Little Chester to fine Georgian townhouses along Friar Gate and twentieth century industrial heritage in Osmaston. The city also has a wealth of heritage assets from the Victorian era, particularly relating to the growth of railway engineering in the 19th Century.

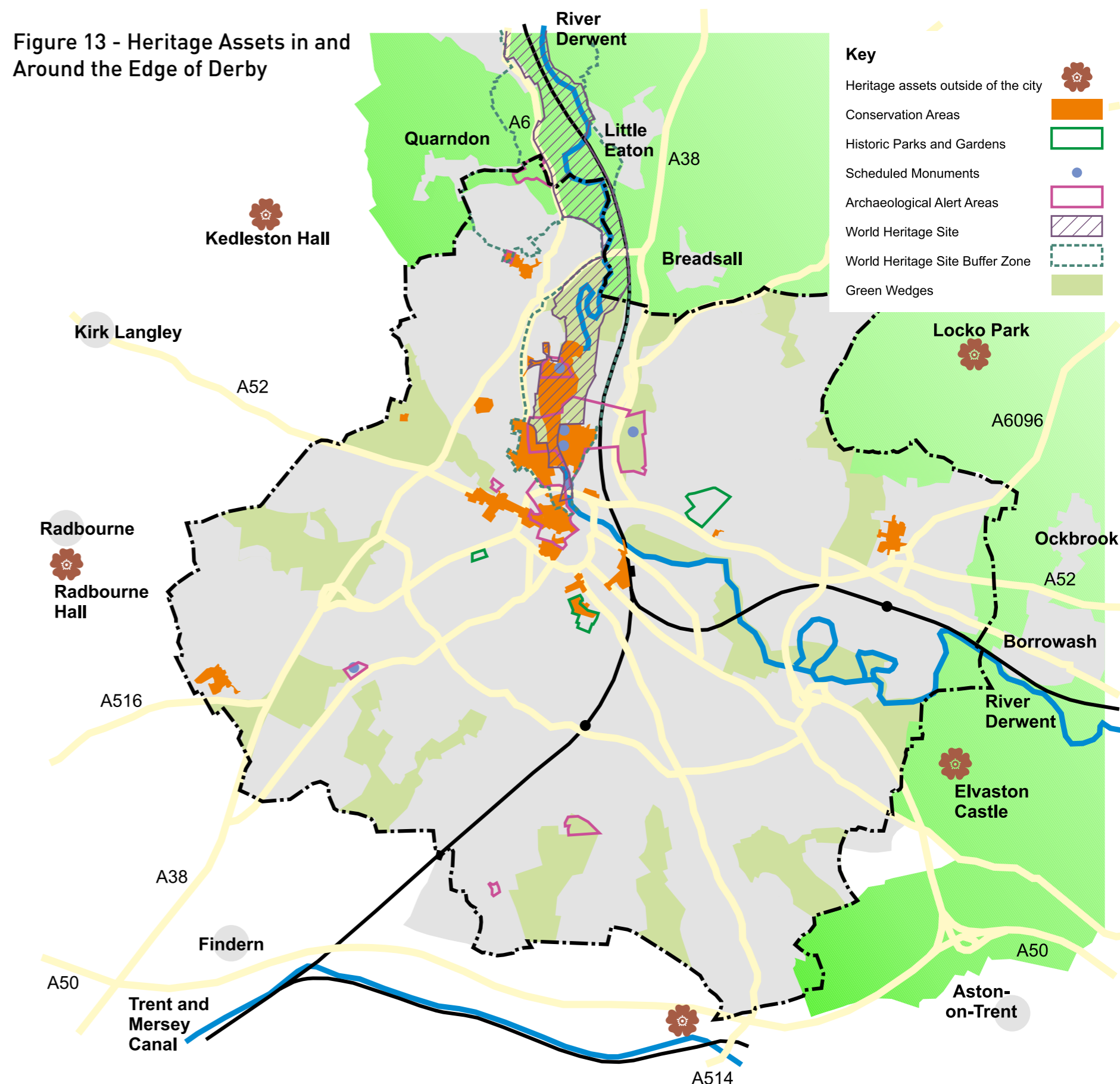




## Darley Abbey Mills

- 5.20.4 There is a concentration of heritage assets within the City Centre and along the river corridor, including the Derwent Valley Mills World Heritage Site (DVMWHS), which is currently the only World Heritage Site in the East Midlands. Policy AC9 provides further detail on the protection and enhancement of the DVMWHS.
- 5.20.5 There are 390 buildings in the City that are statutorily listed, reflecting their special architectural or historic interest. 9 of these buildings are Grade I and 39 Grade II\*. Listed building consent is needed for the demolition of listed buildings, or to carry out any internal and external alterations that affect the character of a listed building. Once historic features and other characteristics of listed buildings are lost, they cannot be replaced. Therefore, the Council has a duty to pay special regard to the preservation or enhancement of these buildings.
- 5.20.6 There are also many unlisted buildings and structures of architectural or historic merit, which form an important part of Derby's heritage which also need to be protected from loss or harmful alterations. Many of these buildings have been identified on the Council's 'Local List'. As with all heritage assets, locally listed buildings will be conserved in a manner appropriate to their significance.
- 5.20.7 There are 16 designated conservation areas located throughout the city around the City Centre, suburbs and former village centres, reflecting the historic growth of Derby.

### Figure 13 - Heritage Assets in and Around the Edge of Derby



- 5.20.8 Archaeological remains and their settings are an important part of Derby's heritage. There are 7 Scheduled Monuments which are protected by law. Many unscheduled remains are also of national or local significance and will be protected from loss or damage wherever possible.
- 5.20.9 Archaeological Alert Areas have been drawn around those areas which current research suggests are of high archaeological potential. Proposals within these areas should be accompanied by an archaeological assessment and mitigation strategy. Where the Council has good reason to believe that important remains exist outside of Archaeological Alert Areas, an archaeological assessment and mitigation strategy will also be required. The Council will require archaeological evaluation to be carried out prior to the determination of planning applications to help inform the decision making process. The extent of the Archaeological Alert Areas will be reviewed as part of the Local Plan Part 2.
- 5.20.10 This policy also covers parks and gardens of particular historic interest where special protection is needed to ensure their survival and integrity. The aim is to protect not just the quality of the landscape, but also its relationship to any buildings which are historically linked. There are three nationally registered parks and gardens in Derby; the Arboretum, which was the first public park in the country and is registered as grade II\* and the Nottingham Road and Uttoxeter Road cemeteries which are grade II.



Iron Gate

- 5.20.11 There are various heritage assets located just outside of the city boundary within the administrative area of neighbouring authorities. Such assets include the listed properties and historic parks and gardens at Kedleston Hall, Elvaston Castle, Radbourne Hall and Locko Park. The Council will ensure that the setting, including views into and out of these historic locations are not adversely impacted by built development within the city.
- 5.20.12 In order to enable the Council to make fully informed decisions about development proposals that have the potential to impact upon heritage assets, the Council will require the submission of a statement of significance and an impact assessment, in line with the requirements of the NPPF. This information will enable the Council to give appropriate weight to the need to conserve the relevant asset. For example, greater weight will generally be given to the need to preserve statutory listed buildings as opposed to locally listed buildings, based on their relative significance. The level of details to be submitted should be proportionate to the asset's importance and sufficient to understand the potential impact of the proposals on that significance. This will normally include a justification statement and detailed drawings which have been prepared by a suitably qualified person or a relevant recognised body. The submitted details should address the likely impact upon the heritage asset and any mitigation measures necessary to protect and enhance its significance. Where there is likely to be harm to a heritage asset, the tests in national policy will be followed. In such circumstances, clear justification should be provided, including details of any public benefits.
- 5.20.13 The Council will expect all proposals that have the potential to impact upon heritage assets to be of the highest design quality to help preserve and enhance the special character and significance of assets. Detailed consideration will need to be given to the appropriate siting, alignment, use of materials, mass and scale in order to ensure that assets are protected and enhanced.
- 5.20.14 The historic environment is a key part of Derby's cultural heritage and helps to create continuity, local distinctiveness and identity. Re-use of historic buildings also contributes towards sustainability objectives as it lessens the need for new buildings and materials.
- 5.20.15 The concentration of heritage assets within the upper River Derwent corridor provides opportunities to adapt and mitigate the risks associated with climate change. Projects involving preservation, enhancement and restoration of historic assets may also provide opportunities to implement new flood defences in line with the OCOR programme.
- 5.20.16 Some assets need to be adapted to ensure their future long term use. When this happens, the Council will follow Historic England guidance to ensure an appropriate level of recording takes place to help future generations better understand their significance. Conservation gain will be sought to ensure that a positive enhancement is made to the heritage assets of the city where mitigation is required.
- 5.20.17 Many of Derby's historic assets are underutilised in terms of their contribution to the city's economy. The preservation, enhancement and restoration of the historic environment are particularly important in supporting the growth of tourism and leisure within the city and form an important part of the overall Economic Strategy for the city.
- 5.20.18 The Council has been successful in working with shop owners to replace shop fronts in the City Centre, as part of the Partnership Schemes in Conservation Areas (PSiCA) promoted by Historic England. The reinstatement of traditional shop fronts has made significant improvements to the environmental quality of many areas of the City Centre and the Council wishes to see this successful scheme continued and potentially expanded to also include local centres.
- 5.20.19 The historic environment of Derby extends beyond the sum total of the designated heritage assets. To protect the distinctive character of Derby, the Council will continually review the extent of protection offered to the historic environment. This, for example, could include making recommendations to Historic England that certain assets are given statutory protection by formal designation, that the number and extent of conservation areas are reviewed and that other means of identifying those assets that need protection on account of their local significance are positively identified through the compilation of lists of local buildings of special architectural or historic interest. The use of Article 4 directions will also continue to be reviewed.

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5.20.20 The Council will continue to produce and review conservation area appraisals for all of the designated conservation areas within the city. These should be used by developers to help understand context and to develop appropriate design solutions.

5.20.21 The City Centre, Castleward, Osmaston and the River Derwent corridor all provide opportunities to successfully integrate the conservation of heritage assets with physical and economic regeneration. Preservation and enhancement of heritage assets within these areas has the potential to add significant value to these projects whilst helping to maintain the character and identity of the city.

5.20.22 Derby's built heritage is very important, but some buildings are threatened by redundancy, dilapidation and general neglect. In fact, Derby has a number of heritage assets that Historic England has identified as being 'at risk'. The Council will continue to work with Historic England to identify, record and monitor these buildings and will encourage owners to find new beneficial uses to secure their long term future. If necessary, the Council will use legal powers to take action against owners of buildings at risk in order to secure the future of such buildings.

# CP21 – Community Facilities:

The Council recognises that facilities that meet Derby's community, social, health, welfare, education, spiritual, cultural, leisure and physical activity needs and aspirations are key to how the City functions and our ability to create thriving communities.

The Council will work with strategic partners and developers to provide City wide, high quality, accessible and inclusive facilities and services for the community by:

- (a) supporting the retention of existing facilities unless it can be demonstrated that there is no longer a need to retain the use, alternative provision is made or where we can assist strategic partners to renew or restructure their provision
- (b) providing new, or investing in improved, community facilities to serve new development or meet an identified need. New community facilities will be provided as part of urban extensions to the city as detailed in individual site policies
- (c) seeking improvements in school provision, including:
  - improvements/extension of existing secondary schools to meet growing needs within the existing population and from new housing development
  - new primary schools to serve larger development sites
  - improvements/expansion of existing primary schools to meet growing needs within the existing population and from new housing development
- (d) improving the range of leisure, recreation, sports, arts and cultural facilities by delivering the aspirations of the Councils Leisure Strategy, including:
  - the provision of a new 'leisure water' facility in the City Centre
  - redevelopment of Moorways Sports Complex, Allenton; and

- provision of a new 25m swimming pool at Springwood Leisure Centre, Oakwood;

New and improved community facilities will:

1. be located where there is a choice of travel options, ideally such facilities should be located within existing centres and exploit opportunities for the co-location of facilities where opportunities arise
2. be designed to be in keeping with the general scale, character and levels of activity in the surrounding area and to provide satisfactory levels of amenity for users and those in surrounding areas
3. be delivered in a timely manner to meet the needs of new development, make a positive contribution towards safeguarding and creating sustainable communities, promote social inclusion and reduce deprivation.

Developments that increase the demand for community facilities and services will be required to make contributions towards, or provide for, new or improved facilities as set out in the 'Making it Happen' chapter.

- 5.21.1 Securing the right social, recreational and cultural facilities and services the community needs is key to creating thriving, sustainable and successful communities. The NPPF requires local authorities to plan positively for the provision and use of shared space, community facilities and other local services to enhance the sustainability of communities and residential environments. In this context community facilities are considered to comprise local shops, meeting places, sports venues, libraries, health and emergency services facilities, cultural buildings, public houses, places of worship and educational/training facilities.
- 5.21.2 Community facilities and services need to be located so that they are easily accessibility for their potential users, including co-location of similar or complementary uses. For those services and facilities that attract people from a large area it will be appropriate for them to be located in new or existing centres or, in other locations well served

by public transport. This is supported by the council's policies on centres (CP12) and sustainable transport (CP23). However, other local facilities may be better located close to the communities they serve. New urban extensions to the City will offer the critical mass of new development to support new centres and community facilities. Securing new facilities on urban extensions to the City will help to make these sustainable additions to the City as well as helping to address deficiencies in existing facilities, where appropriate.

- 5.21.3 The Derby Joint Strategic Needs Assessment (JSNA) brings together a whole range of information on current health, lifestyle and wellbeing needs of Derby's population. The most recent 2011 refresh of the JSNA, sets out a number of key findings, including that Derby is 'relatively' deprived – 88th (of 326) most deprived local authorities but that there is a big variation in levels of deprivation across the City. This is mirrored by the picture of ill health which is also not equally felt across the city – it is felt greatest by those living in the most socially and economically deprived areas – with higher incidence of disease and mortality rates. The Core Strategy has a significant role to play in addressing deprivation through the overall spatial strategy and policies, particularly through identifying area-based regeneration priorities.
- 5.21.4 The Core Strategy can also help to address ill health in a number of ways, including delivering high quality, mixed tenure housing and helping to reduce overcrowding and poor living conditions. The green infrastructure policies of this plan seek to address health by protecting and providing high quality open space to provide safe and accessible opportunities for exercise, recreation and quiet contemplation improving the health and mental well-being of the community. In addition, policies on design and climate change will help to address the energy efficiency causes of fuel poverty by securing more energy efficient homes.
- 5.21.5 This policy can assist in addressing some of the lifestyle related issues of health inequalities, outlined in the Derby Joint Strategic Needs Assessment, by improving access to services and facilities for existing and new residents, including health services, young peoples' services and social care facilities as well as shops, leisure facilities, green infrastructure and community facilities and locating new development so as to provide access to these services.



Mackworth Library

- 5.21.6 Additionally, the Core Strategy seeks to support care providers of both primary and acute health care as well as the emergency services in delivering their services. This policy seeks to support the roll out of new and improved health services to address existing deficiencies or provide facilities for housing growth. The strategy also seeks to assist those services providers seeking to extend or reconfigure their current service provision.
- 5.21.7 The Council has a legal duty to ensure that there are sufficient school places available. There is currently an unprecedented growth in the number of primary school pupils in reception and year one across the City. Pupil projections indicate that these high primary pupil figures will feed through to secondary schools from September 2017.
- 5.21.8 Whilst some existing secondary schools may be capable of expansion, the additional capacity created is likely to be required to serve growth in the existing population. Therefore to meet the need for new school places to serve the scale of housing growth in and around the south and east edge of Derby a new secondary school, located in South Derbyshire, is likely to be required. This would be complemented by extensions to existing secondary schools and there is likely to be scope for pupils from some of the housing developments within the County to feed into extended City schools. The need for the new school will be further refined through South Derbyshire's Local Plan

process and a site allocated in South Derbyshire's Local Plan Part 2. Any new secondary school would have to go through a competition process.

- 5.21.9 The level of growth 2011-2028 in and around the City (particularly south and east) means that a number of new primary schools will also be required in the City and County on brownfield and large urban extension sites. The individual and collective impact of other sites coming forward will also necessitate extensions to existing primary schools. The impact of increasing pressure on primary school places is likely to be felt at least through the first few years of the plan (2014-2018) but may continue further into the plan period. Details of those developments necessitating new schools or extensions to existing schools are set out in individual sites policies and the Infrastructure Delivery Plan.
- 5.21.10 Given the pressure on school places that is likely to run through a significant part of the plan period developer contributions will be required to fund additional school places. Where appropriate, these contributions will be pooled to allow the provision of strategic infrastructure that individual schemes cannot justify on their own. In some instances developer contributions alone will be insufficient to provide new school places where local schools cannot expand further. On-going work with education colleagues will seek to develop solutions where such instances arise.
- 5.21.11 In April 2009 the Council commissioned a full and independent feasibility study into the future provision of Council leisure facilities in Derby. The resulting Leisure Strategy found that many of the existing Council facilities were ageing, in poor repair and not fit for purpose. The study assessed the potential for repair, direct replacement or reinventing the way the Council provides its leisure facilities. The results showed that adaptation and remodelling or totally rebuilding existing leisure centres would not be cost effective and both options would only replicate current facilities and would have no regard to where facilities are best located and the impacts of city growth.
- 5.21.12 Instead the study proposed an innovative 'hub and spoke' model for delivering new and enhanced facilities to serve the City. The two hub facilities are intended to be of county and regional significance and the indoor hub will offer a new

50m swimming pool, whilst the outdoor hub at Pride Park now offers a velodrome and multi-use sports arena. These key new facilities will be supported by four satellite level 1 facilities located in the north, south, east and west of the city and will provide both 'wet' and 'dry' facilities for local people. This includes upgraded versions of existing facilities at Moorways and Springwood. In addition, satellite Level 2 facilities will be community-based 'dry' facilities. Many of these will be schools but other community facilities will also be available on a part-time basis.



Derby Arena, Pride Park

# CP22 – Higher and Further Education:

The Council is committed to supporting the continued growth and development of higher and further education establishments within the city including Derby University and Derby College.

The Council recognises the role of these establishments in achieving economic and regeneration objectives, developing links between education and industry and in encouraging lifelong learning and achievement.

The Council will:

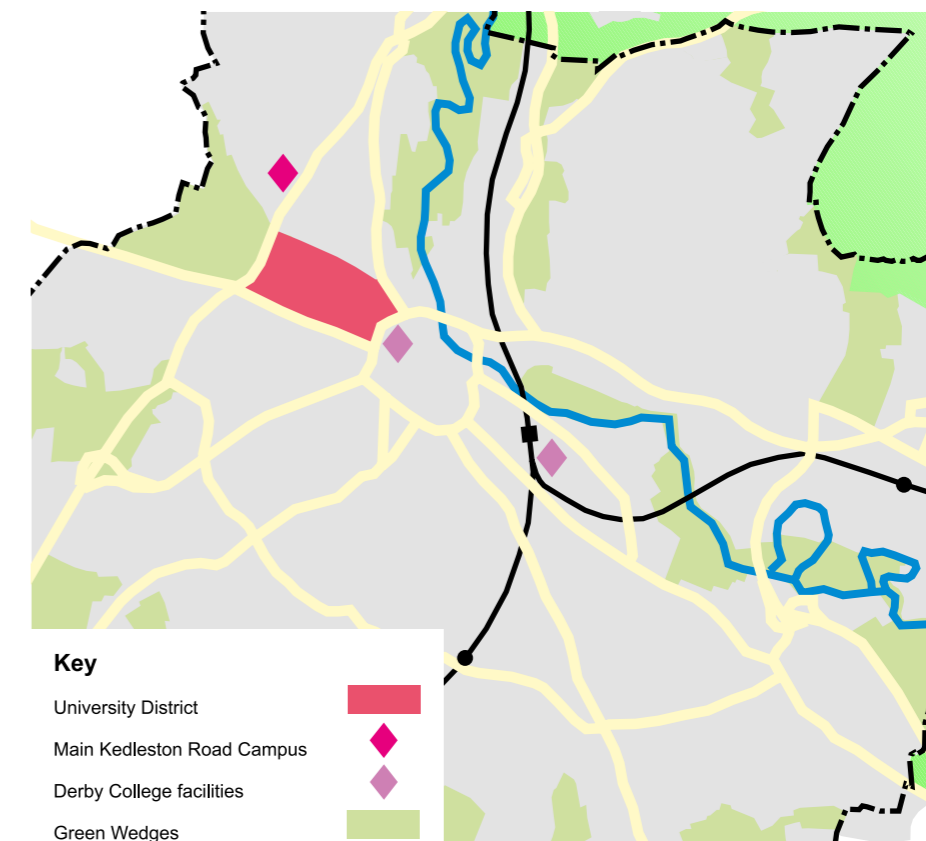
- (a) support development associated with the University, particularly within the identified Main Campus and University District and other sustainable locations. The Council will support measures which would promote the University District as a distinct and recognisable part of the City
- (b) support development associated with Derby College and the University Technical College (UTC) within the identified campus on Pride Park and other suitable and sustainable locations
- (c) resist development which may prejudice the ability of the University, College and UTC to carry out their main functions, particularly within their operational campus areas on Kedleston Road, Pride Park and parts of the City Centre
- (d) support and encourage the development of new student accommodation, particularly where this could lead to the release of existing accommodation for family / market housing
- (e) encourage the improvement of transport links between the City Centre and the University District, the Main University Campus and the identified campus on Pride Park. Measures to encourage students and staff to use public transport, walking or cycling will also be encouraged

All proposals related to the University and Derby College will be expected to respect the character and amenity of the local area and be able to satisfactorily address any associated parking, traffic or access issues that may arise.

- 5.22.1 Derby University and Derby College play an extremely important role in the success of the City. They not only provide learning and training opportunities to thousands of residents and visitors to the City, they also have a positive impact on the economy. This is both through the jobs they create and the direct expenditure of students, but also from the University's support of local business through the establishment of business incubator units and through the sharing of knowledge and expertise. These establishments also have a major role in the cultural offer in the City, illustrated by the University buying and running Derby Theatre.
- 5.22.2 The Council wishes to continue to support the on-going expansion and growth of the University and Derby College. The consolidation of University activity in both its Main Campus on Kedleston Road and in the 'University District' will be encouraged. The further development of these areas, subject to the important considerations of residential amenity, parking and accessibility, is a sustainable approach that should be capable of encouraging linked trips and alternatives to the car. In addition, it will help to create a distinct identity for the 'University District' that can both help the University attract students, and further cement the University's role in the life of the City.
- 5.22.3 The recent expansion of the University has given rise to some issues, particularly related to parking. The Council is keen to ensure that new development does not exacerbate current difficulties and will continue to encourage the University to develop measures to reduce these.
- 5.22.4 In supporting University activity, it will be equally important to ensure new development, particularly in or adjacent to the Main Campus, or other educational activities in the University District are not unduly prejudiced by new developments. The Council will seek to ensure that all development can happily co-exist.

- 5.22.5 The consolidation of educational activity within the identified Education Campus on Pride Park will also be encouraged. The area already accommodates Derby College's Roundhouse campus and associated buildings and the Derby Manufacturing University Technical College (UTC) is nearby. The concentration of education uses in this area of the city will help to create a critical mass of activity that will have multiple benefits in terms of increasing the vibrancy of this area and creating the potential for the sharing of facilities and ideas.
- 5.22.6 Further educational development in this area should not undermine the employment generating potential of nearby land and be in keeping with the operation of Pride Park as a flagship business location. The site benefits from being located within walking distance of the City Centre. Users of the campus should be encouraged to use alternatives to the car such as walking and cycling, utilising the new pedestrian boulevard linking the city centre and the railway station.

**Figure 14 - Higher and Further Education Facilities and the University District**



# CP23 - Delivering a Sustainable Transport Network

The Council will ensure that people living, working and travelling within Derby will have viable travel choices and effective, efficient and sustainable transport networks which meet the needs of residents and businesses while supporting sustainable economic growth and competitiveness.

The Council will:

(a) support proposals that:

1. promote greater travel choice and equality of opportunity for all through the delivery and promotion of high quality and accessible walking, cycling and public transport networks, while maintaining appropriate access for car users and the movement of goods
2. include initiatives to manage down traffic impacts, promote sustainable transport and the development of accessible sites
3. contribute to better safety, security and health for all by improving road and rail safety, improving security on transport networks and promoting active travel
4. contribute to tackling climate change by developing low-carbon travel and lifestyle choices, including the provision of infrastructure to support the use of low carbon vehicles, active travel and reducing the need to travel through the provision of improved IT infrastructure
5. support growth and economic competitiveness by delivering reliable and efficient transport networks that will enhance connectivity to, from and within the City
6. ensure that investment in transport contributes to the enhancement of the urban and natural environment

(b) actively manage the pattern of development to ensure that new development:

7. is located in accessible locations that are well served by frequent high quality bus services and which help to facilitate walking and cycling
8. connects residents to jobs, shopping, leisure, open space, health and educational opportunities
9. implements, and/or contributes to, appropriate on-site and off-site measures to mitigate the impact of development
10. contributes to improving public transport, cycle and pedestrian infrastructure and public transport service provision
11. includes proportionate Transport Assessments and Travel Plans for all major applications and any proposal where transport issues are likely. Developers will be expected to agree appropriate transport modelling for use in their evidence with the Council
12. is not permitted where it would cause, or exacerbate, severe transport problems, including unacceptable impacts on congestion, road or rail safety, the rail network, access and air quality – including any cumulative impacts on Air Quality Management Areas (AQMA)
13. is not permitted where it would sever or prejudice the re-use of the routes of former railway lines and canals which have the potential to function as a pedestrian footpath, cycleway or bridleway or where the need has been identified for a new public transport facility, freight connection or extension to an existing network has been identified for possible introduction in the future

14. is not permitted where it would sever Public Rights of Way or prejudice access to these routes, unless an alternative route or routes can be secured which are of equal or better quality

15. provides appropriate levels of parking for cars, motor cycles and bicycles, having regard to the standards set out in Appendix C. In highly accessible locations, a lower level of parking will be encouraged. In all cases, the individual circumstances of each proposal will be taken into account, including the realistic requirements of the user(s), the accessibility of the area by different transport modes and the possible impact of the parking on the transport network



Derby Bus Station

5.23.1 The maintenance of an efficient, comprehensive and sustainable transport system is an essential element in supporting the City. Excellent transport services, facilities and connections are vital in supporting a growing population, supporting existing and new businesses, providing access to jobs, education, leisure, retail and community facilities. Furthermore, a well-connected City can help to foster community cohesion and equality, improve health and help to address issues of climate change.

- 5.23.2 The policy aims to ensure that new development makes provision for access for all people by a choice of means of transport and will not generate significant, and unacceptable, impacts on road safety, congestion or air quality. The Council will always wish to promote walking, cycling and public transport as an alternative to the car. As such, the Council will expect new development to be accessible - or to be made accessible - by all modes of travel. This will include the incorporation of new infrastructure into development, including such things as cycle parking, bus shelters and the creation of new links and routes. The design and layout of development should take account of the needs of cyclists and pedestrians. Where necessary, developments will also be required to contribute to the provision of new or improved sustainable public transport services.
- 5.23.3 It is likely that the levels of growth needed in the City will lead to an increase in car use and congestion in some areas. The Council will continue to try to manage this and create the most efficient transport network possible, making the best use of the existing network and considering capacity improvements where this is the appropriate option. It will continue to require on and off-site mitigation and resist development that has an unacceptable impact on road safety, congestion or air quality.
- 5.23.4 In order to understand the transport impacts of development proposals and what mitigation may be required, the Council may require the submission of a proportionate Transport Assessment. The scope of this should be agreed with the Council in advance of any application being made. This will assist in the timely consideration of applications. In some cases, the Council may also require the submission of a Travel Plan. A Travel Plan is a package of measures to encourage alternatives to single-occupancy car-use and promote sustainable travel. These can apply to both employment and residential development and will typically include initiatives such as car sharing, discounted public transport tickets, cycle parking and personalised journey plans. These not only help to reduce the impact of development, but can also promote more healthy choices. The Council will continue to work with local employers and developers to promote the use of sustainable travel options across the City.

- 5.23.5 In considering applications for new development, the Council will also consider the implications for rail safety and rail operations. In particular, it will consider the implications for level crossings in the City, taking into account Network Rail's objective of eliminating level crossings wherever possible throughout the network. Level crossings represent the biggest single risk to rail operations on the network. First preference for access across an existing railway line will be for bridging or diversion.
- 5.23.6 When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. The Council has identified Air Quality Management Areas (AQMA) relating to the emission of nitrogen dioxide from road traffic. The impact on AQMAs will be taken into account when considering applications and measures which would reduce the potential for emissions or which would reduce the impact encouraged.
- 5.23.7 There are a number of disused transport routes within the City which have the potential to be reused as footpaths, cycleways or bridleways. While most are already in use or proposed as recreational routes, development which might prejudice this, or any future re-use, would have to be considered very carefully.
- 5.23.8 The protection of existing or proposed public rights of way (as defined in the 'Rights of Way Improvement Plan') helps promote walking as part of the Council's commitment to 'active travel'. Where proposals might impact on Public Rights of Way, they will only be permitted where alternatives can be secured which are at least as safe, convenient and attractive as those being replaced.
- 5.23.9 The Council recognises that parking is an essential facility for many developments and, particularly for commercial development, is an important factor in making the proposal attractive to end users. It is important, however, that the level of parking provided does not undermine the Council's commitment to sustainable transport.

- 5.23.10 Appendix C sets out parking standards that should be used as a guide for all non-residential development in the city. These have been carried forward from the City of Derby Local Plan Review (2006) and should be used until reviewed as part of the 'Part 2' document. The standards are expressed as a maximum level and are considered a reasonable starting point for considering what may be a suitable level of parking for commercial development. However, the Council will consider whether there are any circumstances, either related to the nature of the site or the development, which would warrant a higher level of provision. This assessment would consider issues including the accessibility of the location and the potential for shared facilities.
- 5.23.11 Residential parking will be calculated on case-by-case basis. Appropriate levels of residential parking are dependent on a number of factors including car ownership levels, the size and type of housing, accessibility to services and the amount of off-street parking available in an area. Taking a case-by-case approach to residential parking is more appropriate than applying a city-wide standard, as the different schemes can have significantly different characteristics and needs.



# CP24 – Transport Infrastructure:

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

Initiatives will include:

- (a) supporting the implementation of Highways England's A38 Derby Junctions Grade Separation scheme
- (b) implementation of 'T12' and the 'South Derby Integrated Transport Link' Phases 1 and 2
- (c) implementation of improvements to the A52 between Raynesway and the Pentagon Island, including improved access to Pride Park
- (d) implementation of improvements at the A50 junctions with the A514 and A38
- (e) supporting the implementation of the Boulton Moor Park and Ride site in South Derbyshire
- (f) implementation of the Park and Ride at Royal Derby Hospital
- (g) implementation of the 'Statement of Actions' in the Rights of Way Improvement Plan
- (h) implementation of a strategic cycle network
- (i) supporting the implementation of Network Rail's Electrification of the Midland Mainline
- (j) implementing the restoration of the Derby Canal
- (k) ensuring connectivity to HS2

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

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

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

5.24.1 In order to deliver a safe, sustainable and efficient transport network it will be necessary to implement a range of different transport infrastructure projects and actions. Some of these will be to address existing problems on the network, some will be to facilitate growth and some will be to improve and protect the network of pedestrian and cycle routes that cross the City. The schemes in question will not just be implemented by the City Council. Partner organisations such as Highways England and Network Rail will also implement schemes such as the A38 Junctions Grade Separation Scheme and electrification of Midland Mainline.

5.24.2 The Council has, in recent years, been very successful at bidding for funding and implementing transport schemes, including:

- The London Road Bridge Replacement – £6.4 million DfT Local Major Scheme funding
- T12 link Road – Funding received from Regional Growth Fund
- Derby Rail Station Forecourt Improvement - £2.7 million ERDF Programme

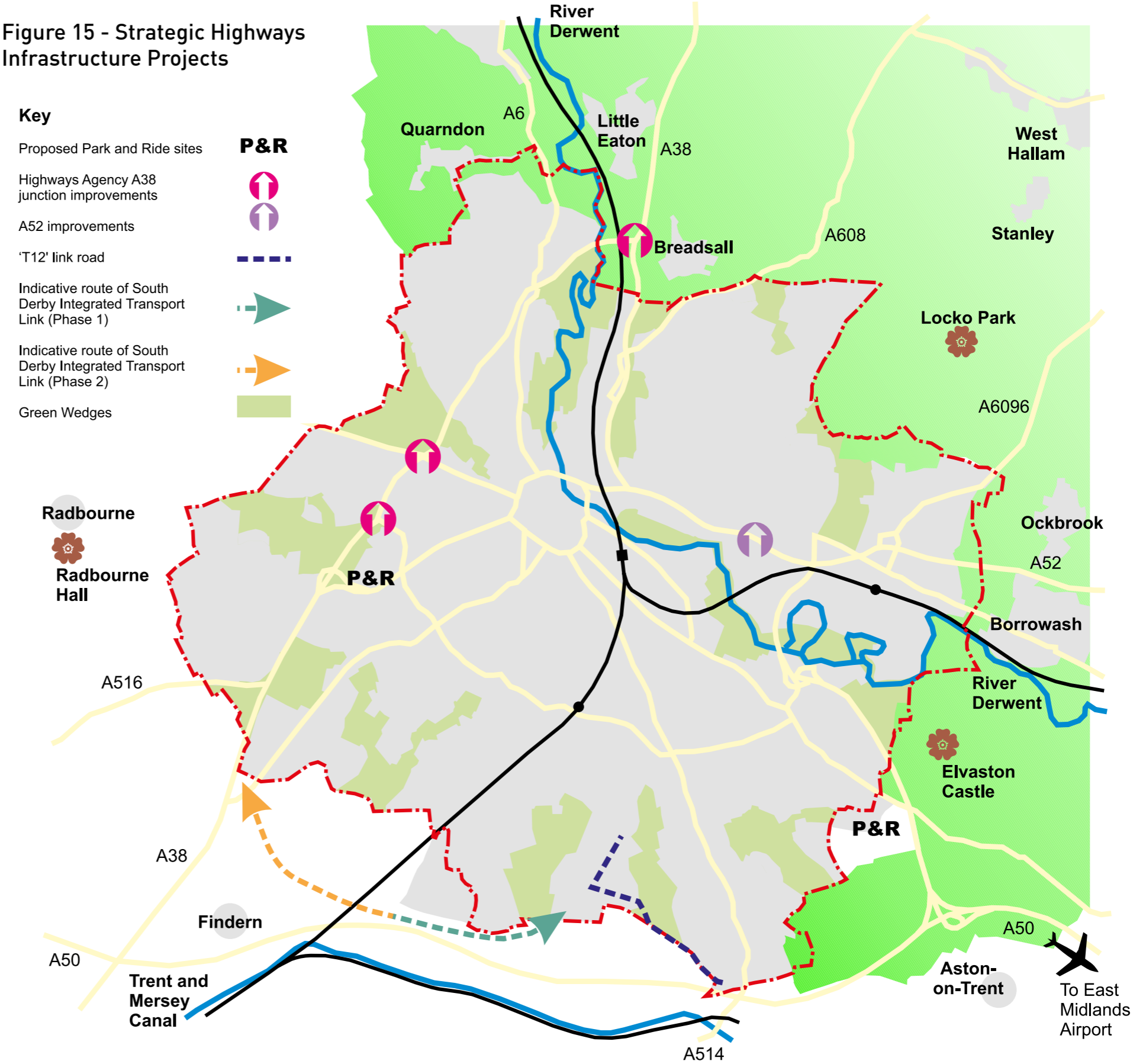
- Better By Bus – £2.2 million DfT Better Bus Funding
- Better Ways to Work – £4.9 million DfT Local Sustainable Transport Funding
- Connecting Derby – £36 million DfT Local Major Scheme funding.
- Derby Bus Station – £6 million (circa) Developer Contribution and Derby City Council
- £14.5 million has been invested on public realm improvements to transform the city centre.
- Inner Ring Road Integrated Maintenance Scheme and St Alkmund's Bridge Replacement – £13.2 million - DfT Major Maintenance Scheme Funding & DDEP Funding

5.24.3 The Core Strategy will deliver the identified scheme in a variety of ways, whether it be through the identification of land, through its planning obligation and developer contributions policies or through its ability to resist development which might prejudice a project's delivery. It will also continue to bid for Government or Local Enterprise Partnership (LEP) funding where possible to help bring schemes forward. Where necessary and appropriate, it will also compulsory purchase land to deliver important schemes.

5.24.4 The A38 carries heavy flows of north-south long distance traffic. Also, where it passes through Derby, significant volumes of local traffic cross or join and leave the A38. This results in congestion and delays at the A38/A5111 Kingsway roundabout, the A38/A52 Markeaton roundabout and the A38/A61 Abbey Hill roundabout. Highways England has carried out improvements to these junctions as part of their national 'pinch point' scheme. These have served to improve traffic flow. Longer term proposals also exist for the 'grade separation' of these three roundabouts. There is no definite timescale for this work, but it is anticipated that it will be in the lifetime of the plan. The Council will ensure that any land needed to implement these schemes will be protected.

- 5.24.5 The Council will continue to support a new road between Wilmore Road and the A514 at its junction with the A50 Southern Bypass. This road, known as 'T12' (this refers to the relevant saved policy in the CDLPR, which will remain material), has planning permission and is expected to be implemented during the early part of the plan period. In line with the existing requirements of the 'T12' policy, the implementation of this road will provide for the future restoration of the Derby Canal, and features of environmental importance described in Policy AC15.
- 5.24.6 The most significant piece of new transport infrastructure proposed by the Core Strategy is the 'South Derby Integrated Transport Link'. This is needed to help mitigate the transport impact of proposed development in the Derby urban area. Phase 1 is intended to provide a connection from Stenson Road to the west, through to the A50/A514 Chellaston junction to the east (potentially linking up with 'T12' at some point to provide the complete link). All potential sources of funding for this link will be investigated, though a significant proportion will be expected to come from developer contributions in association with new development in the Derby urban area. Contributions from development within the City may be used to fund elements of the road in South Derbyshire, where necessary and appropriate.
- 5.24.7 The Core Strategy establishes the principle of this link and its broad objectives. The detailed alignment of Phase 1 of the road has not currently been decided and any associated mapping only shows indicative proposals. However, should the detailed alignment come into the City, any design will have to have regard to the need to avoid unacceptable harm to recreational routes and natural features, in particular Sinfin Moor Lane and the former Derby Canal. Also, in designing the link; public transport, walking and cycling should be incorporated from the outset.

**Figure 15 - Strategic Highways Infrastructure Projects**





- 5.24.8 The Council is proposing to implement a package of measures at the A52/Wyvern Way junction to improve operational capacity, provide safety benefits and better access to Pride Park. The scheme will include localised widening of the A52 to provide additional capacity to reduce the conflict between eastbound traffic on the A52 and traffic accessing Pride Park; increased bus priority; the replacement of Meadow Lane foot and cycle bridge; and improvements to Wyvern Way. Some funding has been secured for the delivery of this scheme, though contributions may still be required from development to ensure delivery. The Council will ensure that any land needed to implement this scheme will be protected.
- 5.24.9 Highways England have indicated that improvements may be required at the A50 junctions with the A38 and A514 to support growth in Derby and South Derbyshire. While outside the plan area, development within the City could impact on these junctions and so it is important to highlight the potential 'link' to these junctions within the policy.
- 5.24.10 While in South Derbyshire, Derby City Council supports the implementation of a new park and ride scheme. This will serve the A6 corridor and land has already been secured as part of a Section 106 agreement. This will have a positive impact on traffic entering the city and help mitigate the impact of the cross-boundary strategic allocation.
- 5.24.11 Derby's rights of way network is currently managed in accordance with the actions set out in its Rights of Way

Improvement Plan (RoWIP). The plan contains actions that help us ensure that the city's path network meets the needs of its users as much as possible. It provides guidance to help identify where the Council can improve the network and promote greater use of it.

- 5.24.12 The 'Statement of Action' sets out the list of actions that the Council intends to take to improve the public path network and provide greater opportunities for the users of that network. This includes measures to improve the path infrastructure, helping people to use rights of way and a comprehensive list of actions that the Council will take. The Core Strategy will facilitate the implementation of the RoWIP and resist development proposals that would prejudice this.
- 5.24.13 The Council is developing a strategic cycle network for the City. Alongside existing national cycle network routes and local links within the City, this will aim to provide a focus for investment to maximise the convenience and attractiveness of cycling as a realistic alternative and choice for more people for journeys under 5 miles.
- 5.24.14 Subject to agreement and funding, Network Rail are proposing to electrify the Midland Main Line. This could have significant benefits for the City's economy and for passengers, as a result of reduced journey times and greater reliability. The proposals could also lead to a reduction in 'carbon footprint' and reduce emissions. It could also create additional capacity for freight, which could have benefits for the local road network. It is unclear at this stage what, if any, additional land or development would be needed to facilitate this project. However, the Council would be supportive in principle of measures that could facilitate this project and the benefits it could bring.
- 5.24.15 The safeguarding of the route of the former Derby Canal is carried forward from the CDLPR saved policy L9 (and detailed policy requirements are still 'saved' and may be addressed in the Local Plan, Part 2). Outline planning permission has also been granted, demonstrating considerable progress has been made. This is an ambitious project that would bring major economic and environmental benefits to the City. Much of the canal route within the City is now used as a linear public green space and for cycling and walking which also contain specific features of wildlife

interest. Restoration of the canal will need to retain and enhance these facilities as far as possible. The agreement of the Environment Agency will also be required for the restoration to continue.

- 5.24.16 The Government has announced its intentions to implement a new high speed rail link (HS2) from London to Leeds, passing through the East Midlands. The Government's preferred option is for a new 'East Midlands Hub' at Toton in Nottinghamshire. If this should be the final solution, then it will be important to ensure that people and businesses in Derby have good access to the station. The Council will, therefore, make this a key transport and economic priority over the lifetime of the plan and will work to ensure that the City gains as many benefits from HS2 as possible.

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# Areas of Change

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# AC1 - City Centre Strategy:

The Council is committed to delivering a renaissance for the City Centre and reinforcing its central economic, cultural and social role by supporting sustainable economic growth and regeneration, improving the quality of the built environment, creating new residential neighbourhoods and enhancing its standing as a regionally important business, shopping, leisure, tourism and cultural destination.

The Council will:

- (a) encourage investment which strengthens and integrates the City Centre’s retail, employment, leisure, cultural and residential functions and meets overall sustainability objectives
- (b) use its assets and seek all appropriate sources of Government and EU funding to help create a thriving business environment and promote the Central Business District (CBD) as the preferred location for major new business, leisure, hotel or conferencing development
- (c) promote the ‘Core Area’(CA) as the preferred location for new retail development and support proposals which serve to protect and enhance its overall vitality and viability. Regard will be given to the role, function and vision for different frontages within the CA
- (d) identify policies and priorities that will reinforce the specific character and roles for distinct City Centre character areas, including the Cathedral Quarter, St Peters Quarter, the intu Shopping Area, the Riverside and the Eastern Fringes
- (e) support the delivery of a minimum of 2,200 new homes across the City Centre through the delivery of key regeneration sites, realising the opportunities created by the Our City Our River programme and by making better use of under used or vacant buildings and upper floors. Residential-led regeneration will be supported in principle on the following sites:
  - Castleward

- Former Derbyshire Royal Infirmary
  - Former Friar Gate Goods Yard
  - Becket Well / Duckworth Square
  - Full Street
  - North Riverside (subject to OCOR)
- (f) establish the City Centre as a year round leisure, cultural and festival destination through the diversification of the cultural, leisure and tourism offer by encouraging the development of new venues and visitor attractions. The Council will review Derby’s large scale performing arts and leisure infrastructure
  - (g) create a safe and inclusive City Centre by supporting the development of family orientated facilities that appeal to all residents and visitors, in particular uses that support the early evening economy and maintain the City’s ‘Purple Flag’ status. It will have regard to the character of the City Centre and crime and disorder by regulating the number and location of pubs, nightclubs and other licensed premises, hot food takeaways and taxi ranks
  - (h) strengthen quality in every aspect of placemaking and reinforce distinctiveness through architecture, streets and spaces, lighting and public art, while strengthening key routes between major spaces and nodes
  - (i) enhance heritage assets in order to generate a positive impact on the townscape character and vitality of the City Centre
  - (j) maximise the potential of the riverside. The Council will promote the use of the river and river corridor as part of the leisure infrastructure, improve safety and establish the river as a key connecting route within the city. The Council will work with the Environment Agency to deliver the Our City Our River programme
  - (k) make the City Centre the focus of sustainable transport

- nodes and improve accessibility by all modes of transport
- (l) provide more detailed guidance on City Centre Regeneration Priorities in the Part 2 Local Plan

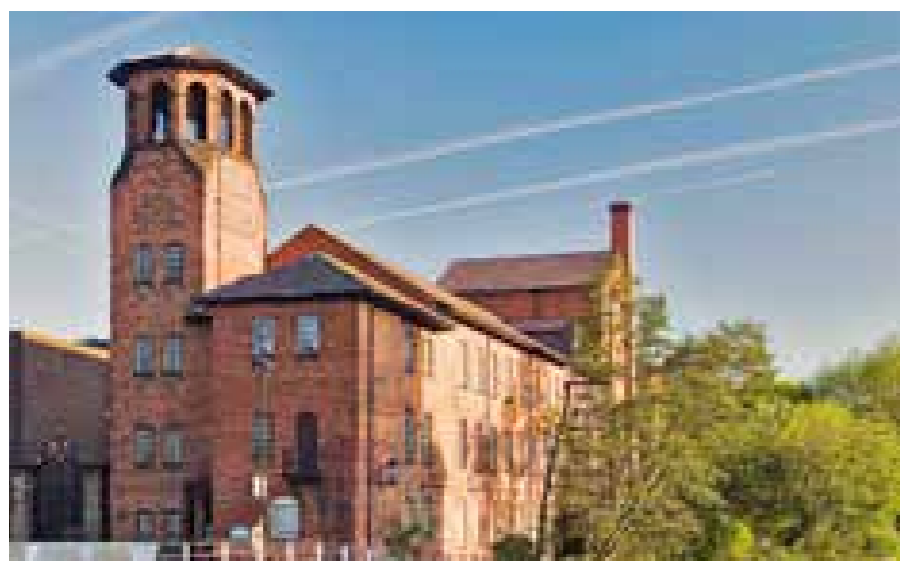
6.1.1 Derby City Centre is the main focus for commercial uses, business and shopping within the City and has an influence and attraction that stretches far beyond the City’s boundaries. Maintaining and enhancing its role as a sub-regional centre is a key policy of the Core Strategy and is consistent with the aims and objectives of the NPPF with regard to town centres and sustainable economic growth.

6.1.2 To this end, the Council is seeking to encourage new investment into the Centre and to improve the range and quality of services offered. This not only relates to improving the retail offer of the centre where possible, it also seeks to diversify the ‘offer’ available to visitors. This will include supporting proposals for new cultural, leisure, tourism and commercial uses that can help to attract visitors into the centre and extend dwell times when there. This will, in course, help to sustain and enhance the economy of the centre. The Cathedral Quarter and St Peters Quarter BID companies are important partners in delivering the vision for the City Centre as a whole. The Council will continue to work with them to achieve our shared aims and objectives.



Guildhall, Market Place





The Silk Mill

- 6.1.3 Challenges resulting from the recession, the growth of alternative forms of retailing and the re-organisation of the City Centre as a result of the development of the intu shopping centre will only increase the need to diversify and improve the quality of the offer, for both existing residents and visitors to the City. These themes are addressed in more detail throughout the plan, though this policy establishes the strategic framework within which this will be delivered.
- 6.1.4 Policy AC2 sets out more detailed priorities for different parts of the City Centre and identifies regeneration priority schemes that will help to deliver a 'City Centre Renaissance'. The Council will take a positive stance toward development within the City Centre that can help deliver these schemes and enhance the economy of the centre or increase its attractiveness as a place to live and work. This will always, however, be subject to proposals respecting the heritage of the Centre, in particular the World Heritage Site, Conservation Areas and Listed Buildings.
- 6.1.5 The City Council recognises the importance that Derby's heritage plays in making the experience within the City attractive and varied. From niche shopping in the Cathedral Quarter area, to the Silk Mill and World Heritage site, the City has used its heritage as a placemaking tool, capitalising on it in maintaining existing and encouraging new development. The City is committed to the continuation of this practice to use heritage to maintain and create a sustainable retail environment and economic vitality.
- 6.1.6 The Plan establishes a number of geographic City Centre policy areas. The 'Central Business District' (CBD) encompasses what could be considered the full extent of the City Centre's core commercial activity, taking in the area within – and on the edge – of the Inner Ring Road and areas well related to the railway station and riverside. The Core Strategy will seek to strengthen the overall role and function of this area by making it the sequentially preferable location for major new office and leisure development. Evidence suggests that a lack of high quality new office space in the City Centre has had a negative impact on investment in the City. To address this, the Council established its 'Regeneration Fund' and this has already had some success in facilitating new high quality office development. Where practical, this will continue.
- 6.1.7 The 'Core Area' reflects the traditional retail 'heart' of the City Centre. For the purposes of the retail sequential test, the 'Core Area' represents the 'primary shopping area' and thus is the sequentially preferable location for new retail development. Owing to changes to the retail market, it would be fair to say that the Core Area has contracted in recent years and the nature of the uses has become more diverse. Policies AC2 and AC3 provide more detail on the nature of uses that will be permitted in this area, though the general objective will be to ensure that this area remains a 'vital and viable' part of the overall City Centre economy.
- 6.1.8 Straddling the CBD and Core Area are a number of smaller 'character areas' including the Cathedral Quarter, St Peters Quarter, Riverside area, intu area, the Eastern Fringes and former Friar Gate Goods Yard. Each of these areas has individual qualities that complement each other to help build a stronger overall centre. The Cathedral Quarter has a strong focus on niche retail, leisure and culture; the St Peters Quarter is the traditional high street environment, intu the more modern retail and leisure mall, the Riverside reflects Derby's quality environment, heritage and civic headquarters and the Eastern Fringes and former Friar Gate Goods Yard represent significant regeneration opportunities that will create new residential and commercial neighbourhoods that will provide significant sustainable economic growth.
- 6.1.9 It is important that each of these 'character areas' function together to sustain the City Centre as a whole. For that reason, the Core Strategy has a focus on facilitating improvements to the built environment. In particular, it seeks to improve pedestrian and cycle linkages and the quality of the public realm. Creating an attractive, welcoming and safe environment is key to meeting the Council's objectives for the City Centre. In line with the more detailed policies in AC5, the objective is to also see a significant improvement in the quality of new buildings across the City Centre.
- 6.1.10 Finally, the Core Strategy will seek to further enhance the role of the City Centre as a residential neighbourhood. Evidence suggests that there is currently scope for a minimum of 2,200 new dwellings during the plan period, the majority of which will come from major regeneration sites at Castleward and the DRI. However, there are other sites and opportunities to provide a significant number of dwellings. These will contribute to the overall City Centre housing provision. Over and above this are the opportunities that exist in underused or vacant floorspace on upper floors of buildings across the City Centre. The Council will support the principle of converting such floorspace to residential uses wherever practical and appropriate to do so.
- 6.1.11 More detailed guidance on this, and other non-strategic sites and locations, will be provided in the Part 2 Local Plan. The benefits of promoting City Centre living in terms of sustainable development and economic growth are obvious. It will help reduce reliance on greenfield land, help to maximise the use of brownfield land and underused properties, facilitate travel by alternatives to the car and create new customers for City Centre businesses.

# AC2 – Delivering a City Centre Renaissance:

In delivering a renaissance for the City Centre, the Council will give priority to the delivery of key regeneration opportunities and development which can make significant contributions to its role in terms of employment, retail or visitor growth or which improve accessibility and legibility.

In supporting proposals for regeneration and environmental improvement, the Council will also seek to support the specialist roles and functions of different parts of the City Centre as described below.

## The Central Business District (CBD):

The CBD provides the main focus and concentration of economic and leisure activity across the City Centre. This area will be the preferred location for the development of new office development in the City. The implementation of existing office led planning permissions and the development of opportunity sites will also be encouraged in this area. Where appropriate and feasible, the implementation of stalled office developments will be supported by the Council through its Regeneration Fund in order to help facilitate regeneration.

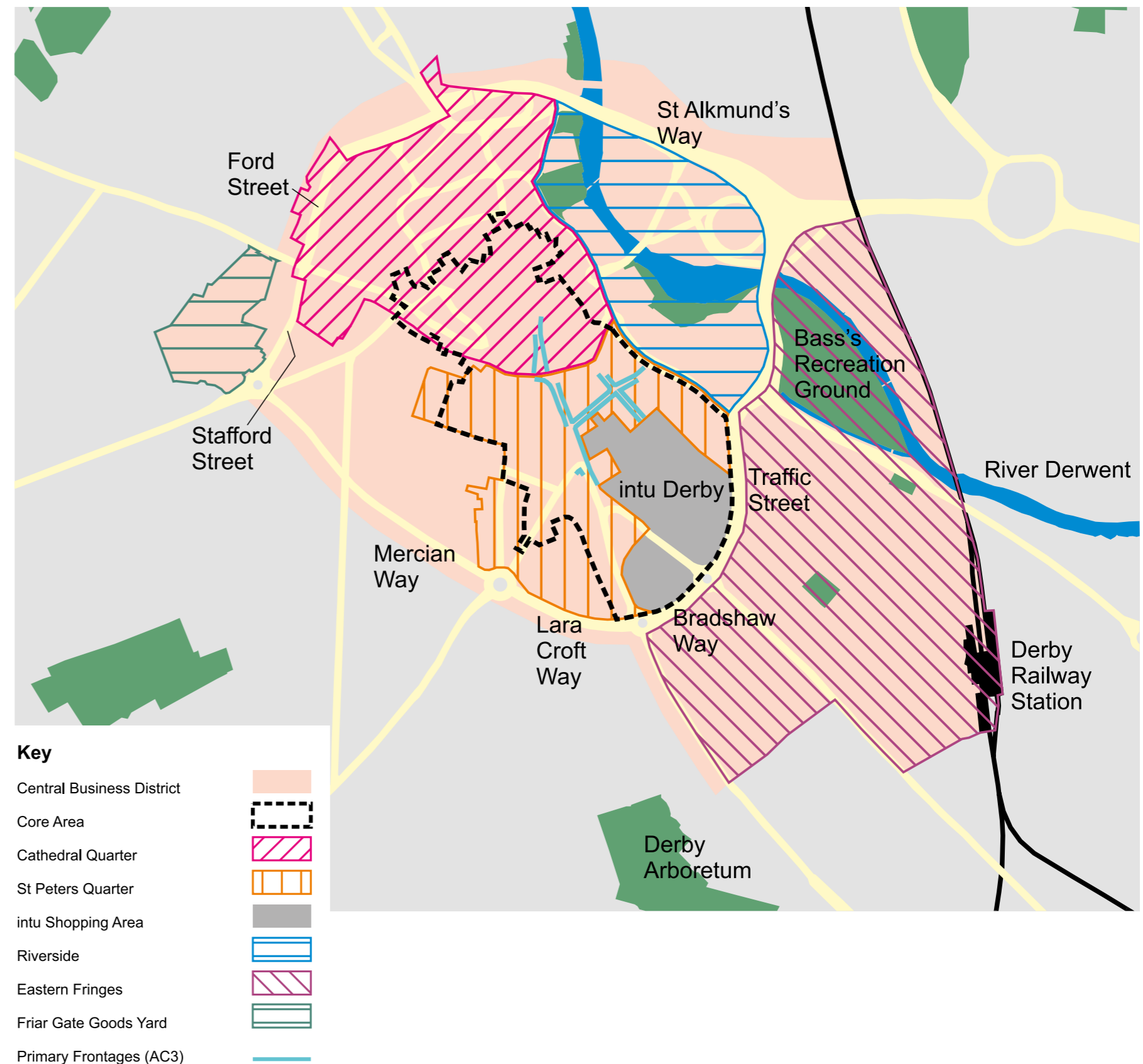
Within the CBD, proposals that help to promote 'City Centre Living', whether through new development or the re-use of empty or underused floorspace, will be supported where it would not inhibit existing business activity or undermine the vitality and viability of the Core Area.

Development within the CBD should reflect the role and function of sub-areas within it, having regard to broad characteristics outlined below.

## The Core Area:

The Core Area (CA) is the focal point for non-food retailing in the City Centre and is key to the vibrancy of its economy. The Council will protect the overriding function of the CA through the identification of primary frontages and the management of uses across the area, as set out in Policy AC3. The CA will also remain the sequentially preferable location for major new retail within the city. Proposals which seek to extend the CA beyond its existing boundaries will be resisted.

Figure 16 - City Centre Inset Map



Across the Core Area, the Council will also:

- work with partners, including the Business Improvement District (BID) companies, to improve the quality, promotion and management of key places, infrastructure and uses across the Core Area
- ensure new retail development is well integrated and closely linked with the primary frontages in terms of proximity, continuity of function and ease of access
- maintain an appropriate level of retail market provision having regard to a Markets Review
- promote environmental responsibility from all businesses and developers within the area

## The Cathedral Quarter:

The ‘Cathedral Quarter’ represents the historic core of the City Centre. Within the ‘Core Area’, the Council will encourage proposals which support its niche high quality shopping, leisure and evening economy role.

Outside the Core Area, the strategy will also seek to strengthen the area’s office and commercial function. The Cathedral Quarter as a whole has an increasingly important role in supporting the evening economy of the City and this will be reflected in the nature of the uses permitted.

Within the Cathedral Quarter, priority will be given to the following opportunities:

- Implementation of the Sadler Square mixed-use regeneration scheme, including the appropriate reuse of Middleton House
- Mixed use regeneration of St James’ Yard
- Implementation of regeneration schemes on Cathedral Road

- The appropriate long term regeneration or re-use of Queen’s Leisure Centre
- Redevelopment of the Assembly Rooms

## St Peters Quarter:

The St Peters Quarter reflects a diverse range of shopping and other complementary uses within an equally diverse range of built environments. It reflects a long standing and important ‘high street shopping’ role within the City Centre and provides crucial pedestrian links between the historic Cathedral Quarter, intu and the Riverside. It is also an area that has seen, and will continue, to see a great deal of change over the plan period. It almost entirely sits within the CA and contains a large number of primary and secondary frontages. The range of uses and activity within this area will be managed to ensure they continue to contribute to the overall vitality and viability of the City Centre.

Within the St Peter’s Quarter, priority will be given to the following opportunities:

- Mixed-use regeneration of Becket Well and Duckworth Square
- Revitalisation of the East Street / Albion Street / Exchange Street / Morledge area
- Implementation of public realm improvements at The Spot and St Peter’s Cross

## intu Shopping Area:

The ‘intu Shopping Area’ contains the modern intu Shopping Centre and the Bradshaw Way Retail Park. This reflects the most recent retail and leisure development in the city. The intu Derby Shopping Centre has become the focus of shopping and leisure activity in recent years.

The strategy will seek to enhance the integration between this area and the rest of the CA and support any further regeneration that can further enhance the retail and leisure offer.

Proposals for the regeneration of the Bradshaw Way Retail Park will be supported, provided they include a significant retail element and would not have a significant negative impact on the Cathedral Quarter or St Peters Quarter.

## Riverside:

The Riverside area consists of a diverse range of residential, commercial and civic uses. The Council will seek to emphasise this role by maximising the potential of the Riverside. The Council will promote the use of the river and river corridor as part of the leisure infrastructure, improve safety and establish the river as a key connecting route within the city. It will seek to incorporate the flood defences into appropriate regeneration projects including the green infrastructure, public realm design and buildings.

Within the Riverside area, priority will be given to the following projects:

- Implementation of the ‘Our City, Our River’ programme in line with Policy AC8, including the regeneration of key riverside sites
- Regeneration of the former Magistrates Court and Police Station regeneration scheme, including the provision of a new Local Studies library
- Enhancing the environmental quality of the Riverside area
- The appropriate regeneration of the remaining land within the Riverlights complex

## The Eastern Fringes:

The ‘Eastern Fringes’ will become a vibrant new residential neighbourhood that will complement the City Centre economy and breathe new life into an underutilised area. It will also contain significant commercial uses that can help support the overall City Centre economy. Improvements will be made to links to Bass’ Recreation Ground and hope to increase usage of the park to help support the new communities.

The Council will work with partners to deliver improvements to the railway station and links between the station and the City Centre.

Priority will be given to the implementation of the major mixed use regeneration allocations at Castleward and former DRI sites, in line with requirements of Policy AC6. Implementation of the 'Castleward Boulevard' to improve links between the Railway Station and City Centre will be a key part of this scheme.

The regeneration of the Trent Bus Depot and Derby Telegraph sites to the north of Bass' Recreation Ground will be supported, subject to the satisfactory relocation of existing businesses and the implementation of the 'Our City, Our River' programme as defined by Policy AC8.

### Friar Gate Goods Yard:

The Goods Yard Site has the opportunity to deliver a vibrant mix of residential, retail, leisure and business uses including offices. Proposals will be required to respond positively to the presently neglected railway heritage assets on site.

Improved connections with The Cathedral Quarter to strengthen the overall offer in the western part of the City Centre should be explored, including the potential to utilise Friar Gate Bridge.

The Council will encourage schemes that:

- Conserve and enhance the heritage assets by securing their appropriate and viable reuse, including retail but only where justified through an impact assessment on the vitality and viability of defined centres
- Deliver a vibrant mix of other uses including residential, leisure and offices
- Ensure development is in accordance with a comprehensive, long term strategy and masterplan for the site

- 6.2.1 This policy is designed to drill down to a finer grain of detail and provide more detailed guidance on how the Council will consider development proposals in each of the distinct 'character areas' and identifies a number of key opportunities for development and regeneration.
- 6.2.2 The policy also identifies a number of priority schemes across the City Centre. Where necessary, the Part 2 Local Plan will provide more detail on specific policies and requirements for each site or area. Where already allocated in the City of Derby Local Plan Review, the 'saved' policies will continue to give guidance on the smaller sites. It is also considered that the policies in this strategy will be sufficient to manage development in the meantime.
- 6.2.3 Policies for the CBD broadly reflect the objectives set out in Policy AC1 and should be read in conjunction with Policy CP11 (Office Development). For the purposes of the sequential test for major office and leisure uses, the CBD is considered the 'town centre' and will be the first preference. Clearly, the CBD should not just be about new office or commercial development. It covers an area where there are numerous opportunities for other uses, including residential development. Most of these are within specific 'character areas' but others may exist on the periphery of the CBD.
- 6.2.4 The 'Core Area' (CA) reflects the main concentration of retail and complementary uses in the City Centre. While it is recognised that areas outside the CA do contain shops and services, this area represents the focus of activity and where the Council will encourage further retail activity and growth. For the purposes of the retail sequential test, the CA will represent the 'town centre' and will be the first preference when considering proposals that relate to the City Centre, have a city-wide catchment or where no specific geographic need has been identified.
- 6.2.5 The City Council will work with the two Business Improvement Districts (BIDs) companies and other partners to promote the CA and maintain or improve its vitality and viability. This will not just relate to the management of development and uses, but also in terms of working to create a lively centre; utilising public spaces for events and promoting the centre to visitors. A key part of the strategy for the CA as a whole will be to facilitate increased footfall

across the centre, ensuring that all areas thrive equally.

- 6.2.6 The City Centre has two high quality indoor markets. The NPPF requires Councils to retain and enhance markets, ensuring that markets remain attractive and competitive. The Council is currently carrying out a review of its market operations to assess how best to manage long term market provision in the City Centre. Using the results of this review, the Core Strategy will ensure that the requirements of national policy are met in the long term.
- 6.2.7 The Cathedral Quarter has long been identified as having a special character of its own. It is where the majority of Derby's listed buildings lie and much of its cultural attractions and heritage are to be found in this area. Working with the BID company, the Core Strategy will aim to build on its unique character and the range of commercial, cultural and leisure roles it currently fulfils. In particular, it will focus on bringing forward a number of key regeneration opportunities across the area, including the implementation of the Sadler Square regeneration scheme, the mixed-use regeneration of the St James' Yard site, the implementation of a new office scheme on Cathedral Road and the regeneration of the Assembly Rooms. These proposals have been in the development pipeline for some time and will be important in helping to support the area's economic activity.
- 6.2.8 Where other opportunities for regeneration become apparent over time, the Council will seek to ensure that they fit into the overall vision for the area, both in terms of use and design. The Cathedral Quarter straddles the CBD and CA. Outside the CA, the area has an important, and growing, role in the provision of high quality office accommodation. The Cathedral Quarter already contains a high proportion of professional services and this role is something that the Council will continue to support. Within the CA, the area is more focussed on retail, leisure and the evening economy.
- 6.2.9 The St Peters Quarter has a different role, also currently underpinned by a BID company. This area contains an extremely diverse range of uses within a range of different built environments. It also provides a vital link between the intu centre and the Cathedral Quarter. Maintaining and enhancing its vibrancy is also key to maintaining the vitality of these two areas. The St Peters Quarter sits entirely within

	<p>the CA and so inevitably has a greater focus on retailing and related uses. Policy AC3 provides more guidance on what will be acceptable on individual frontages, but the general objective will be to manage uses in order to maintain and increase activity. This also includes taking opportunities to make more use of spaces. This will be facilitated through public realm improvements at The Spot and St Peters Cross (the junction of St Peters Street and East Street). The nature of the area has meant that it has been significantly affected by changes to the retail market and economic downturn. It is unlikely that the level of floorspace in retail use will ever reach pre-recession levels. As such, some parts of the area may need to see a change in their role and function over time. This will have to be proactively managed through the consideration of change of use applications or regeneration proposals. More peripheral areas such as Green Lane would be subject to a more flexible approach to alternative uses.</p>	<p>visitors into the City Centre. The Council will seek to improve the integration between intu and the remainder of the City Centre. This will be done through improvements to the public realm, improved signage and legibility but also by ensuring that there is a good 'offer' in the rest of the City Centre.</p>	<p>to implement the improvements needed to help ensure that the Riverside plays an increasingly important part of the City Centre economy.</p>
6.2.10	<p>The Becket Well and Duckworth Square area has been identified as a regeneration priority for some time. Market conditions and the sheer complexity of the site has meant that no deliverable scheme has been forthcoming. The Council will continue to support the comprehensive regeneration of this area, though it also recognises that incremental change may also be acceptable if it can help revitalise the area and not prejudice any long term options. In recognition that the retail market has changed considerably in recent years, there is no expectation that the redevelopment of the area should contain a significant retail element (though this would be acceptable if conditions were to become more favourable). However, any development should still serve to meet the Council's objectives for the City Centre. A mix of uses that are consistent with the nature and function of the City Centre would be acceptable, including residential.</p>	<p>6.2.13 The Bradshaw Way Retail Park provides opportunities for retailers who want larger footprints or who sell bulkier goods. There is no immediate requirement or expectation that this site will be redeveloped. However, the site may provide a long term opportunity for change. Proposals for retail or leisure would generally be supported if it can be demonstrated it would not undermine measures currently being undertaken to revitalise the St Peters and Cathedral Quarters.</p>	<p>6.2.17 The Eastern Fringes covers the Castleward, former Derbyshire Royal Infirmary, Bass' Recreation Ground, the railway station and land north of the River Derwent that is currently occupied by the Trent Bus Depot and former Derby Telegraph (DT) premises. Two strategic allocations are made for major mixed use regeneration within this area under Policy AC6. However, the remainder of the area is still important.</p>
6.2.11	<p>The East Street area has been another area of change, impacted by the economic downturn. The Council will work with the St Peters Quarter BID company and local landlords to identify ways in which this can be addressed. Any proposals for change resulting from this will have to have regard to the locally listed buildings in the area.</p>	<p>6.2.14 The Riverside Area combines the requirement for strict policies on environmental and heritage protection with promotional policies promoting opportunities for significant change and regeneration.</p>	<p>6.2.18 Bass' Recreation Ground is an important, but currently underused, area of open space. Recent improvements such as the provision of a skate park have helped, but over the longer term the Council will work to make this a more accessible and usable space – particularly in relation to the Castleward development.</p>
6.2.12	<p>The intu area covers both the intu centre and the Bradshaw Way Retail Park. The intu Centre has an extremely important retail and leisure function that is fundamental to attracting</p>	<p>6.2.15 The implementation of the OCOR programme will facilitate the regeneration of currently vacant sites north of the river. Any development would have to be consistent with the objectives of the programme and Policy AC8. On the southern side of the River, the former Full Street Magistrates Court and Police Station provides an opportunity for mixed use regeneration. The Council has converted the listed Magistrates Court into a new Local Studies Library and apartments and a hotel have been built on part of the former Police Station site. A range of uses would be allowed on the remaining areas of the site, including residential, office or leisure. Enhancements to the Silk Mill will also be implemented in this part of the area, both to protect an extremely important heritage asset, but also to improve the City's cultural facilities. The remaining undeveloped land adjacent to the Riverlights complex also provides an opportunity for mixed-use development in line with the requirements of this and other relevant policies.</p>	<p>6.2.19 The railway station area has been subject to a number of improvements in the last two years, including the provision of new canopies and the construction of a new transport interchange. These have helped to make the station more accessible and create a better environment for passengers. The Council will continue to support measures that can further enhance the station and the attractiveness of rail as a means of travel.</p>
	<p>6.2.16 The Council also intends to try and make the riverside a more important area of leisure activity. Importantly, part of the Riverside Policy Area falls into the Cathedral Quarter BID area and the St Peters Quarter BID area. This will help</p>	<p>6.2.20 Land to the north of the River Derwent is currently in use by Trent Buses. It is also subject to a high risk of flooding and thus cannot be considered as a deliverable development site at this time. However, the implementation of the OCOR programme may unlock development potential on this site. In this event, it may be suitable for new residential development.</p>	<p>6.2.21 Friar Gate Goods Yard is one of the most important regeneration priorities within the City Centre. It is home to a number of important heritage features, including the prominent listed Bonded Warehouse, Engine Shed and Friar Gate Bridge. The site provides opportunities for a mix of uses that can help to meet the wider objectives of the plan, including supporting the City Centre as a new residential neighbourhood and the sustainable growth of its economy.</p>

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- 6.2.22 Development schemes should pay full attention to the important conservation issues presented by this site. The Bonded Warehouse and Engine Shed are important heritage assets on the site, for which new uses must be found as part of any development scheme. It is recognised that in order to secure the long term future of these important buildings, and the comprehensive delivery of any regeneration scheme, it may be necessary to allow higher value uses such as retail. However, any such development will still have to be subject to an assessment of impact on the vitality and viability of defined centres.
- 6.2.23 Uncertainty over the final land use mix and delivery of the site means that it is not currently appropriate to make a specific allocation. However, this is something that will be considered in Part 2. Until this time, AC2 provides some guidance as to the importance of the site and what the Council expects.

# AC3 – Frontages:

The Council is committed to sustaining and enhancing the vitality and viability of the Core Area. To achieve this, proposals for a diverse range of complementary uses which serve to strengthen the character, role and function of different types of frontage and different parts of the centre will be supported and encouraged.

## Primary and Secondary Frontages:

Subject to the specific provisions set out below, the Council will:

- (a) support proposals at ground floor level for new development and uses which are commensurate with the scale, nature and function of the 'character area' or the specific frontage
- (b) support proposals to bring underused upper floors into beneficial use. In particular, residential or office uses will be encouraged at first floor level or above
- (c) ensure defined Primary Frontages remain predominantly in retail use, or seek to bring them back into a predominantly retail use where that role has declined. Alternative uses will only be permitted subject to criteria 1-5 where they would not undermine the shopping function, character, vitality or viability of a specific frontage or group of frontages

In considering alternatives to retail uses within Primary Frontages, the Council will have regard to the following issues:

1. the level of retail frontage and activity on the individual frontage, or nearby frontages within a specific 'character area'
2. the continued suitability or viability of the unit for retail use and the impact of the proposal on long term and persistent vacancy
3. the prominence of the unit in the frontage
4. the ability of the use to add vibrancy, animation and activity to the area, including its potential impact on pedestrian footfall

5. the impact of the use on the character and environmental quality of the nearby area

In all cases, the alternative use should be open to the general public during the day and maintain a shop front or display of visual interest.

- (d) continuously review the implementation of frontage policy, and the degree of flexibility that will be permitted, to take account of prevailing economic conditions and changes to the retail and leisure market
- (e) where necessary, conditions controlling the nature of uses will be imposed to ensure long term consistency with the aims and objectives of this policy

## Cathedral Quarter Frontages:

The Cathedral Quarter's role in the provision of independent, specialist quality retail, leisure, cultural activities and professional business services will continue to be supported through the careful management of the types of use permitted.

Subject to criteria 1-5, uses within Cathedral Quarter 'Primary Frontages' will be limited to:

- Shops
- Banks and building societies
- Health and beauty
- Cafes and restaurants (subject to CP15)

Outside Primary Frontages, the following uses will also be acceptable in principle:

- Theatres
- Leisure
- Hotels

Pubs and clubs will also be permitted outside defined Primary Frontages where it is demonstrated they would help to diversify the night-time economy and would not have an unacceptable impact on the character and environment of the Cathedral Quarter.

Where necessary, conditions will be imposed restricting permitted development rights to ensure uses remain consistent with the vision for the area.

## St Peters Quarter Frontages:

The St Peters Quarter reflects the more traditional 'high street' shopping area. The St Peters Quarter 'Primary Frontage' should remain predominantly retail in function, complemented by:

- Cafes and restaurants (subject to policy CP15)
- Banks and building societies
- Health and beauty uses
- Leisure uses

Outside the defined Primary Frontage a more flexible approach will be taken. In addition to the above uses, the following will also be acceptable in principle:

- Financial and professional services
- Hotels, hostels and residential institutions
- Non-residential institutions
- Hot food takeaways, pubs and clubs (subject to CP15)
- Theatres
- Other complementary uses, subject to (a-e)



Ground floor residential and office uses may be also be acceptable where it would not undermine the vitality and viability of the individual frontage or 'Core Area' as a whole.

- 6.3.1 National planning policy requires the identification of Primary and Secondary frontages within centres. The Primary Frontages are illustrated in Figure 16. All other frontages within the Core Area, but outside the Primary Frontage, will be considered 'Secondary Frontage' for the purposes of this policy.
- 6.3.2 In all 'frontages' the aim is to try and maintain a range of uses which are open to the public and which complement the Core Area's overall 'role and function'. Primary frontages are those which either have, or should have, a predominantly retail function. This does not mean that alternative and complementary uses will not be permitted as diversity helps to increase vitality and viability. However, in some areas of the centre, too much flexibility can have a negative effect, particularly if it means that people are less likely to visit that part of the centre. This can then have negative knock-on effects in terms of footfall and parts of the centre having less visitors. This is particularly important on St Peters Street as it forms the main pedestrian link between the intu area and Cathedral Quarter. If this link is 'broken' then it could reduce or stop the flow of people from one area to the other, thus having negative impacts on both. The Primary Frontage policy provides the Council with the ability to have some control over these areas to ensure the links maintain their vibrancy over time.
- 6.3.3 Decisions relating to the change of use of existing units within Primary Frontages will need to be taken in the context of 'permitted development rights', which currently allow some types of change of use, in certain circumstances, without the need for a planning application. For example an existing shop unit (A1) can change to an A2 or A3 (up to 150sqm) use without the need for a planning application. The reduced ability of the Council to control such proposals highlights the need to give particular scrutiny to proposals that continue to require the submission of a planning application.

- 6.3.4 There are parts of the traditional shopping 'core' which have seen a decline in retail activity. While it is recognised that retail floorspace or usage levels may not reach pre-recession levels, there is a still an aim to try and encourage a resurgence of retailing into these areas over time in order to help bolster the centre as a whole and encourage linkages between the different areas. This will be particularly the case in the East Street area, which provides a key pedestrian link between Riverlights and St Peters Street. There are other areas, particularly within the secondary frontages within the St Peters Quarter, which may benefit from a shift in focus over time. While it will generally be inappropriate to encourage ground floor residential and office uses within 'frontages' (as this may be inconsistent with the area's overall role and function), there may be parts of the St Peters Quarter where such uses may be acceptable in order to facilitate a more diverse mix of uses.



Cathedral Quarter

- 6.3.5 The Cathedral Quarter has a very specific character that this policy seeks to maintain and enhance. It is considered that the careful management of uses in this area is needed. To that end, uses permitted in this area are restricted. Additional hot food takeaways, bookmakers and 'money shops' are not considered to be supportive of the role and function of this part of the centre and will be resisted. While the area is already home to a number of bars and clubs, additional venues need to be considered carefully in the context of the character of the area and taking into account

the diversity of uses and whether they would be duplicating the existing offer, or providing something new that can help attract a wider range of visitors. Bars and clubs will not be considered appropriate within the Cathedral Quarter's 'Primary Frontages' as these should be retained for 'daytime' activity.

- 6.3.6 The St Peters Quarter contains both Primary and Secondary frontages. Within Primary Frontages, a more restrictive policy will apply that will allow a fairly diverse range of uses which are considered to be the most capable of creating and enhancing the area's vitality and viability and retain or attract visitors. Outside the Primary Frontage areas, the full range of 'City Centre' uses will be permitted, though the general objectives of maintaining and enhancing vitality and viability will still be key considerations.
- 6.3.7 The policy recognises that what is considered an appropriate mix of uses in any one frontage or at any one time will be dependent on a large number of issues. The policy does, therefore, list a number of criteria that will be considered for any application for a non-retail use in a Primary Frontage. Criterion d also indicates, however, that the weight given to any of these criteria will be kept under continuous review to ensure that the Council is capable of responding to changes in the retail market or to the prevailing context at the time of the application. Maintaining this level of flexibility, within a consistent overall decision making framework, is important in what is a volatile and ever changing situation. All decisions will still, however, be designed to ensure the vitality of the City Centre is not undermined.

# AC4 - City Centre Transport & Accessibility:

The Council will deliver a transport strategy for the City Centre that supports its continued economic growth through the facilitation of movement of people, goods and services. In particular, it will seek to maximise the efficiency of the transport network and provide equality of opportunity through sustainable access choices, providing for and promoting the use of cycling, walking and public transport.

The Council will:

- (a) encourage developers to make the most of, and strengthen, the opportunities provided by existing walking and cycling networks
- (b) encourage developers to work with public transport providers to ensure that all users are able to access development by sustainable means, especially taking account of times when developments are likely to be busiest
- (c) support proposals for the improvement of the public realm, particularly where it would improve access and legibility across the City Centre
- (d) support proposals that improve safety, improve air quality and reduce carbon emissions
- (e) ensure development provides a level of car parking which reflects the realistic requirements of the users and the highly accessible nature of the city centre. Parking should not take precedence over facilities provided for more sustainable modes of access. Regard will be given to the standards set out in the Appendix C.
- (f) seek to ensure a sufficient level of good quality and accessible public parking, subject to meeting sustainability objectives

Within the CBD, sites awaiting redevelopment will only be allowed to be used for public parking, provided that the additional spaces;

1. would meet an identified deficiency or need
2. would not undermine the objectives for promoting the use of public transport, cycle or walking, particularly for commuting and long-stay visits
3. provide adequate security, landscaping, drainage and surfacing
4. would not cause, or exacerbate, traffic problems – either locally or across the City Centre; and
5. would be used for a period of no more than 2 years

- 6.4.1 The key role of the transport policy for Derby City Centre is to maintain access to the centre by strengthening public transport capacity and quality, together with improving conditions for cycling and walking. The objective will be to encourage a switch to more sustainable modes of transport.
- 6.4.2 The Council will also work to ensure that cycling and walking are attractive options, considering safety conditions on the roads, paths and cycleways and the potential need for facilities within the City Centre. Alongside this, enhanced gateways and improved facilities within developments will further enable movement into and across the City Centre.
- 6.4.3 The effectiveness of the transport network into and around the City Centre is important so that the opportunities created in the Centre can be accessed by people living across the City and from its wider catchment area. It is particularly important that job opportunities are available to people in the City's more deprived neighbourhoods, and so public transport, cycling and walking links need to be strengthened. Within the City Centre it will be important that people can move easily from one area to another.

- 6.4.4 The Council aims to promote cycling within and to the City Centre, and will therefore promote the provision of high quality cycle parking, in excess of the advised standards if possible. Developers should also consider whether additional facilities are needed for cyclists, including showers and changing/storage areas.
- 6.4.5 The City centre is extremely accessible and also has a significant amount of public parking available. New development should not always, therefore, require the maximum amount of spaces that would be suggested by the standards set out in Appendix C. The Council will, therefore, be generally supportive of proposals for lower levels of parking. However, it will also have regard to these standards and the requirements of the users of a development when considering the appropriate level of parking for any proposal. Where a developer seeks to provide a level of parking which differs from the advised standards, they must justify this approach in relation to demand management measures included in the proposal and must not be to the detriment of more sustainable modes of travel.
- 6.4.6 Developers often seek to use sites which are awaiting regeneration as temporary car parks in order to provide a return until such time as they can be bought forward for their preferred use. The level of public parking available can have a significant impact on traffic management measures and objectives for promoting public transport, cycling and walking. Where proposals for temporary parking are submitted, it will be important to ensure that their proliferation would not undermine the Council's objectives.
- 6.4.7 As such, the policy allows for the examination of the need for additional parking spaces and for the impact to be fully considered. Currently, it is not considered that there is a shortage of public parking, but this position will be kept under review. In the event of permission being granted, it is important that the regeneration of such sites is not unduly delayed. To ensure this does not occur, all permissions will be limited to two years.



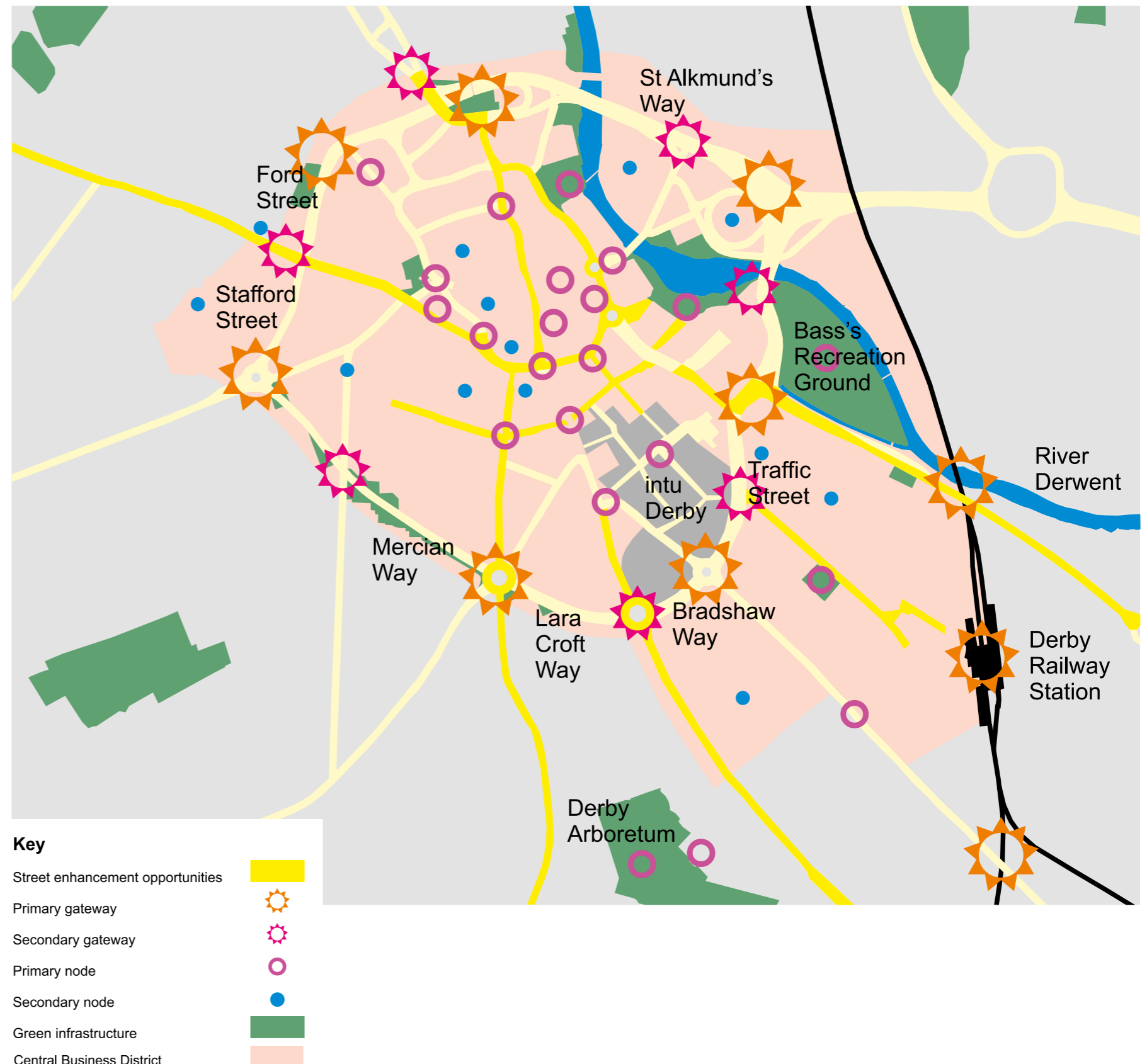
# AC5 - City Centre Environment:

The quality of the built and natural environment is fundamental to achieving the Council's objectives for the continued growth, vitality and viability of the City Centre. The Council will expect all development within the City Centre to meet the Placemaking, Heritage and Environmental requirements set out elsewhere in the Local Plan.

The Council will:

- (a) deliver public realm improvements across the City Centre, including Castleward Boulevard, St Peters Cross, The Spot and the Riverside. All new development should also consider the spaces immediately outside and around new buildings and the contribution they can make to the overall quality, vitality and use of the public realm. An integrated approach to the delivery and maintenance of public realm improvements will be encouraged
- (b) expect development to integrate with and enhance the historic / existing street pattern
- (c) expect development along the Riverside, key arterial and connecting routes and important gateways to exhibit 'active frontages' which respond to the main streets. Development around open spaces should provide enclosure, with active edges. Blank elevations should be avoided
- (d) expect the design of streets, nodes and other public spaces to remove barriers to movement, improve connectivity across the centre and maximise access to everyone and support a range of placemaking activities
- (e) support proposals which improve the connectivity, safety and legibility of access to the Riverside area, the Cathedral Quarter, the St Peters Quarter and the World Heritage Site
- (f) expect development to integrate green infrastructure into buildings and spaces
- (g) where appropriate, support higher density forms of development that make efficient use of land

Figure 17 - Gateways, Nodes and Public Realm Projects



- (h) support the construction of 'tall buildings' in appropriate gateway locations, where these are of high quality design and do not adversely affect the setting of heritage assets and the character of the City Centre
  - (i) implement shop front enhancements across the City Centre
- Further detailed guidance on design and environment within the City Centre can be found in the 'City Centre Regeneration Framework' (2012) and will be set out in the Council's design guidance document.

- 6.5.1 Developing a vibrant and successful city centre is essential if Derby is to maintain and develop the City's position as the principal focus of economic and cultural activities in the HMA. These activities are important to its role as a regional centre, a tourist destination and leading city in the 21st Century.
- 6.5.2 Successful places, to which people are attracted to live, work and visit, have successful spaces. Well designed civic spaces can offer wide ranging economic, social, cultural and environmental benefits. The Council will deliver a comprehensive programme of public realm works across the City Centre. This will help to improve the quality of life of residents and strengthen investor confidence in Derby.



Phase 1, Castleward Boulevard

- 6.5.3 Buildings along the ring road, key arterial routes, all key connecting routes and gateways are expected to have active frontages that respond to the main streets. Large blank elevations or overhead features visible from gateways, nodes and primary or secondary connections should be avoided. Buildings should follow the continuous line of the existing street and where possible occupancy of upper storeys of the buildings should be prioritised to increase activity and surveillance.
- 6.5.4 Successful development depends on good access and connections. A permeable pedestrian movement framework created through a hierarchy of streets will help to develop an accessible and well connected City Centre. All new developments within the City Centre should consider the provision of nodes and ensure their connection to the movement network through tertiary links. Design of streets, nodes and other public spaces should be inclusive to remove barriers and features leading to exclusion and to maximise access for everyone. Access to and from the river should be enhanced by improving safety, connectivity and legibility.
- 6.5.5 Integration of green infrastructure into buildings and spaces should be considered at planning and design stages. Enhancement of the riverside, brooks, underground culverts and provision of street trees, sustainable drainage systems (SuDS), living (green and brown) walls and roofs should be prioritised.
- 6.5.6 Gateways are the key arrival points into the City Centre such as the bus station, railway station and junctions of major arterial routes and the ring road. They are threshold points marked by the change in scale, landuse, character and density and are potentially appropriate locations for higher density development. Views from these locations should be enhanced to draw people into the City Centre. Reinforcing gateways is crucial to increase the legibility of the City Centre. Every facet of a major gateway can contribute to the overall function of the place as a pointer / marker to the City Centre.
- 6.5.7 Nodes are meeting places or pause points within the pedestrian movement network. They are generally public or semi-private spaces defined by enclosure or built or natural form and can include key junctions where primary



Tunnel Vision Project

connections converge. Nodes are crucial to the functioning of the City Centre as a place. Enhancement of these places should be carried out considering the quality, promotion and management in a holistic way.

- 6.5.8 In the context of Derby City Centre, buildings of 5-7 storeys (20 metres) high should be considered as tall buildings. Some gateway locations may be appropriate for the introduction of tall buildings. The Council will produce a design guidance document which will provide further guidance relating to tall buildings and identify locations within the City Centre with the most potential to successfully integrate tall buildings. Any proposed building over 20 metres high within the City Centre should be reviewed using the Council's 3D model and verified views to ensure that key views are retained or enhanced.
- 6.5.9 The Council has been successful in working with shop owners to replace shop fronts in the City Centre, as part of the Partnership Schemes in Conservation Areas (PSiCA) promoted by Historic England. The reinstatement of traditional shop fronts has made significant improvements to the environmental quality of many areas of the City Centre and the Council wishes to see this successful scheme continued and potentially expanded to also include local centres.

# AC6 – Castleward and the Former Derbyshire Royal Infirmary (DRI):

The Eastern Fringes of the City Centre will be transformed into a vibrant residential and commercial neighbourhood where people will enjoy a high quality of life within a distinctive, accessible and sustainable urban environment. New residential neighbourhoods will be created in Castleward and the former DRI site, which will be complemented and supported by a mix of commercial, leisure and community uses that will also serve to support the wider economy of the City Centre.

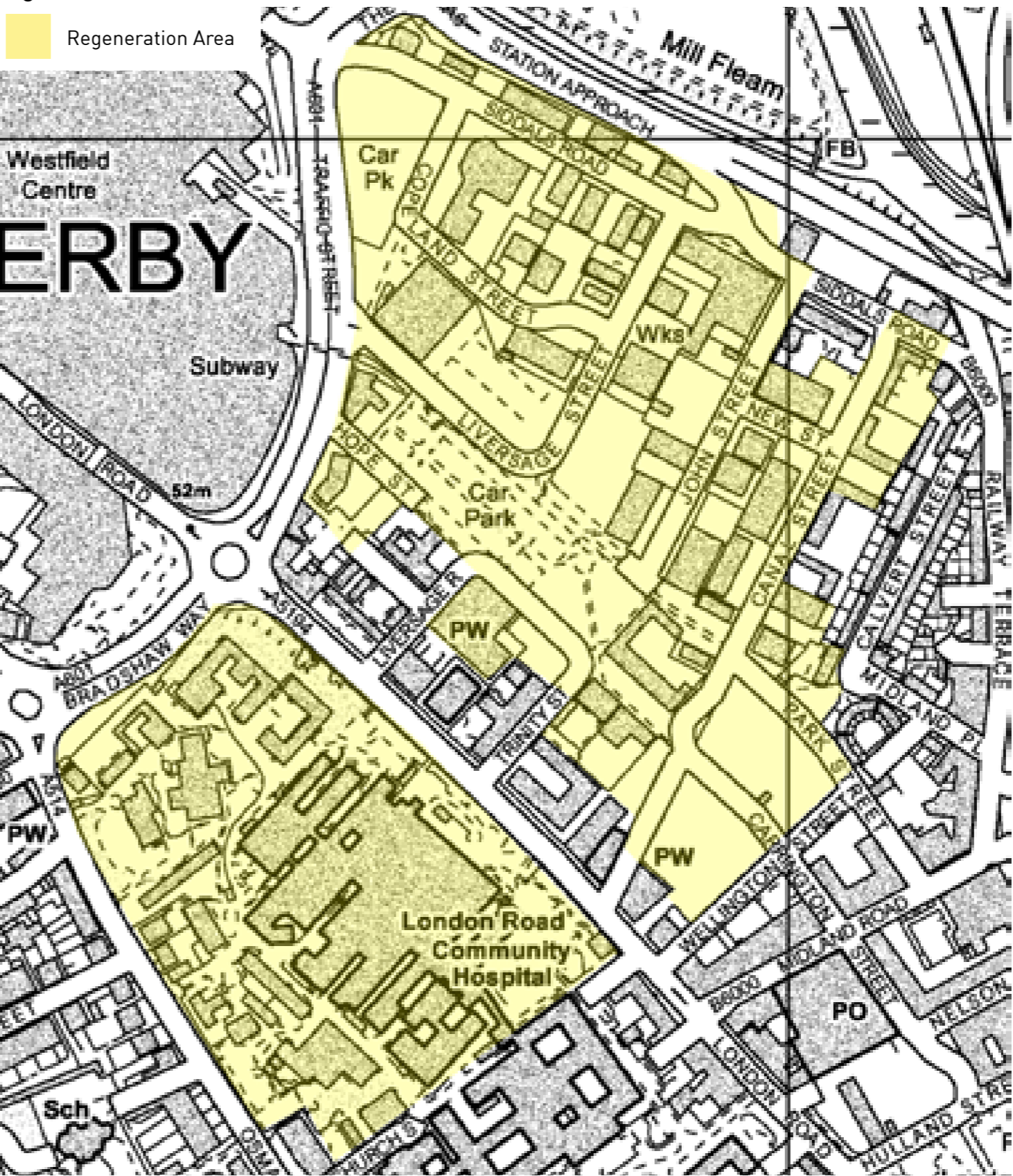
The regeneration of Castleward will deliver:

- (a) a minimum of 800 new high quality, mixed tenure homes
- (b) new office and commercial uses. Land immediately adjacent to Traffic Street is considered particularly appropriate for major office development
- (c) a new primary and nursery school and other community facilities to serve the new neighbourhood and/or replace existing facilities. The sharing of facilities and functions will be supported and encouraged where appropriate
- (d) the 'Castleward Boulevard' pedestrian link between the railway station and Core Area. Small scale convenience shopping and related commercial and community facilities will be permitted along the route of the 'boulevard' to support day-to-day needs and act as a focal point of the new neighbourhood
- (e) improved pedestrian and cycle access to Bass' Recreation Ground

The regeneration of the former DRI site will deliver:

- (f) a minimum of 400 new high quality mixed tenure homes
- (g) the effective protection and enhancement of heritage assets within and adjacent to the site
- (h) a positive contribution to the townscape of London Road

Figure 18 - Extent of Castleward and DRI Allocations



In all parts of the Eastern Fringes the Council will expect:

1. a high standard of design which reflects the requirements of Policy CP3 and CP4
2. a mix of housing typologies and supporting facilities to ensure that the new neighbourhood attracts a diverse population and caters for the changing needs of residents
3. a 'green link' through the area providing a pedestrian and cycle link from Arboretum Park to Bass' Recreation Ground
4. measures to improve accessibility to, and from, the City Centre, bus station and railway station by walking and cycling

The Council will work with partners to ensure that regeneration of the Eastern Fringes is delivered in a comprehensive manner and will use compulsory purchase powers if necessary to ensure delivery.

- 6.6.1 Castleward and the former Derbyshire Royal Infirmary provide a superb opportunity to create a sustainable residential neighbourhood in the heart of the City. The two sites will provide a minimum of 1,200 new dwellings but also supporting community facilities and complementary business and leisure development.
- 6.6.2 The regeneration of these sites has already been subject to a considerable amount of planning, culminating in the preparation of the 'City Centre Eastern Fringes Area Action Plan' (CCEFAAP). This process reached the 'preferred options' stage before being suspended to allow resources to be put into the Core Strategy. The CCEFAAP established a detailed vision and framework for the comprehensive regeneration of the area. This has helped guide proposals thus far and is being carried forward through the Core Strategy.



Castleward development - courtesy of Compendium Living

- 6.6.3 Castleward occupies a strategic position between the Core Area and the railway station. It has a wide range of uses including offices, industry, car showrooms and warehousing. It also contains a large amount of surface car parking. This area is considered to be under used and is an inefficient and mostly inappropriate use of land in such a prominent, important and sustainable location. The regeneration of this area for a high density mixed-use development will make more efficient use of the land and can provide much greater benefits to the City's economy and environment.
- 6.6.4 Outline planning permission already exists for the Council's preferred development partner Compendium Living to develop 800 new dwellings, a new primary school and supporting facilities. The first phase of this scheme is already under construction. This will also implement the first part of the 'Castleward Boulevard' pedestrian link, linking the railway station to the Core Area.
- 6.6.5 Land adjacent to Traffic Street is an ideal location for a landmark office development, due to its prominence and excellent links to the train and bus stations. This gateway location may also provide an opportunity for taller development in line with Policy AC5.

- 6.6.6 The relocation of many hospital services to the Royal Derby Hospital has provided a major regeneration opportunity in a highly sustainable and prominent location. It provides a fantastic opportunity to create a sustainable high quality residential neighbourhood. Again, outline planning permission has been granted for a mixed use scheme which incorporates 400 new dwellings, some complementary uses and a new supermarket on the northern edge of the site. The supermarket proposal does not form part of the strategic allocation. In the event that the permitted scheme is not implemented, any future proposals for retail would have to be justified afresh in line with Policies CP13, AC1 and AC2.



Castleward development - courtesy of Compendium Living

- 6.6.7 The DRI site contains a number of features of historical importance. Any proposals should have regard to these. In addition, the site provides an opportunity to create a pedestrian link from the Arboretum through to Bass' Recreation Ground. These requirements will help ensure that the quality of development and the benefits it provides to the City are maximised.
- 6.6.8 Across the area as a whole, all opportunities will be taken to promote active travel, making the most of the proximity to the railway station, bus station and City Centre facilities.

# AC7 – The River Derwent Corridor:

The River Derwent Corridor runs through the heart of the city and forms a key part of Derby's identity. It is an underutilised asset that has significant potential to deliver multiple benefits.

The Council will continue to work with partners to transform Derby's relationship with the River Derwent by managing the impact of flooding, creating a high quality river corridor and providing opportunities for new business, investment and city living.

The Council will encourage development proposals within the River Derwent Corridor, particularly where they help to implement the Our City Our River (OCOR) programme.

Proposals within the River Derwent Corridor will be required to contribute to:

- (a) reducing overall flood risk through the provision of improved and realigned flood defences that create more space for water
- (b) unlocking the economic potential of the River Derwent Corridor through the appropriate regeneration of key riverside development sites
- (c) conserving and enhancing the rich cultural heritage of the Derwent Valley, including protecting the Outstanding Universal Value (OUV) of the World Heritage Site
- (d) creating a high quality river corridor that maximises the river corridor's leisure and tourism potential and enhances its links to the City Centre
- (e) promoting the River Derwent Corridor as a sustainable transport route for walkers and cyclists, providing access and connectivity along the riverside
- (f) protecting and enhancing the landscape character of the river corridor and its contribution to the green infrastructure and biodiversity networks within and beyond Derby
- (g) improving the ecological status of the River Derwent to deliver Water Framework Directive objectives

Figure 19 - The River Corridor



All proposals within the River Corridor will be assessed in terms of their response to these objectives, taking account of context and the nature of proposals.

The Council will also encourage proposals that:

- (h) harness the potential of the River Derwent Corridor for renewable energy production
- (i) facilitate the removal of barriers to navigation and the movement of wildlife along the river

- 6.7.1 The River Derwent Corridor runs through the heart of Derby, passing through some of the most important and iconic areas of the city, including the Derwent Valley Mills World Heritage Site (DVMWHS) to the north, the City Centre and modern commercial areas to the east. It is an integral part of Derby's identity and has been the focal point for Derby's evolution since the Romans first colonised its banks through to the industrial revolution which harnessed its power. However, as the City has expanded throughout the 20th and 21st Centuries, Derby has turned its back and the important relationship between city and river has weakened. This is an issue that the Council wishes to begin to rectify during the Plan period.
- 6.7.2 The River Derwent and surrounding corridor has enormous untapped potential which will need to be exploited in order to rebuild the relationship between the modern city of Derby and the river. It contains a wealth of assets including important heritage, green infrastructure and biodiversity, but also significant waterside regeneration sites. These assets need to be utilised in order to derive wider benefits and increase the contribution that the river corridor makes to the well-being of the City.
- 6.7.3 One of the most significant assets within the River Derwent Corridor is the DVMWHS. The boundary of the DVMWHS encompasses the river corridor from the northern edge of the city centre to the city boundary in the north and runs all the way to Masson Mill just outside Matlock Bath. The Outstanding Universal Value (OUV) of this area is specifically protected by Policy AC9. The corridor also contains a number of conservation areas and a wealth of listed buildings including the listed Mill Complex at Darley Abbey.

- 6.7.4 The most significant constraint on the Council's ability to forge a new relationship with the River Derwent has been the issue of flood risk, particularly once the impact of climate change is taken into account. The River Derwent is a complex system that requires a comprehensive, joined up approach if flood risk is to be appropriately managed without prejudicing economic potential. The Council has been working in partnership with the Environment Agency (EA) for a number of years in order to develop a masterplan that does just this. Our City Our River (OCOR) is a comprehensive programme that will deliver realigned flood defences, creating more space for flood waters, whilst helping to unlock the economic, recreational and ecological potential of the river. The OCOR programme forms the centrepiece of the Council's approach to re-establishing the relationship between the city and the river. Development Management mechanisms to enable the implementation of the OCOR programme are outlined in Policy AC8.
- 6.7.5 In order to successfully re-establish Derby's relationship with the River Derwent and deliver the OCOR programme, it will be important to ensure that new developments help to deliver the seven objectives set out in Policy AC7. The objectives relate to the key assets within the corridor that make it special and need to be conserved and enhanced, including cultural heritage, green infrastructure, landscape quality and biodiversity. The objectives also identify the key outcomes that need to be achieved in order to re-establish the River Derwent at the heart of Derby's economy. Key outcomes include reducing overall flood risk, unlocking economic potential (including leisure and tourism), improved connectivity and enhanced recreational benefits. Development proposals that contribute towards the achievement of these objectives will generally be encouraged, whilst proposals that have the potential to prejudice the achievement of any of the objectives will generally be resisted.
- 6.7.6 There are a number of development sites within the corridor that have significant potential to deliver regeneration and a number of the objectives listed in the Policy. Sites within and to the north of the city centre have the potential to deliver new residential and commercial uses, including the Darley Abbey Mills Complex which is specifically identified in Policy AC10. Other potential development sites will be specifically identified through the Local Plan Part 2. Sites to the east of

the city centre are generally more suitable for employment uses and include the Derwent Triangle in Chaddesden (AC11), Derby Commercial Park (AC12) at the southern end of Raynesway and the former Celanese Acetate site in Spondon (AC13).



River Derwent

- 6.7.7 Opportunities to improve navigation and the movement of wildlife along the river will be supported by the Council in principle. The removal of weirs may contribute to achieving these aims. Opportunities to create linkages between the river and proposals to restore the Derby and Sandiacre Canal will also be supported in principle.
- 6.7.8 The River Derwent corridor also has potential in terms of renewable energy generation. There is already an operational hydro-electric plant at Longbridge Weir which helps to power the newly refurbished Council House and two large wind turbines have been erected further downstream at the Severn Trent water reclamation works. The Council is keen to see additional potential investigated and where appropriate fully exploited, subject to the provisions of this Plan, including the need for appropriate measures to protect the natural environment.

# AC8 - Our City Our River:

The Our City Our River (OCOR) programme is the Council's and Environment Agency's shared vision to reduce flood risk by providing improved and realigned flood defences, thus creating more space for water. It will create significant opportunities for new development along the river corridor by providing appropriate levels of flood protection whilst enhancing the leisure, tourism, ecological and sustainable transport value of the River Derwent and its tributaries.

Developers of sites within the defined OCOR area should engage with the OCOR programme at the earliest opportunity and work collaboratively with the City Council and the Environment Agency in order to ensure that the objectives set out in in this Policy and AC7 are achieved.

In order to successfully deliver the OCOR programme and achieve the objectives set out in Policy AC7, the Council will:

- (a) ensure that development lying within the identified OCOR area does not prejudice the implementation of:
  - improved and realigned flood defences
  - realigned flood conveyance corridors
  - other benefits associated with the OCOR programme

Where appropriate, the Council will also:

- (b) require development proposals within the identified OCOR area to implement the OCOR programme by incorporating the required flood defences into their design and through the provision of the new defences, necessary to facilitate development
- (c) seek to enter into legal agreements to secure the provision and maintenance of new defences from developers of proposals within the identified area
- (d) require development proposals within the identified OCOR area to enable access to the flood defences for essential maintenance and inspection purposes

- (e) require development proposals to provide appropriate environmental enhancements to help mitigate and / or compensate for the environmental impacts of new flood defences, necessary to enable development

In addition, the Council will:

- (f) require all new flood defences to be sympathetically designed taking account of the visual and historic sensitivity of the River Derwent Corridor
- (g) seek opportunities to provide environmental enhancements along the River Derwent Corridor, including enhancements to green infrastructure and biodiversity networks and opportunities to provide new public realm, including public art where it will contribute towards placemaking
- (h) investigate opportunities to seek contributions from developments that directly benefit from the implementation of the OCOR programme, where developments have not already contributed in the form of providing new defences. This will be investigated through the preparation of the Local Plan, Part 2

- 6.8.1 Reducing overall flood risk is the key to unlocking the potential of the River Derwent Corridor and re-establishing the relationship between the city and the river. The OCOR programme is a major flood alleviation scheme that will reduce overall flood risk within the River Derwent Corridor and facilitate the regeneration of key riverside sites.
- 6.8.2 In order to allow key riverside development sites to be developed, some of the existing flood defences will need to be set back from their existing positions to create a wider corridor to allow conveyance of water through the City during extreme weather events. Land within the flood defences will form the River Derwent's functional floodplain. Therefore, development within the defences should be essential infrastructure or water compatible, in line with national policy. This will enable the creation of a high quality river corridor that makes the most of the river corridor's recreational, tourist and waterside potential, utilising its rich cultural and natural heritage. It will also create significant

Figure 20 - Extent of OCOR Area



— OCOR Area  
 — Derby City Boundary

- opportunities for new businesses, investment and city living associated with the river.
- 6.8.3 The Council, in partnership with the Environment Agency (EA) has prepared and adopted a programme of work / masterplan to help guide development within and around the new corridor. In working to help deliver the new corridor, the Council will seek to ensure that regeneration opportunities are maximised and that land is developed in a manner that integrates new development into the corridor whilst helping to improve overall flood resilience.
- 6.8.4 The Council has made a commitment to securing a significant proportion of the funding required to complete the OCOR programme. However, developers of key riverside sites that require the delivery of the OCOR programme to enable development will be required to design the improved and realigned flood defences into the layout of new developments and provide the new defences in line with the OCOR programme. The Council acknowledges that this may impact upon the viability of development sites and therefore developers of key riverside sites are encouraged to engage with the OCOR programme at the earliest opportunity. The Council and EA wish to work collaboratively with developers to ensure that the OCOR programme is delivered in a cost effective manner that secures the objectives set out in Policy AC7.
- 6.8.5 In some circumstances, the Council and the EA may need to enter into legal agreements to secure the provision of improved and realigned flood defences, but also to ensure that defences are maintained, particularly where defences form an integral part of the design of a development.
- 6.8.6 It may also be appropriate in some circumstances for developers to provide environmental mitigation and compensation, particularly where the provision of improved and realigned flood defences that are required as part of the development of a site would lead to impacts on green infrastructure, biodiversity and / or townscape.
- 6.8.7 The OCOR programme will provide opportunities to enhance the riverside environment as well as creating new leisure and recreational uses which will link in with the City's existing green network. It will also create a focus for outdoor entertainment and tourism related development, especially where these can be integrated within the City Centre or existing green open spaces within the corridor. The Council will actively seek opportunities over and above those required for mitigation and compensation, to further enhance the environmental quality of the river corridor. This will include enhancements to green infrastructure, biodiversity and townscape, particularly through the provision of new and enhanced public realm, public art and opportunities to enhance the understanding and interpretation of heritage assets.
- 6.8.8 Development within the corridor must also accord with other relevant plan policies, particularly in relation to delivering high quality design, placemaking and protecting heritage assets. This will be particularly relevant in areas congruent with the Darley Abbey, Little Chester, Strutts Park and Nottingham Road Conservation Areas, the Darley Abbey Green Wedge, the Derwent Valley World Heritage Site and the City Centre.
- 6.8.9 Whilst the Council has made a commitment to securing a significant proportion of the funding required to complete the OCOR programme, the Council will investigate opportunities to try and recover some of the costs of implementing it. There are a number of development sites that could directly benefit from enhanced flood protection and the subsequent uplift in land value associated with the delivery of the OCOR programme. Some of the sites receiving benefits from the programme will not be required to directly contribute to the implementation of the improved and realigned flood defences. Therefore opportunities to share the costs of this significant infrastructure project amongst potential beneficiaries will be investigated. Potential mechanisms for doing this will be investigated through the production of the Local Plan Part 2.

# AC9 – Derwent Valley Mills World Heritage Site:

The Council recognises the Outstanding Universal Value (OUV) of the Derwent Valley Mills World Heritage Site and will seek to preserve, protect and enhance the special character, appearance and distinctiveness of the area, in line with the Derwent Valley Mills World Heritage Site Management Plan.

The Council will:

- (a) require proposals (including changes of use and conversions) within the area designated as a World Heritage Site to:
1. preserve, protect and enhance the OUV of the area
  2. encourage the physical and economic revitalisation of the area
  3. enhance the area in terms of the siting, alignment, materials, mass, scale and design of new buildings
  4. protect and prevent harm to the biodiversity of the area and where possible, enhance it; and
  5. demonstrate how the proposal will contribute towards the achievement of the management objectives outlined in Derwent Valley Mills World Heritage Site Management Plan

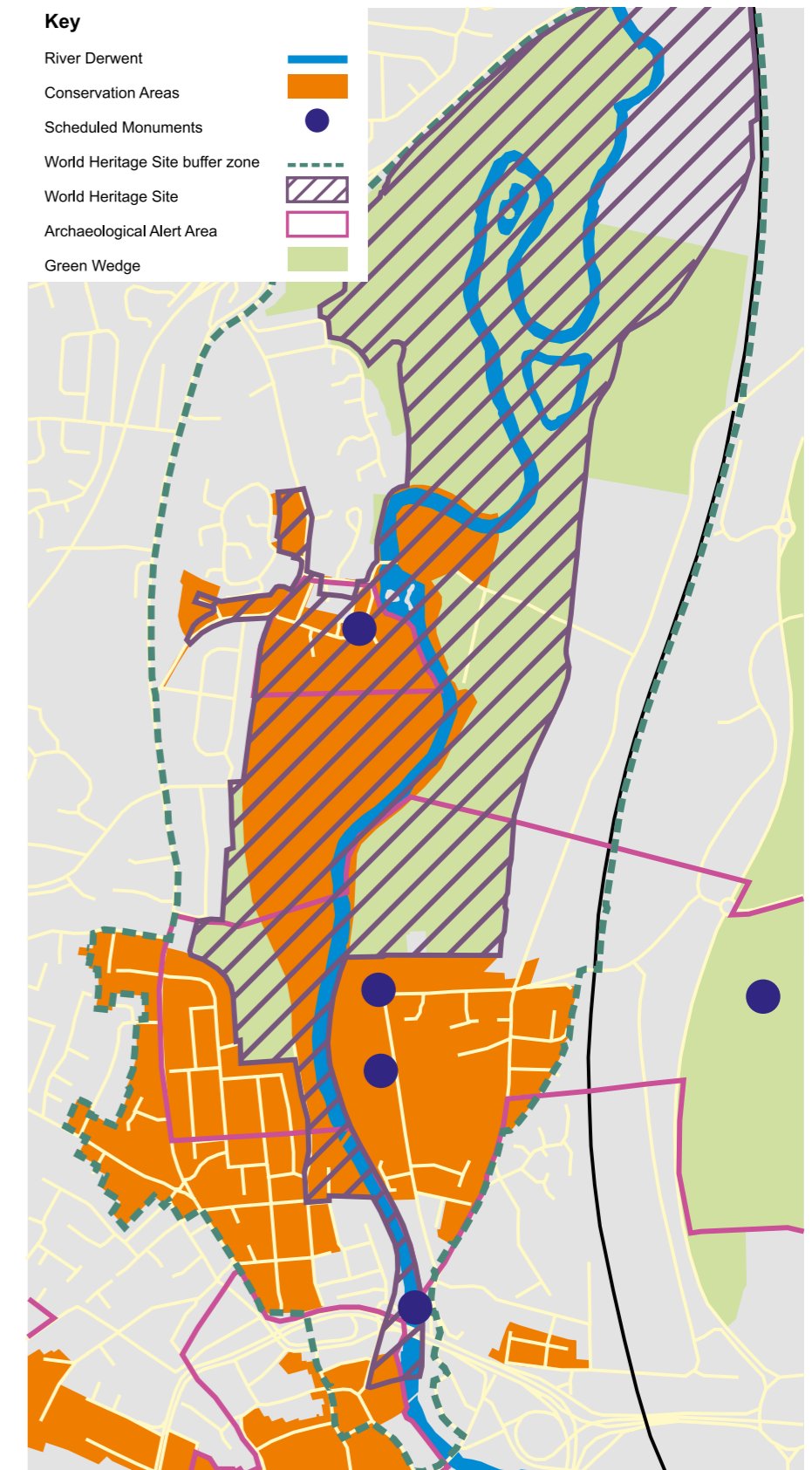
Proposals that do not appropriately respond to these criteria will be resisted.

- (b) encourage opportunities to interpret and promote the significance of the World Heritage Site and its assets and sustainably enhance its economic well-being
- (c) only approve proposals for development outside the World Heritage Site, including sites within the World Heritage Site buffer zone, if they do not have an adverse effect upon the OUV of the World Heritage Site or its setting, including specific monitored views into and out of the site

- (d) only approve proposals for contemporary buildings within the World Heritage Site and associated buffer zone where they are complementary to the OUV
- (e) give special scrutiny to proposals for significant development within the World Heritage Site itself or the buffer zone which have the potential to impact upon the OUV. Proposals for significant development may be referred to the World Heritage Site Partnership for detailed appraisal

- 6.9.1 The ensemble of industrial sites and settlements dating from the eighteenth to the early twentieth centuries situated in the lower Derwent Valley in Derbyshire represents a unique surviving example of outstanding human endeavour in what the world has recognised as the 'Industrial Revolution'.
- 6.9.2 The textile mills of Matlock Bath, Cromford, Lea, Belper, Milford, Darley Abbey and Derby were the forerunners of industrialisation through the development of the textile factory system that has led to the area becoming known as 'the cradle of the new factory system'.
- 6.9.3 Innovations in mill building with the use of cast iron, fireproofing and warm air heating influenced the development of modern architecture across Europe and the world. The need to provide housing and other facilities for workers and managers resulted in the creation of the first modern industrial towns. This area represents a significant stage in human history and technological advancement leading to the inscription of the area by UNESCO in 2001. The delicate balance between the historic and natural environments combined with the cultural significance of the area contribute to the creation of the Outstanding Universal Value (OUV) that makes this area so important.
- 6.9.4 The World Heritage Site stretches from the Silk Mill within Derby in the south to Masson Mill at Matlock Bath in the north. Within the City, the site also incorporates Darley Park and the Darley Abbey Conservation Area, which includes the mill complex and factory village. The section in Derby forms the gateway to the rest of the World Heritage Site to the north. Further guidance on the Darley Abbey Mills Complex is set out in Policy AC10.

Figure 21 - Extent of WHS and Buffer in Derby



6.9.5 Whilst no additional statutory planning or other controls follow from the international designation, the National Planning Policy Framework (NPPF) identifies World Heritage Sites as heritage assets of the highest significance and notes that substantial harm or loss should be wholly exceptional. The need to preserve and enhance the special character of the area will be given special consideration in determining planning applications in the area. Consideration will be given to the benefits of proposals in terms of both the built fabric of the area and its economic well-being.



Darley Abbey Mills Complex

6.9.6 All proposals within the designated World Heritage Site and associated buffer zone should have regard to this Policy, in order to protect the World Heritage Site from the effect of changes which are relatively minor but which, on a cumulative basis, could have a significant effect. There are 47 monitored views within the World Heritage Site as a whole, including a number within the city. The views have been identified as being sensitive and requiring close monitoring to ensure that the OUV of the World Heritage Site is maintained and that its setting is preserved and enhanced. The location of the monitored views is available on the Derwent Valley Mills World Heritage Site website.

6.9.7 The designated site and its setting have been given protection by the definition of a buffer zone. Within the buffer zone proposals will only be approved where they do not have an adverse impact upon the designated site or its setting.

6.9.8 There are opportunities to better reveal the significance of the World Heritage Site and to improve its contribution to the economic well-being of the city through tourism for example. However, opportunities will need to be weighed against the need to maintain the integrity of the heritage asset.

6.9.9 The World Heritage Site and surrounding areas are also important in terms of their recreational and ecological value. The area includes assets such as Nutwood Local Nature Reserve and Darley Park which is a Local Wildlife Site. Proposals should protect the biodiversity value of such areas and where possible enhance their value.

# AC10 - Darley Abbey Mills:

The Darley Abbey Mills Complex is a key part of the Derwent Valley Mills World Heritage Site and is an underappreciated asset within Derby. The Council wishes to see them sensitively transformed into a vibrant destination for business, leisure, tourism and cultural activity and make them a flagship conservation project within the World Heritage Site.

The Council will work with its partners to overcome challenges and create a positive environment for long term investment from the private sector to deliver new uses for the buildings.

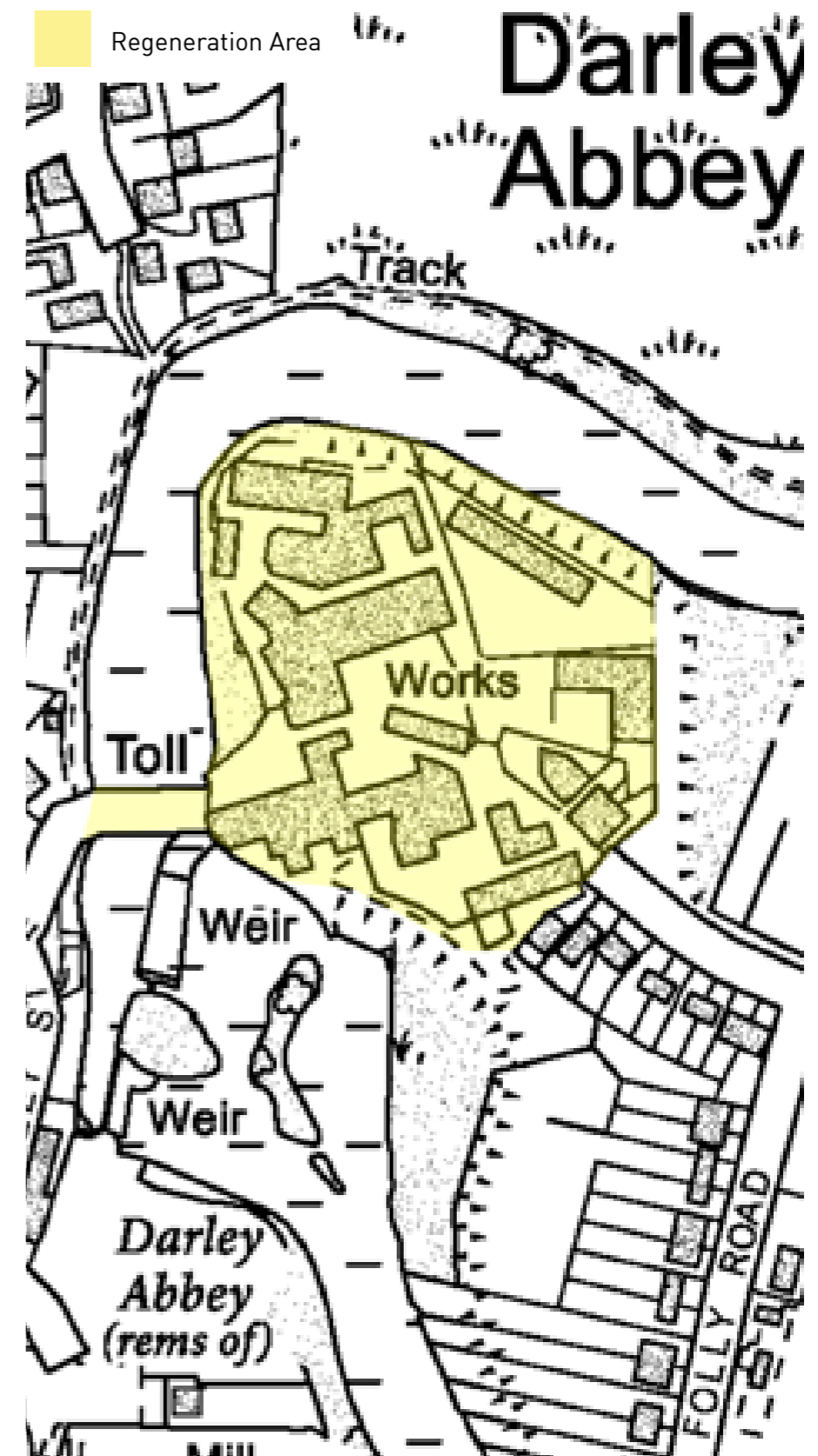
Irrespective of specific uses, the Council will encourage proposals that bring vacant buildings back into use and that help to deliver the enhancements identified in the Darley Abbey Mills Masterplan, provided that they:

- (a) promote the conservation and enhancement of the listed buildings, including their setting, through sensitive adaption, in line with their significance
- (b) maintain the historic urban form of the complex and promote enhancement of public realm
- (c) do not adversely impact on the vitality and viability of defined centres in the hierarchy
- (d) are acceptable in terms of flood risk, and where appropriate, provide satisfactory flood and environmental mitigation consistent with the Our City Our River (OCOR) programme
- (e) are acceptable in terms of highways, access and parking and promote access by non-car modes of travel; and
- (f) do not adversely impact upon the Outstanding Universal Value (OUV) of the World Heritage Site including specific monitored views into and out of the area

The Council will also work in partnership with the site owners to deliver enhancements identified in the Darley Abbey Mills Masterplan, with the support of the Derwent Valley Mills World Heritage Site Partnership. Enhancements will include flood defence works as part of the OCOR programme.

- 6.10.1 The Darley Abbey Mills Complex is an important part of the Derwent Valley Mills World Heritage Site and also forms part of the Darley Abbey Conservation Area. The complex includes a range of listed buildings including grade I, II\* and II and contains a mix of uses of a predominantly business and industrial nature, helping to define the industrial character of the Derwent Valley Mills World Heritage Site.
- 6.10.2 The Council has prepared a Masterplan for this area that sets out a vision for the Mills. The document has been approved as a material consideration by the Council and this Policy aims to reflect many of the recommendations set out in this document.
- 6.10.3 The Masterplan sets out a prioritised programme of investment and support to help secure the conservation of the Mill Complex through adaptive re-use of the mill buildings in line with their significance. The Masterplan suggests ways in which barriers to the successful re-use of the mill buildings can be overcome.
- 6.10.4 One of the key recommendations in the Masterplan is for planning policies to be flexible in terms of permitted uses, to avoid limiting interest and excluding opportunities. The key consideration at the Darley Abbey Mills Complex is securing the retention, restoration, maintenance and continued use of the listed buildings. Therefore the policy for this site does not exclude specific uses from consideration and instead sets out criteria which development proposals will need to satisfy. This will enable consideration of all potential proposals.
- 6.10.5 The Masterplan also identifies a set of investments that will be required to help overcome some of the challenges that are currently inhibiting private investment in the longer term. Where possible, these will be delivered by the Council, in partnership with the site owners and the support of the Derwent Valley Mills World Heritage Site Partnership. However, in advance of these investments, the Council will encourage developments that can help to deliver some of the planned enhancements, provided that they meet the criteria listed in the Policy.
- 6.10.6 The criteria include the requirement for proposals to not undermine the vitality and viability of defined centres and be

Figure 22 - Extent of Darley Abbey Mills Allocation



acceptable from highways, access and parking perspectives. These requirements are in place in order to restrict developments that are likely to attract a large number of car borne journeys. Access via Haslams Lane is generally more desirable than through Darley Abbey village and over the river bridge.



Darley Abbey Mills

- 6.10.7 In order to fulfil these criteria it is likely that proposals will need to be small-scale and could include, niche / specialist retailing, restaurants / café uses, light industry / workshops, leisure, non-residential institutions (including galleries), residential uses and hotels.
- 6.10.8 The Darley Abbey Mills Complex is within the identified Our City Our River (OCOR) area, as defined by Policy AC8. Development within this area will be required to take account of the OCOR programme and where appropriate deliver the required flood mitigation and environmental enhancements needed to comprehensively deliver the OCOR programme.
- 6.10.9 In considering residential proposals, the Council will have regard to the need to limit unnecessary alterations to the internal layout of the listed buildings. It is therefore unlikely that residential conversions will be acceptable for all of the buildings within the complex.

6.10.10 Applicants will be expected to provide evidence to demonstrate how enhancements will be delivered and how the criteria listed in the Policy will be met. Applicants are strongly advised to engage with the Council at the earliest opportunity. The Council will liaise with Historic England where necessary.

6.10.11 New built development will only be acceptable within less sensitive areas of the site or in other areas of the site in exceptional circumstances.

# AC11 – The Derwent Triangle, Chaddesden:

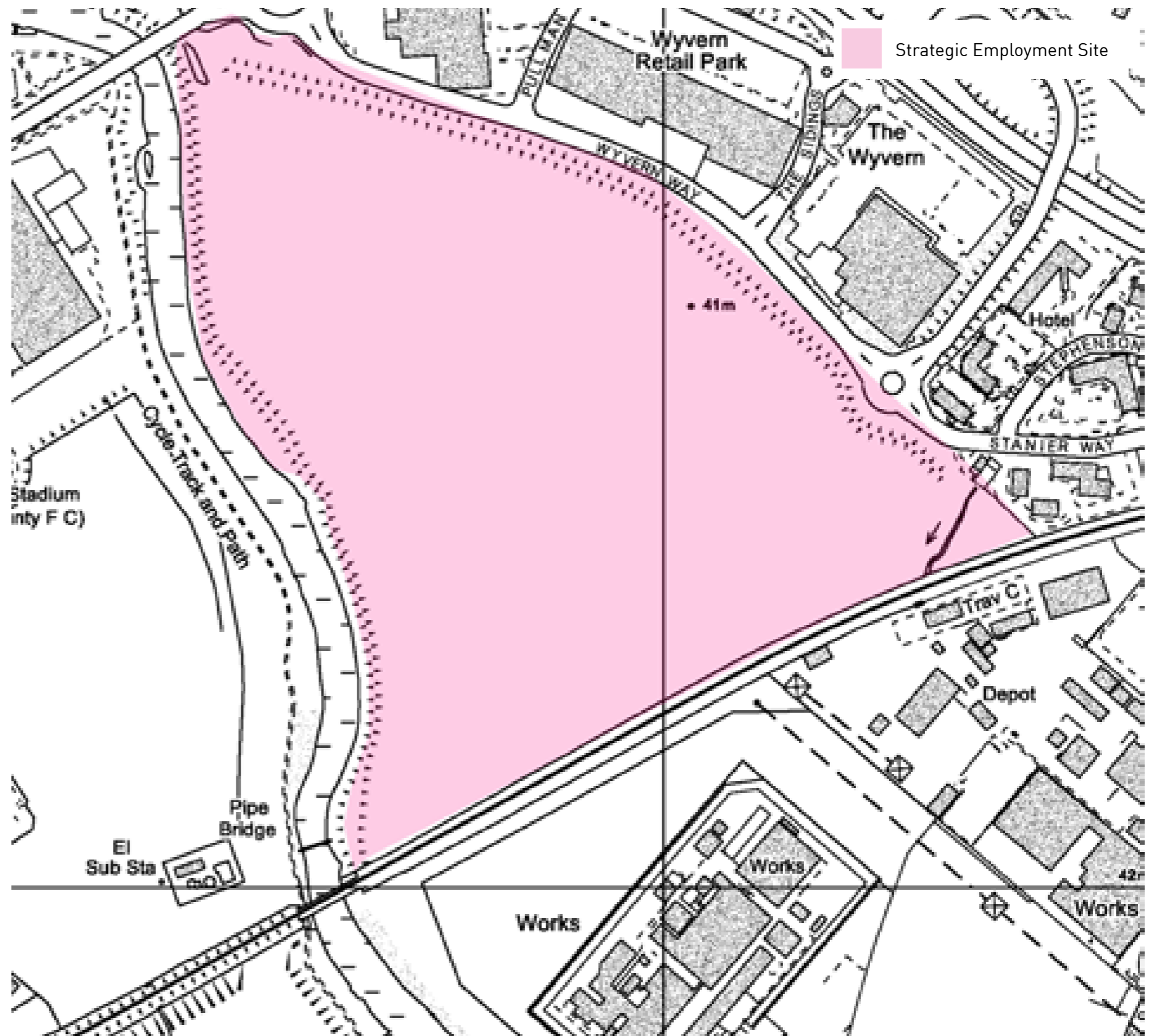
28 hectares of land to the rear of Wyvern Retail Park is allocated for the development of new employment generating uses, including B1, B2 and B8 development.

The site will provide a logical extension to Pride Park, providing space for companies of all sizes in a high quality and accessible location.

The Council will:

- (a) permit alternatives to B1, B2 or B8 uses where:
  1. alternative uses would complement employment uses and/or nearby leisure venues
  2. it is demonstrated that the uses are required to facilitate the comprehensive delivery of the site and associated infrastructure
  3. proposed uses would not undermine the objectives of the Plan, particularly objectives for City Centre vitality and viability
  4. proposals would not prejudice the employment generating potential of the site
  5. proposals would optimise the development potential of the land; and
  6. proposals would contribute towards the aims and objectives of Policy CP9
- (b) seek to ensure that the site is developed comprehensively and that development on one part of the site does not prejudice development of the remainder
- (c) require appropriate contributions to facilitate improved access and egress arrangements onto the A52
- (d) permit proposals for office development (B1a), subject to the provisions of Policy CP11
- (e) require satisfactory flood and environmental mitigation

Figure 23 - Extent of Derwent Triangle Allocation



	consistent with the Our City Our River (OCOR) programme, potentially enabling additional land to be incorporated into the Lower Derwent Green Wedge		enhance this emerging 'leisure/visitor' hub, particularly if it were demonstrated that the proposal could not be accommodated in the City Centre in line with Policy CP13.		6.11.8 This site provides significant opportunities to contribute towards the aims and objectives of the OCOR programme by providing additional flood capacity. The area required for this purpose is unlikely to significantly erode the developable area of the site and may provide an opportunity to extend the Lower Derwent Green Wedge. Opportunities to extend the boundaries of existing Green Wedges will be reviewed in the Local Plan Part 2.
(f)	require satisfactory treatment of the area adjoining the River Derwent in terms of visual, recreational and natural history importance	6.11.5	Large scale retail development that would lead to a significant net increase in floorspace is not currently desirable in this location. There are already a number of extant planning permissions for large scale retail development within the City that are likely to have an impact on the City Centre. The Council is concerned that additional out-of-centre retail floorspace will lead to a significant adverse impact on the City Centre when considered cumulatively. Any proposals for retail would therefore, have to meet both the requirements of Policy CP13 and criterion (a) of this policy.		
(g)	require developers to make adequate provision for the potential restoration of the Derby and Sandiacre Canal			6.11.9	The river has also been identified as a site of importance for nature conservation and any development on the site should take this into account. The Derwent Triangle site as a whole may also have some ecological value. Developers will be required to carry out ecological surveying and respond appropriately, in line with Policy CP19.
(h)	require adequate provision for high quality cycle and pedestrian links, including links to the riverside cycle route. The Council will also support proposals for improved cycle/pedestrian links to the 'leisure hub' on Pride Park	6.11.6	In order to develop the whole site, improvements to the highway network for vehicular traffic, pedestrians and cyclists will be required. This is likely to include improved access and egress arrangements to and from the A52 along with improvements to the link between Wyvern Retail and Business Parks and Pride Park. Development of this site will be required to contribute towards the costs of delivering these improvements. Proposals for the site will also be required to make provision for a flood conveyance corridor, consistent with the OCOR programme and contribute towards the cost of delivering it. The Council acknowledges that these requirements may have implications for the viability of development. Where it is argued that alternative uses may be necessary to help provide the viability needed to deliver these improvements, the Council will expect the applicant to provide appropriate evidence. In balancing the implications and impacts of alternative uses, the Council will have regard to the overall benefits to the City of allowing flexibility. For example, regard will be had to the employment generating potential of the proposed uses and any benefits that may result to the overall economy of the development.	6.11.10	Development sites of this nature and scale provide significant potential to incorporate decentralised energy solutions into the design from the outset. Local energy generation reduces transmission losses and lowers carbon emissions. Whilst initial costs may be higher, decentralised energy can provide more stable energy pricing in the longer term. Decentralised solutions can include Combined Heat and Power (CHP), micro-turbines and PV systems. The Council requires such systems to be part of the development of this site, provided that incorporation is feasible and viable, in line with Policy CP2.
6.11.1	The Derwent Triangle is located behind Wyvern Retail Park and is bounded by the River Derwent and the Derby to London railway line. The site was previously used for mineral extraction and has now been remediated, priming the site for redevelopment. It can be accessed from Wyvern Way and is recognised by the Council as a significant, brownfield regeneration opportunity.	6.11.7	Remediation and raising of the site following mineral extraction has helped to reduce the level of flood risk. Notwithstanding this, the site is still subject to flood risk and will require appropriate mitigation and attenuation to be provided.		
6.11.2	The site is well related to both Pride Park and the Wyvern Business Park and provides a natural extension to both of these existing employment areas. The site is capable of delivering a range of industrial and business uses including B1, B2 and B8, subject to the provisions of Policy CP11.				
6.11.3	The site could potentially accommodate employment generating uses that are outside of the traditional 'B' uses. For example, small scale 'complementary' uses which help to attract or support businesses may be acceptable, subject to the criteria set out in the Policy				
6.11.4	Pride Park is increasingly becoming a key leisure destination through the development of the football stadium and Derby Arena to the south of the stadium. This site may also, therefore, provide an opportunity to create a critical mass of leisure uses in and around the Pride Park area. The Council would give weight to proposals that would help create or				

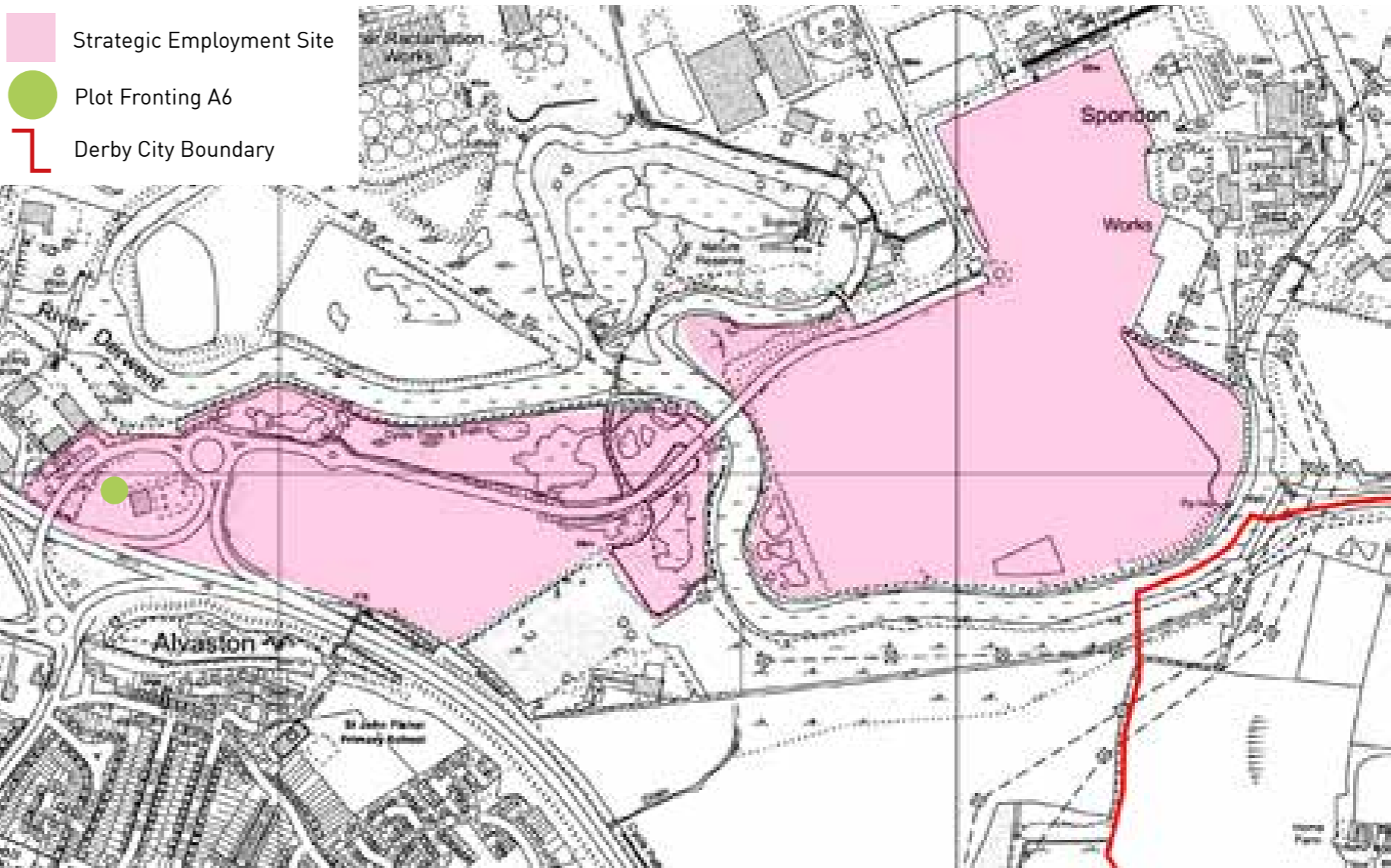
# AC12 - Derby Commercial Park, Raynesway:

64.7 hectares of land at the southern end of Raynesway is allocated for the development of new employment generating uses, including B1, B2 and B8 development.

The Council will:

- (a) only permit office development (B1a) where it meets the provisions of Policy CP11
- (b) only permit complementary uses within the plot fronting the A6 Alvaston Bypass, provided proposals do not undermine the overall strategy of the Plan and the development density of the proposal optimises the employment generating potential of the land
- (c) require satisfactory treatment of the area adjoining the River Derwent in terms of visual, recreational and natural history importance. A landscaped buffer protection zone will be specifically required on each side of the River Derwent utilising land also required for flood mitigation. This could enable additional land to be incorporated into the Lower Derwent Green Wedge and providing an extension and enhancement to the green infrastructure network
- (d) require satisfactory flood and environmental mitigation to mitigate flood risk and ensure that as much of the allocated site as possible can be brought forward for employment generating uses
- (e) seek to ensure that the site is developed comprehensively and that development on one part of the site does not prejudice development of the remainder
- (f) seek to ensure that development of the site does not adversely impact upon the setting and significance of Elvaston Castle and its historic parks and gardens
- (g) require adequate provision for high quality cycle and pedestrian links, including links to the riverside cycle route

Figure 24 - Extent of Derby Commercial Park Allocation



- 6.12.1 64.7 hectares of land at the southern end of Raynesway is allocated for the development of new employment generating uses, including B1, B2 and B8 development. The Derby Commercial Park site offers significant opportunities for regeneration and economic development, providing excellent transport links to the A50 and M1. The site is a substantial distance from residential properties and is therefore one of the few sites in the City that is suitable for heavier industrial uses.
- 6.12.2 The allocated area of the site is 64.7 hectares, but the actual developable area of the site is estimated to be nearer 42

- hectares once the comprehensive flood mitigation and infrastructure works have been accounted for.
- 6.12.3 Outline planning permission exists for the area to be developed as a flagship storage and distribution park. A number of detailed applications have also been permitted including a single unit of in excess of 120,000sqm; one of the largest single industrial / distribution facilities in the Midlands with detailed planning permission. Overall, the site has the potential to provide in excess of 200,000sqm of modern warehouse accommodation.

- 
- 6.12.4 Comprehensive highways and flood alleviation works, including a new bridge over the River Derwent, have been completed enabling comprehensive development of the site. The flood alleviation infrastructure has been designed to enhance biodiversity and will be managed by Derbyshire Wildlife Trust using developer contributions. The flood alleviation works will also help to form a buffer to protect the biodiversity value of the River Derwent. The area required for this purpose may provide an opportunity to extend the Lower Derwent Green Wedge. Opportunities to extend the boundaries of existing Green Wedges will be reviewed in the Local Plan Part 2.
- 6.12.5 A public house has been constructed at the entrance to the employment area. Additional complementary uses will only be permitted on the remaining areas of the plot containing the public house, fronting the A6.
- 6.12.6 The site is located relatively close to Elvaston Castle Country Park and could potentially accommodate large warehouse units. Care should be taken to ensure that the scale of buildings in this location do not adversely impact upon the setting and significance of Elvaston Castle and its historic parks and gardens.
- 6.12.7 Development sites of this nature and scale provide significant potential to incorporate decentralised energy solutions into the design from the outset. Local energy generation reduces transmission losses and lowers carbon emissions. Whilst initial costs may be higher, decentralised energy can provide more stable energy pricing in the longer term. Decentralised solutions can include Combined Heat and Power (CHP), micro-turbines and PV systems. The Council requires such systems to be part of the development of this site, provided that incorporation is feasible and viable, in line with Policy CP2.

# AC13 – Former Celanese Acetate Site, Spondon:

The former Celanese Acetate site is a significant, brownfield regeneration opportunity with the potential to contribute towards the aims and objectives of this Plan.

Continued use of the site for employment uses (B1, B2 and B8) would be acceptable in principle, however the Council will continue to work positively with the landowner to identify an appropriate comprehensive redevelopment scheme for the site that is sustainable and takes full account of the constraints including development viability.

The Council will only permit the redevelopment of this site where it can be demonstrated that:

- (a) proposals are capable of creating a sustainable form of development
- (b) proposals would contribute to the wider aims and objectives of this Plan and would not undermine the Strategy
- (c) land contamination has been satisfactorily remediated to a standard appropriate to the proposed use
- (d) appropriate access arrangements can be provided, taking account of the level crossing on Station Road
- (e) proposals would provide satisfactory flood and environmental mitigation taking account of the impacts of the Our City Our River (OCOR) programme
- (f) proposals would contribute to the extension and enhancement of the green infrastructure network, including links to surrounding Local Wildlife Sites and the River Derwent.
- (g) proposals could be served by public transport
- (h) proposals for office development (B1a) meet the requirements of Policy CP11
- (i) proposals would provide satisfactory treatment of the area adjoining the River Derwent in terms of visual, recreational and natural history importance

Figure 25 - Extent of Former Celanese Acetate Site Allocation



- (j) proposals would provide good quality cycle and pedestrian links, including links to the riverside cycle route

In the case of proposals for non-employment uses it must also be demonstrated that:

- (k) alternative uses would not lead to a deficiency in terms of quantitative or qualitative employment land supply; or
- (l) alternative uses are needed to make comprehensive regeneration of the site deliverable

In addition, in the case of proposals for residential development it must be demonstrated that:

- (m) proposals would create a critical mass of development to deliver a high quality, new sustainable neighbourhood with on-site facilities

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- 6.13.1 The site lies immediately to the south of the Derby to Nottingham railway line and is served by Spondon Railway Station which is located just to the north of the site. The Severn Trent water reclamation works and Raynesway are located to the west of the site whilst the River Derwent borders the site to the south and east. Derby Commercial Park is located directly to the south of the site. Access is currently off Holme Lane at the north end of the site.
  - 6.13.2 Celanese Acetate's plant has been an active chemical factory producing acetate materials, material used for cigarette filters and man-made fibres for nearly 100 years. The majority of the operations at the site ceased in November 2012 apart from acetate film production which continues to operate from approximately 3 hectares of the site.
  - 6.13.3 The vacant area of the site covers approximately 72 hectares and is a significant brownfield regeneration opportunity. The site is currently made up of a number of individual vacant / derelict buildings associated with the Celanese plant and areas of derelict / contaminated land.
  - 6.13.4 The site is constrained by a number of factors such as contamination, flood risk, access and its isolated location. However, it is recognised that the site has a number of benefits including the fact that it is previously developed and its proximity to Spondon Railway Station. Redevelopment of the site may also provide an opportunity to remove the Spondon Sluices which currently span the river and act as a barrier to the migration of fish.
  - 6.13.5 In light of these constraints and in the absence of an alternative scheme, the most logical option is to re-use the site for industrial uses. The location of the site makes it one of the city's best resources for heavier industrial uses, whilst the proximity of the railway line could provide opportunities for a railhead linking to Derby Commercial Park. Proposals for intensified employment uses will be subject to criteria (a) - (j).
  - 6.13.6 Whilst redevelopment for employment uses is the most logical option, the Council acknowledges that this may not provide the viability needed to help deliver comprehensive regeneration. Therefore, it may be necessary to consider alternative uses of the site to help facilitate regeneration during the Plan period.
  - 6.13.7 In addition to criteria (a) - (j), all potential alternative uses will be required to demonstrate that release of the site would not lead to a deficiency in the employment land supply or that alternative uses are needed to make comprehensive redevelopment of the site viable.
  - 6.13.8 The principle of residential development will only be acceptable where a critical mass of development can be delivered to create a standalone neighbourhood. The site is physically isolated from existing facilities in the Spondon area and would need new facilities such as a primary school and local centre in order to be sustainable.
  - 6.13.9 Further work is needed to understand the most appropriate mix of uses, delivery timescales and potential implications of new development in this location. Work on understanding the constraints in more detail is ongoing and will inform the production of the Local Plan Part 2 which could provide further guidance on the future development of the site.
  - 6.13.10 Development sites of this nature and scale provide significant potential to incorporate decentralised energy solutions into the design from the outset. Local energy generation reduces transmission losses and lowers carbon emissions. Whilst initial costs may be higher, decentralised energy can provide more stable energy pricing in the longer term. Decentralised solutions can include Combined Heat and Power (CHP), micro-turbines and PV systems. The Council requires such systems to be part of the development of this site, provided that incorporation is feasible and viable, in line with Policy CP2.

# AC14 – Osmaston Regeneration Area:

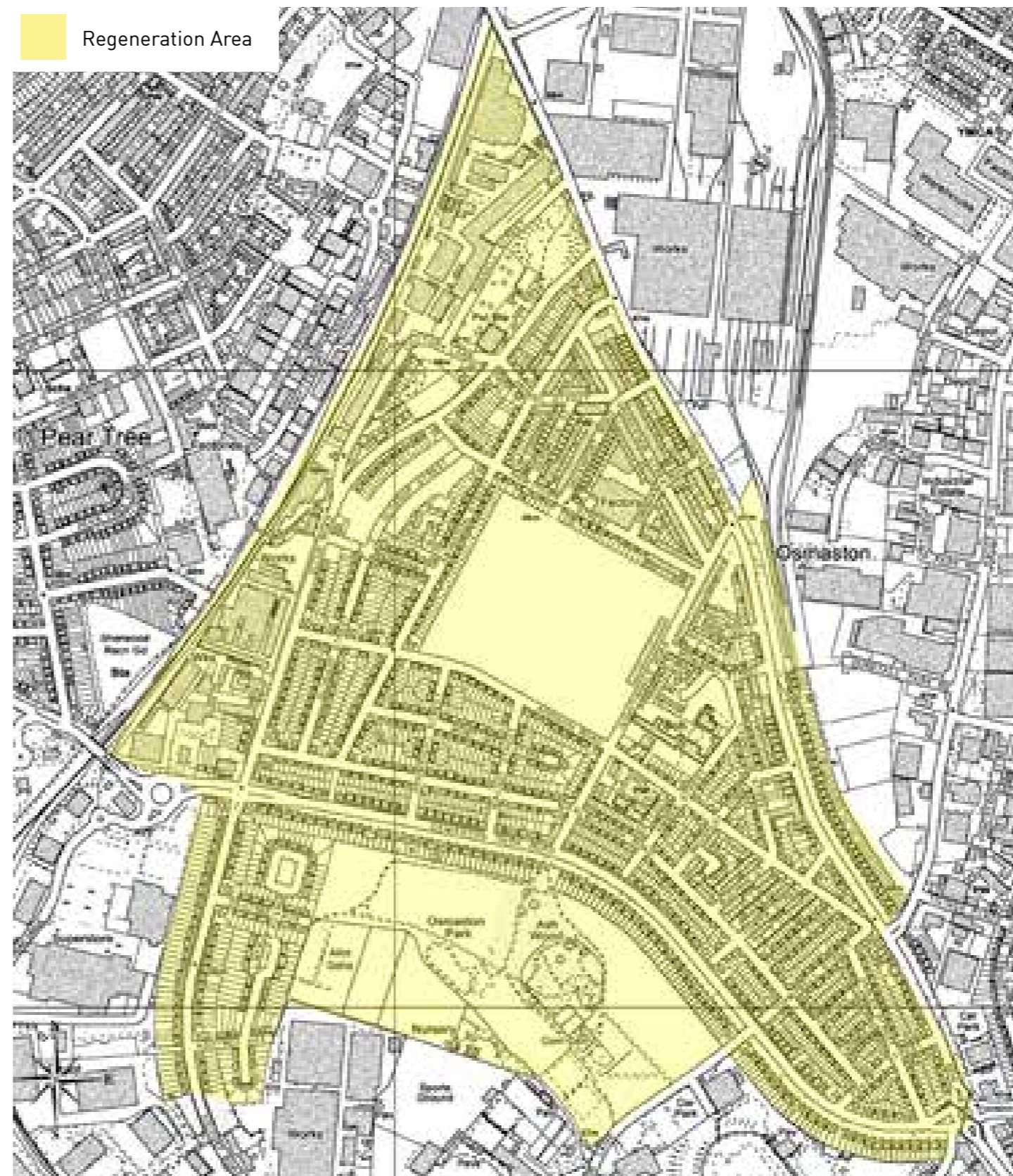
The Osmaston area will be transformed to create a residential neighbourhood in which families will aspire to live and which will be economically vibrant. This will be achieved through the redevelopment of a number of key brownfield sites and the renovation, improvement or replacement of poorer quality housing and facilities.

The regeneration of the area will deliver a minimum of 600 new, high quality, mixed tenure homes. The transformation of the area will also provide a legacy for Rolls-Royce, recognising the historic and cultural significance of their presence in Osmaston.

The Council will:

- (a) work closely with partners and through a joint venture delivery vehicle to establish and deliver a masterplan for the regeneration of the Osmaston area. Key partners will include Rolls-Royce, a preferred developer and the local community group, Osmaston Community Association of Residents (OSCAR)
- (b) ensure that new residential development is complemented by the provision and enhancement of local amenities and facilities and access to employment opportunities. Local facilities will be focussed in the centre of the neighbourhood providing a central hub to the new community and will include opportunities to re-use the Marble Hall building on Nightingale Road. Proposals that maintain and enhance the listed Marble Hall and bring it back into beneficial use will be encouraged
- (c) support the delivery of new, high quality homes on a number of brownfield sites including:
  - The former Rolls-Royce Main Works site on Nightingale Road
  - Land either side of Glossop Street
  - Rolls-Royce Elton Road Works

Figure 26 - Extent of Osmaston Regeneration Area Allocation



<p>(d) identify and deliver an appropriate development on the former Rolls-Royce Light Alloy Foundry (LAF) site which is a key regeneration opportunity</p> <p>(e) deliver improvements to the local primary school. Osmaston Primary School will be refurbished creating a high quality focal point for the community, and creating a catalyst to the wider, longer term social and economic regeneration of the area</p> <p>(f) maintain and improve the public realm, green spaces and internal and external pedestrian and cycle links, particularly with Osmaston Park, employment opportunities including the proposed employment area to the south of Wilmore Road and at Pride Park and links to Allenton District Centre</p> <p>(g) encourage the delivery of developments which will provide a legacy reflecting the cultural and historic relevance of the area and its relationship with Rolls-Royce as a world leading manufacturing and engineering company</p> <p>(h) encourage the development of employment generating uses and particularly those which would create employment opportunities for local people</p>		<p>6.14.3 The area has a rich industrial heritage with Rolls-Royce establishing their main works site on Nightingale Road in 1908. The housing estate forming the 'Osmaston Triangle' was established through the 1920's and 30's to provide housing for workers at the main works site.</p> <p>6.14.4 The main Nightingale Road Rolls-Royce works site closed and has now been cleared ready for development. Rolls-Royce has identified a number of other sites in the area which it has made or intends to make available for redevelopment including the former Light Alloy Foundry site on Russell Street which has also been cleared. The Council and Rolls-Royce are keen for regeneration to leave a legacy of this important period and location in the City's engineering history and will seek opportunities to do so through the regeneration of the area.</p> <p>6.14.5 Osmaston is one of the most deprived areas in the City with the current housing stock having a below average level of owner occupation and an above average proportion of properties rented from Housing Associations and RSLs. Evidence also suggests that housing condition in the area is an issue which needs intervention.</p> <p>6.14.6 The combination of opportunities for redevelopment on a number of sites and a need to intervene to address deprivation and housing condition issues presents a significant opportunity for regeneration and improvement.</p> <p>6.14.7 The local community has formed a resident's group 'OSCAR' which is working actively with the Council to plan and deliver residential led regeneration and other improvements to the area.</p> <p>6.14.8 Various studies and consultations have been carried out in an attempt to masterplan the regeneration of the area and this has culminated more recently in the Council entering a joint venture with a preferred developer to plan and deliver housing and associated infrastructure. Some small housing schemes have already been delivered or are under construction and the refurbishment of the local Primary School is complete.</p>	<p>6.14.9 The planning of the regeneration of the Osmaston area has centred around the significant opportunity which presents itself in the form of the former Main Works site on Nightingale Road. A masterplan is now in place to deliver a scheme on this site including new housing and public realm. Although the Main Works site has been cleared, the grade II listed 'Marble Hall' which sits at the front of the site has been retained and brought into use.</p> <p>6.14.10 The development of the former Main Works site as well as the school refurbishment and the revitalisation of the Marble Hall will act as a catalyst for further development, regeneration and public realm improvements in the rest of the Osmaston area. Several sites are key to delivering the wider regeneration aspirations including two other large Rolls-Royce sites.</p> <p>6.14.11 Crucial to the success of the regeneration project is continuing work to improve existing homes and other buildings, public realm, leisure and recreational uses and connectivity. Connectivity planning will include both internal links, particularly between the residential areas and Osmaston Park and connections with areas outside Osmaston including Allenton District Centre, the City Centre and the planned employment developments to the south of Wilmore Road and at Pride Park.</p> <p>6.14.12 Where they are feasible and viable in line with Policy CP2 (j), developments should include decentralised forms of energy. Decentralised energy allows carbon savings to be made by locating energy sources close to the end user and therefore making the delivery of energy more efficient. As a mixed use regeneration area with new development opportunities located in close proximity to each other, developments in the Osmaston area offer particular opportunities for savings to be made through the use of decentralised energy.</p>
	<p>6.14.1 The Osmaston Regeneration Area comprises a number of existing and cleared employment sites within a residential neighbourhood known broadly as the 'Osmaston Triangle' which was established as a Council Estate and now includes a mix of housing tenures.</p> <p>6.14.2 Osmaston Park is also part of the regeneration area and is separated from the 'triangle' by Osmaston Park Road which forms a section of the City's outer ring road. Some residential properties adjacent to the triangle on Osmaston Road and Osmaston Park Road are also included in the regeneration area. The area has a strong boundary to the north in the form of the Derby to Birmingham Railway line. It is also well related to Allenton District Centre which lies at the triangle's southern point.</p>		

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

86.8 hectares of land is allocated to the south of Wilmore Road for the development of a new high quality business park accommodating B1, B2 and B8 uses.

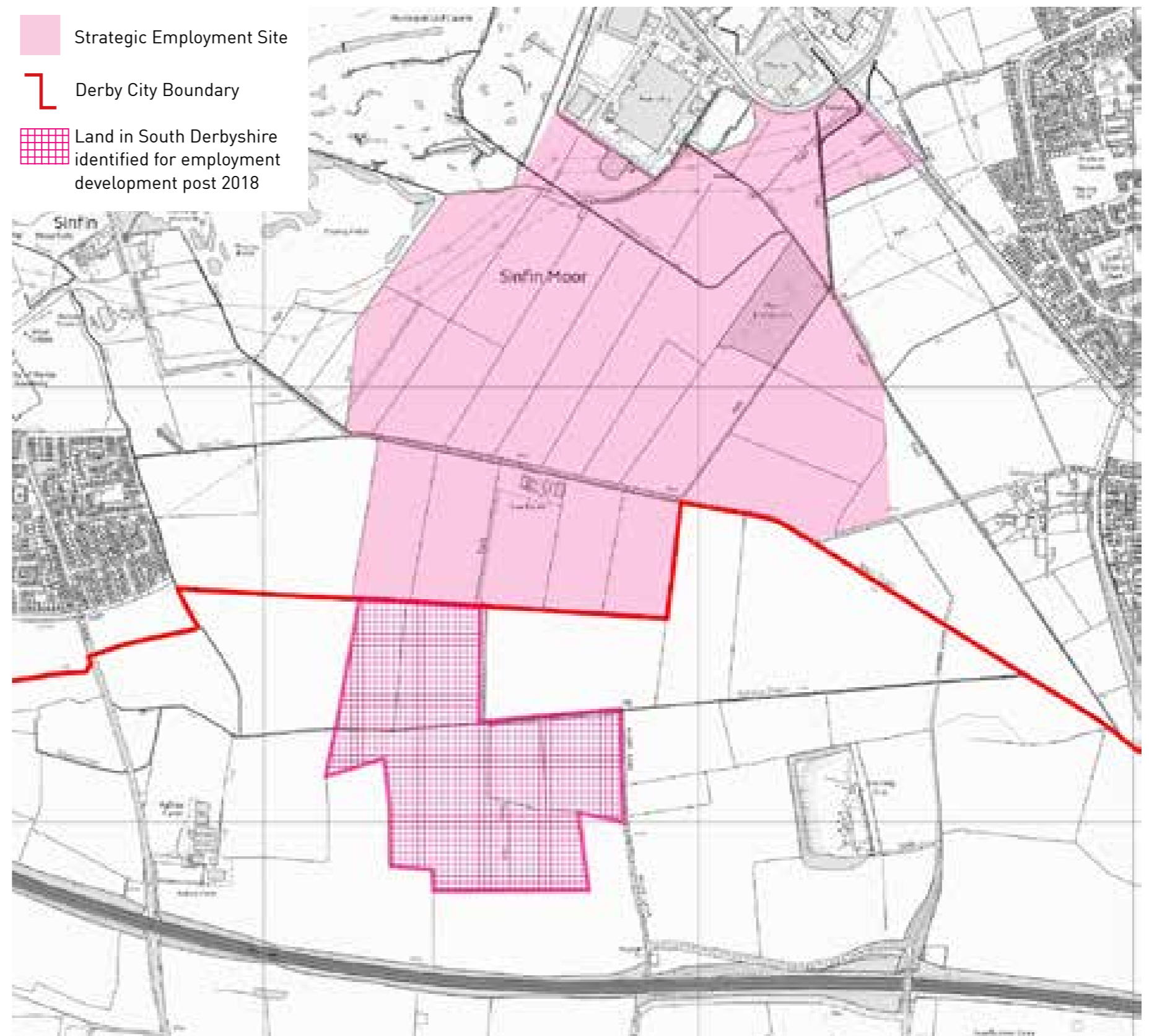
The site is identified for the development of a unique, innovation and technology park that will showcase and support innovation related to the automotive, rail, aerospace and energy sectors. It will provide high quality accommodation for companies in the manufacturing and manufacturing services sectors.

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

The Council will:

- (a) support proposals which deliver a new link road between Wilmore Road and Holmleigh Way, provided that they do not prejudice the future restoration of the Derby and Sandiacre Canal. The road link will provide direct access to the new employment area from the A50. Developers of plots accessing the new road will be required to contribute towards design and construction costs
- (b) permit the development of offices (B1a) within all areas of the site, subject to the provisions of Policy CP11. The Council will have regard to the complementarity of such proposals with the vision for the site and the relationship with surrounding uses
- (c) limit the amount of B8 development across the whole site to 50% of overall floorspace, excluding complementary uses, in order to ensure that development is in-keeping with the vision for the area and does not prejudice the development of other employment sites within the city
- (d) encourage the development of on-site, small-scale, complementary uses to serve the immediate employment area, where they would not undermine the overall strategy of the Plan and where proposals optimise the employment generating potential of the area. Complementary uses should be located centrally within the development to encourage walking and cycling

Figure 27 - Extent of Wilmore Road / Infinity Park Allocation



- (e) require the layout, scale, function and mix of development to respect the proximity of residential properties to the east and west of the site and open countryside to the south of the site. The layout and mix of development should also be compatible with the reasonable operation of the Rolls-Royce test beds on Wilmore Road
- (f) require proposals to maximise the development potential of the allocated area and exhibit high standards of urban design and landscaping throughout the site
- (g) ensure that access to the land to the south of Sinfin Moor Lane minimises the impact on the recreational and biodiversity value of the route and surrounding hedgerows
- (h) require comprehensive flood alleviation measures to satisfactorily mitigate flood risk, whilst maximising the developable area of the site
- (i) seek to protect and enhance the biodiversity resources and rights of way within the site and the amenity of nearby residential areas by requiring the provision of a network of green infrastructure throughout the site, including the provision of structural planting and non motorised multi-user routes, including:
  1. A landscaped buffer along both sides of Main Drain / Sinfin Moor Lane
  2. A landscaped buffer along both sides of Cuttle Brook
  3. Structural planting on the eastern and western edges of the site, incorporating the rights of way
  4. A landscaped multi-user route incorporating the rights of way from Sinfin Moor Lane to Wilmore Road
  5. Measures to conserve and extend the woodland at Moor Plantation; and

- 6. Measures to maximise the biodiversity and amenity value of the areas of the site used for surface water management and flood risk mitigation
 

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

  - (j) support proposals for delivery of the 'South Derby Integrated Transport Link', subject to the requirements of Policy CP24, and proposals that help provide sustainable and accessible links to new housing at Wragley Way
  - (k) seek to ensure that the site is developed comprehensively and that development on one part of the site does not prejudice development of the remainder, its long term expansion or implementation of the 'South Derby Integrated Transport Link'
  - (l) require proposals to take proper account of the Local Geological Site designation covering the area
  - (m) work with developers, bus operators and other public transport providers to ensure that the site is adequately served by public transport, at an appropriate point in the phasing of development

- 6.15.1 86.8 hectares of land to the south of Wilmore Road is allocated for the development of new employment uses, making a significant contribution towards meeting the need for new employment land during the Plan period. It is envisaged that further expansion of the business park could be possible beyond the Plan period if required to help meet needs. The Council would be supportive of this subject to the satisfactory mitigation of any impacts on traffic and the environment.
- 6.15.2 The site will be developed as a high quality innovation and technology park set within landscaped surroundings. It will be a flagship development and provide accommodation to meet the needs of a range of occupiers, taking advantage of the proximity of existing employers and embedded skills sets within the local workforce.

- 6.15.3 The new employment area will be targeted at high-tech businesses in the automotive, rail, aerospace and energy sectors and associated supply chain services. These sectors already underpin the local economy and the allocation of this land will provide opportunities for further growth in these industries.
- 6.15.4 There are clear synergies between these sectors and the development of this site which will provide opportunities for linked research and development. It will also provide accommodation for new enterprises and space for existing employers, already operating within these sectors, space to expand operations.



Artists Impression of Innovation Centre

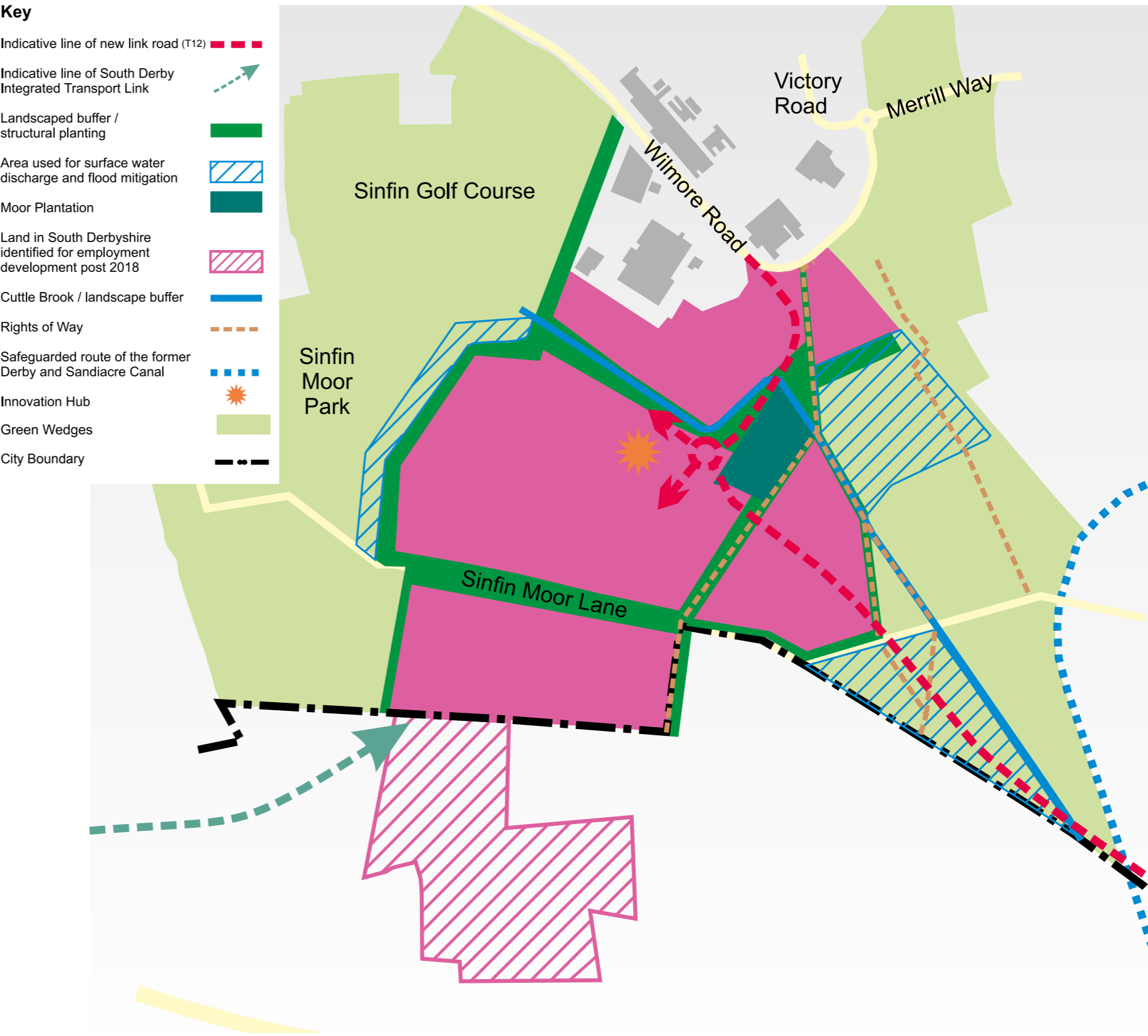
- 6.15.5 The first development will be an 'Innovation Centre' constructed as part of a larger 'Innovation Hub' providing incubation and managed workspace in units of between 40sqm and 400sqm. The Innovation Centre will showcase R&D facilities, networks and support that will be offered to companies locating at the new innovation and technology park. R&D collaboration and commercialisation will be led by a consortium of Universities.
- 6.15.6 Businesses locating in this area will also be supported by a range of complementary uses located centrally within the site to ensure that the development of this area is as sustainable as possible. Potential complementary uses could include small-scale retail, a hotel and food and drink type uses provided they maximise the development density of the



land and do not undermine the City Centre and overall retail strategies.

- 6.15.7
- The scale of B8 development will be limited across the whole site to 50% of all floorspace, excluding the complementary uses. This will ensure that development is generally in keeping with the vision for this area of the city and does not prejudice other employment sites within the city, where large scale B8 development would be more desirable.
- 6.15.8
- Development of the whole site requires the provision of a new link road between Wilmore Road and Holmleigh Way (known as the 'T12' link). The new road will help to avoid unacceptable congestion on existing routes and improve the attractiveness of the employment site due to direct links onto the A50, leading to East Midlands Airport and the M1.
- 6.15.9
- Construction of the new link road was completed in 2016. Developers of plots accessing the new road will be expected to contribute towards the costs incurred by the Council. A new bridge over the route of the Derby and Sandiacre Canal will be provided once restoration has been confirmed.
- 6.15.10
- As part of the mitigation of transport impacts resulting from growth, the Council is proposing a new cross boundary link road that will join Stenson Road to the A50 at the Chellaston junction. The detailed alignment of this road is still to be determined. However, in the event that it links to T12, it will have to have regard to the same environmental issues as T12 itself.
- 6.15.11
- In any event, it is likely that land to south of Sinfin Moor Lane will need to be accessed via a new vehicular route from the land to the north that crosses Sinfin Moor Lane. The Lane and its margins have recreational and biodiversity value, forming part of Route 66 the orbital cycle route around Derby. Access proposals will need to have regard to this and the Council will seek to minimise impacts on the value of this route.
- 6.15.12
- Large parts of the site are subject to flood risk, including some land within Flood Zone 3b. A comprehensive scheme of floodplain compensation will need to be provided to mitigate against the risk of flooding. Some flood mitigation works will be delivered as part of the construction of the new link

Figure 28 - Indicative Extent of Environmental Measures to be Implemented



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- road. Suitable arrangements, in keeping with the overall comprehensive approach to flood risk management will need to be made to attenuate and mitigate flood risk, particularly relating to Cuttle Brook, as each subsequent phase of development comes forward. The Council also wishes to ensure that development does not cause the ecological status of watercourses crossing the site to deteriorate. The Council may require the submission of an assessment to inform the consideration of impacts on watercourses, in line with the Water Framework Directive.
- 6.15.13 Although large parts of the site are subject to flood risk, this is the only site within the City that is capable of providing strategic level employment growth whilst also providing links to existing manufacturing facilities in the south of the city and direct access onto the strategic road network. In the absence of alternative sites, the development of this site is in line with the provisions of the flooding sequential test.
- 6.15.14 The arrangement and layout of buildings will need to take flood risk into account and make maximum provision for sustainable drainage solutions where feasible. Areas of sustainable drainage should be designed and managed to maximise their value for biodiversity without compromising their drainage function.
- 6.15.15 The green infrastructure measures required within the site should maximise the wildlife value of the landscaping and link with the green infrastructure network beyond the site, including the two adjoining Green Wedges. The measures seek to protect and enhance the wildlife sites running through the site, including Cuttle Brook and Sinfin Moor Stream / Main Drain and lessen the visual impact on the development from the residential areas to the east and the west. Sinfin Moor Stream could support a population of water vole which are a protected species. Developers will be required to carry out appropriate surveys in order to establish whether water voles are present in or adjacent to the area. If water voles are present then proposals may need to be amended to take account of the presence of a protected species in line with Policy CP19 and relevant legislation.
- 6.15.16 The proposed multi-user routes should incorporate the rights of way that cross the site, even if their routes are diverted, including those on the eastern edge of the site - Sinfin Moor 4 and 5 and the bridleways from Wilmore Road to south of Sinfin Moor Lane; and Sinfin Moor 1, 2 and 3.
- 6.15.17 An extension to the Moor Plantation Woodland wildlife site should be provided as part of the mitigation for the loss of trees and hedgerows across the site.
- 6.15.18 Parts of the site may be affected by noise from the Rolls-Royce test bed operations and therefore land uses may need to be restricted in these areas to allow for the continued operation of the test beds.
- 6.15.19 Development sites of this nature and scale provide significant potential to incorporate decentralised energy solutions into the design from the outset. Local energy generation reduces transmission losses and lowers carbon emissions. Whilst initial costs may be higher, decentralised energy can provide more stable energy pricing in the longer term. Decentralised solutions can include Combined Heat and Power (CHP), micro-turbines and PV systems. The Council will requires such systems to be part of the development of this site, provided that incorporation is feasible and viable, in line with Policy CP2.

# AC16 – Derby Aerospace Campus:

The Council will support the rationalisation and enhancement of Rolls-Royce's existing facilities in the Victory Road, Wilmore Road and Moor Lane areas in order to create a new revitalised and efficient campus at the heart of Rolls-Royce's facilities in Sinfen.

The new campus will significantly improve the working environment for employees and create a high quality environment in which to showcase Rolls-Royce as a major global business.

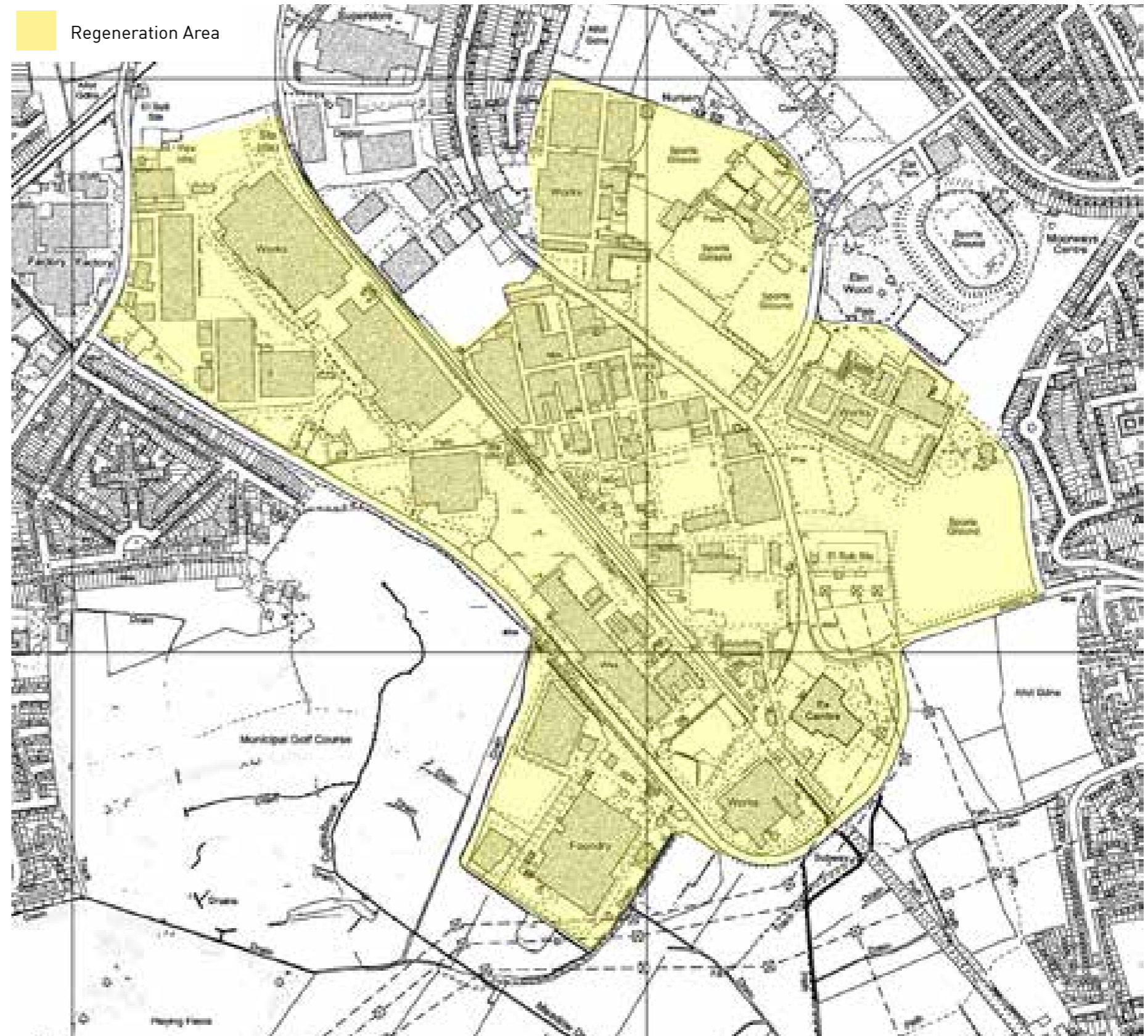
The Council will:

- (a) support proposals that help to deliver enhancements to existing Rolls-Royce facilities
- (b) support the rationalisation of existing buildings and the construction of new facilities within the defined Campus area
- (c) support comprehensive public realm works within the defined Campus area
- (d) support the provision of complementary uses within the defined Campus area, subject to them not undermining the overall Strategy
- (e) require proposals to protect or enhance biodiversity features and enhance green infrastructure linkages where possible

6.16.1 Rolls-Royce is the largest employer in Derby, having been based in the City since 1906 and currently employs in the region of 12,000 people at their site in Sinfen. The importance of maintaining a competitive edge in its global business has never been more important to Rolls-Royce. Ensuring that Derby remains at the heart of Rolls-Royce's investment plans in the future is a key priority for the Council and is fundamental to the on-going health and success of the City as a whole.

6.16.2 Some of the existing buildings in the Wilmore Road / Victory Road area are in excess of 50 years old and have been identified by Rolls-Royce as being no longer suitable

Figure 29 - Extent of Aerospace Campus Allocation



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to meet their needs in the 21st Century. The Sinfon site is also severed by Victory Road, making it difficult to operate efficiently.

- 6.16.3 Rolls-Royce has developed proposals that envisage the comprehensive redevelopment of their facilities in the Victory Road, Wilmore Road and Moor Lane area. Proposals include replacement of the ageing, underutilised buildings with new, fit for purpose accommodation, set within an attractive parkland campus. The proposals will help to ensure that the facilities in Derby remain competitive and meet the longer term needs of Rolls-Royce in the future.
- 6.16.4 Proposals also include significant environmental improvements to the wider area such as increased green space provision and new complementary uses for the use of employees. It is envisaged that the new pedestrian friendly Campus will be created through the realignment of Victory Road, between Merrill Way and the junction of Moor Lane and Victory Road. This is likely to require some narrowing of the Allenton / Sinfon Industrial Area Green Wedge and replacement of any sports pitches that may be impacted by the proposals. Realignment of the boundaries of the Allenton / Sinfon Industrial Area Green Wedge will need to be considered through preparation of the Local Plan Part 2.
- 6.16.5 Enhancement of existing facilities may provide opportunities to further expand the green infrastructure and improve linkages between the site and the open land to the east and west. There are also a number of wildlife sites that are within the boundaries of the defined Rolls-Royce Campus area. Proposals will be expected to support biodiversity features within the area.

# AC17 - Sinfin Lane:

The existing employment land between Sinfin Lane, Goodsmoor Road and the Derby to Birmingham railway line is a significant brownfield regeneration opportunity with the potential to contribute towards the City's long term employment or housing needs.

Continued use of the site for employment uses (B1, B2 and B8) is acceptable in principle. Alternatively, the Council would support the comprehensive regeneration of the site for new homes, providing a new sustainable extension to Sinfin and improving the environment for local residents.

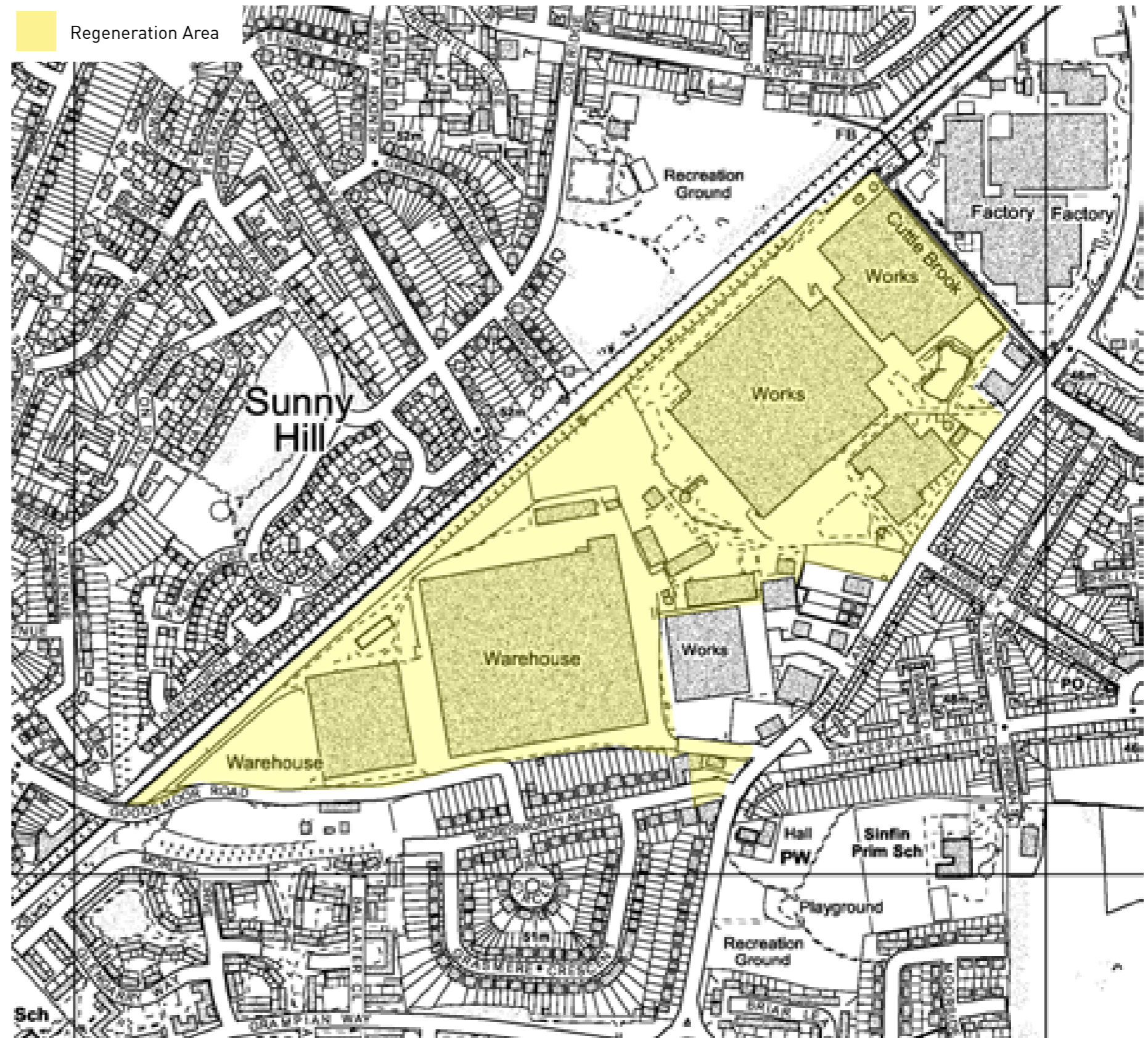
In the case of proposals for the continuation of employment uses, the Council will require:

- (a) proposals for new office development (B1a) to meet the requirements of Policy CP11

In the case of residential redevelopment proposals, the Council will require:

- (b) demonstration that a satisfactory living environment can be created through appropriate layout and design, taking account of surrounding employment uses. Appropriate sound attenuation measures to mitigate noise from the railway line and industrial areas to the north of the site will be required
- (c) proposals to be compatible with surrounding employment activity
- (d) the provision of adequate access arrangements including a new link road linking Goodsmoor Road and Sinfin Lane, providing for all forms of travel and a new traffic light controlled junction providing access to the site from Sinfin Lane
- (e) the provision of on-site and off-site junction improvements
- (f) provision to be made for the long term management and protection of the Great Crested Newt habitat

Figure 30 - Extent of Sinfin Lane Allocation



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- 6.17.1 This site is approximately 22 hectares and currently accommodates a range of industrial units, predominantly storage and distribution and some derelict industrial land.
- 6.17.2 Many of the existing units are dated and are in poor physical condition. This has made letting them to industrial occupiers difficult. Evidence suggests that some areas of the site are vacant and have been for some time. Nonetheless, the site continues to provide a range of industrial accommodation that may be appropriate for some occupiers who are unable to locate in higher profile locations.
- 6.17.3 The site is within a predominantly residential area with good access to Sinfen District Centre and regular bus services into the City Centre along Sinfen Lane. It is therefore a sustainable location for new housing development. A planning application for 106 homes in the southern part of the site was approved at appeal in 2011 whilst Planning Committee resolved to grant planning permission for 600 new homes on the remainder of the site in 2013. The loss of the site from the employment land supply has previously been accepted by the Council in order to provide new homes.
- 6.17.4 The planning permission for 106 dwellings has now lapsed, whilst the application for 600 dwellings was withdrawn. This has reduced the likelihood of new housing being delivered on the site during the Plan period. Despite this, the site remains a significant brownfield opportunity and sustainable location for new housing development and the Council would welcome proposals for the comprehensive regeneration of the site in the manner previously proposed. In line with the requirements of the NPPF, uncertainty over delivery does mean that it would not currently be appropriate to rely on the site to meet the City's housing needs.
- 6.17.5 Some of the existing industrial uses are 24 hour operations serviced by HGVs that would be better located in areas more remote from residential uses. Redevelopment of the site for residential use has the potential to improve the environment for existing residents in this area of the city and provide a better, more intensified form of development.
- 6.17.6 If redeveloped for housing, vehicular access to the site could be provided from two points on Sinfen Lane, one of which would link directly onto Goodsmoor Road via a new link road running through the site. An additional access to serve the southern part of the site could also be achieved from Goodsmoor Road.
- 6.17.7 Additional off-site highway improvements will be required in order to make comprehensive redevelopment schemes acceptable, including a new traffic light controlled junction providing access from Sinfen Lane.
- 6.17.8 The site is flanked by the Derby to Birmingham railway line and industrial operations to the north. In order to create a satisfactory living environment it will be necessary for sound attenuation measures to be included as part of residential redevelopment proposals. This could include the use of buffers and / or specific acoustic measures within individual properties.
- 6.17.9 There is a record of a Great Crested Newt colony within and around an emergency water tank at the southern end of the site. Great Crested Newts are a protected species and therefore appropriate measures will need to be taken to ensure the long term management and protection of the colony. Well designed sustainable urban drainage features could provide one possible form of mitigation, though any proposal for the site will have to address the requirements of Policy CP19 (biodiversity).

# AC18 - Wragley Way:

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

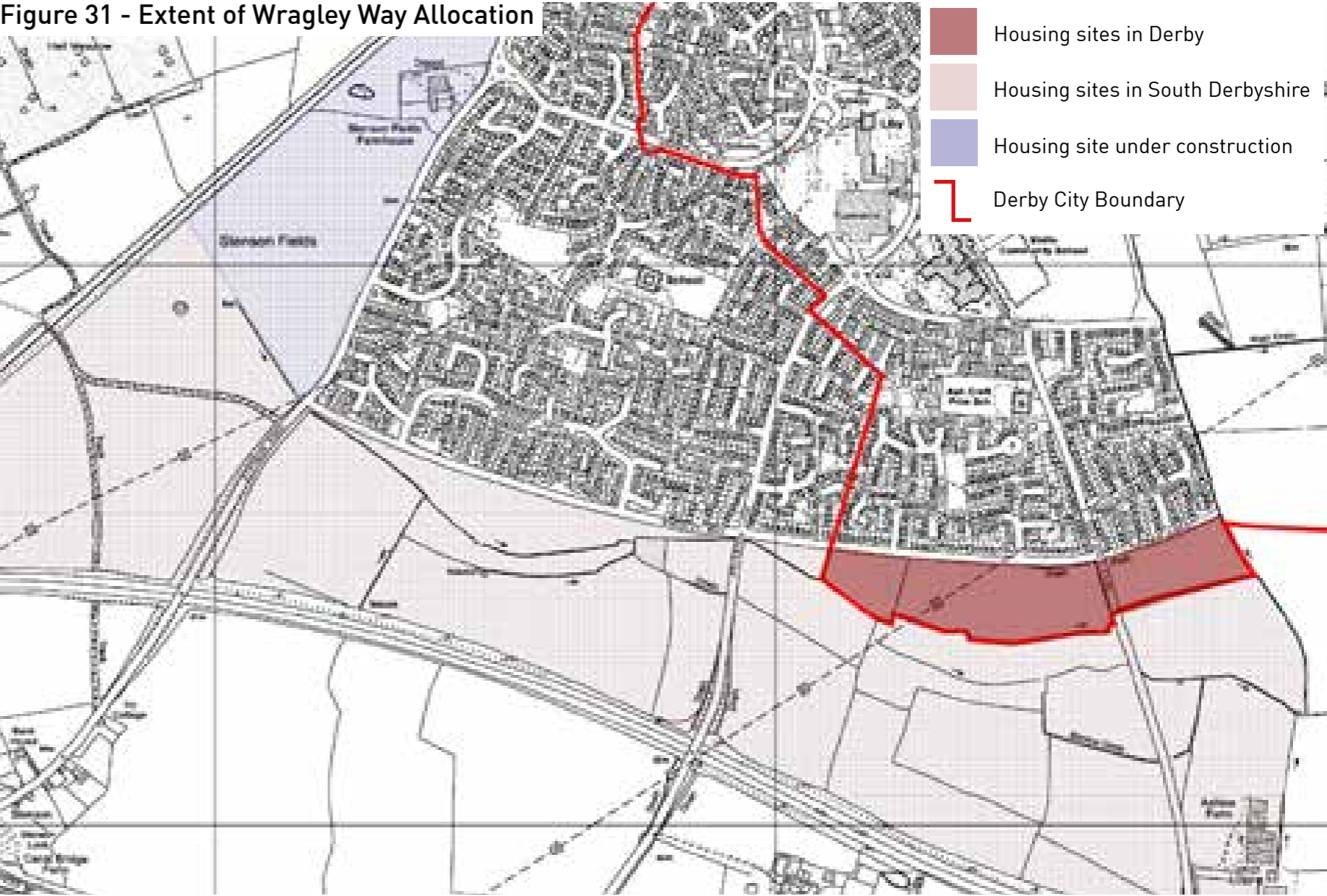
The City Council will work with South Derbyshire District Council to ensure that the new neighbourhood is comprehensively masterplanned, embraces high quality design standards and delivers a sustainable addition to the city. It will provide a range of new homes and will integrate with existing development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

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

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

- (a) new highway infrastructure is provided to help mitigate the impact of the development on the local and strategic road networks. This will include the development of, or contributions towards, the construction of the South Derby Integrated Transport Link. The potential for a new junction onto the A50 to be delivered in the future should not be prejudiced. Contributions may also be required towards improvements to the Strategic Road Network as necessary
- (b) appropriate primary school provision is made to serve the wider development as a whole
- (c) secondary school needs are met through the extension of existing facilities and / or the provision of a new secondary school
- (d) new on-site local shopping and community facilities

Figure 31 - Extent of Wragley Way Allocation



are provided to meet the needs arising from the new development

- (e) appropriate flood mitigation and drainage measures are implemented
- (f) appropriate landscaping / buffering is provided between new homes and the proposed employment site south of Wilmore Road (Infinity Park), the Derby to Birmingham railway line west of Stenson Road, the Local Wildlife Site/ Local Nature Reserve at Sinfin Moor Lane Meadows and

between new homes and the A50 trunk road

- (g) a mix of new green infrastructure is provided to meet the needs of residents. Green infrastructure should be integrated to create a cross boundary network of green spaces
- (h) improvements to the Green Wedge at Sinfin Moor. The boundaries of the Green Wedge should also be strengthened

- (i) cycleway and pedestrian links are provided and/or improved across and around the site including links to Infinity Park, the local District Centre at Sinfyn and to the open countryside and wider rights of way network

Within the City, the City Council will require development:

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

- 6.18.1 Land south of Wragley Way has been identified to form a new sustainable urban extension to the City. The whole site will deliver in excess of 2,000 new, high quality, mixed tenure homes and supporting facilities. The development of the cross-boundary site will take place over a time period beyond the lifespan of the Local Plans of each authority but within the Plan period a minimum of 180 dwellings will be provided in Derby City.
- 6.18.2 It is crucial that a comprehensive approach is taken to delivering the strategic extension as well as in delivering the appropriate supporting infrastructure at the right time.
- 6.18.3 The development should integrate with the existing urban edge of the City. The wider strategic location will be masterplanned to ensure that all opportunities are taken to lay out sustainable patterns of development across the site and to have regard to the surrounding land uses, constraints and highway network.
- 6.18.4 New strategic highway infrastructure will be required to support the development and to provide mitigation for the wider growth strategy. A new road (The South Derby Integrated Transport Link, Phase 1) will be constructed

linking from Stenson Road across the site south of Wragley Way and across Sinfyn Moor to the A50 junction at Chellaston. The detailed route and design of this link are yet to be determined.

- 6.18.5 In order to ensure that impacts of new traffic generated by the site can be mitigated properly, the two local authorities will give consideration to the maximum number of dwellings that can be built before the road link is completed between the site and the Bonnie Prince junction at Chellaston. The full extent of the site within the city can be developed in advance of the new link road being completed but development in South Derbyshire will be limited to an appropriate level to be agreed by South Derbyshire District Council, until the infrastructure is in place.
- 6.18.6 The provision of a new Primary School or Schools will be made on the wider site to meet school place needs arising from the development. Secondary school place requirements arising from the development will be met either through expansion of existing secondary school facilities or through the construction of a new secondary school in South Derbyshire to meet wider strategic growth needs or a combination of the two.
- 6.18.7 New areas of public green space should be provided across the site. A range of types of open spaces should be provided which allow residents to engage in a variety of formal and informal recreational activities. Opportunities to establish green route ways forming part of a network of on-site public green space will be welcomed. Improvements to green infrastructure and open spaces should be established in the Green Wedge in Derby and will enhance the recreational facilities available to new residents.
- 6.18.8 Walking and cycling links through the site should facilitate movement between key locations within the development including connecting local facilities, schools, public green space and other green infrastructure. Opportunities should be taken wherever possible to provide routes and links for walking and cycling for both recreational purposes and to provide non-car based travel to destinations which are well related to the site. In particular, links should be established between the site and the District Centre at Sinfyn, the new employment area to the south of Wilmore

Road (Infinity Park) and employment opportunities at Rolls-Royce, recreational routes and paths across Sinfyn Moor and beyond and with the open countryside in South Derbyshire. In considering establishing a network of walking and cycling routes regard will be had to the Council's Rights of Way Improvement Plan.

- 6.18.9 The site should be well screened/buffered from the A50. Landscaping/buffering should also be provided between the site and the proposed employment land to the south of Wilmore Road. Opportunities should be taken where appropriate to use green infrastructure and planting to provide visual screening. There is a Local Nature Reserve at Sinfyn Moor Lane Meadows and the new development should be delivered in a way which protects this area from disruption. An appropriate buffer and/or landscaping between the new development and the Local Nature Reserve will be provided.

# AC19 - Manor Kingsway:

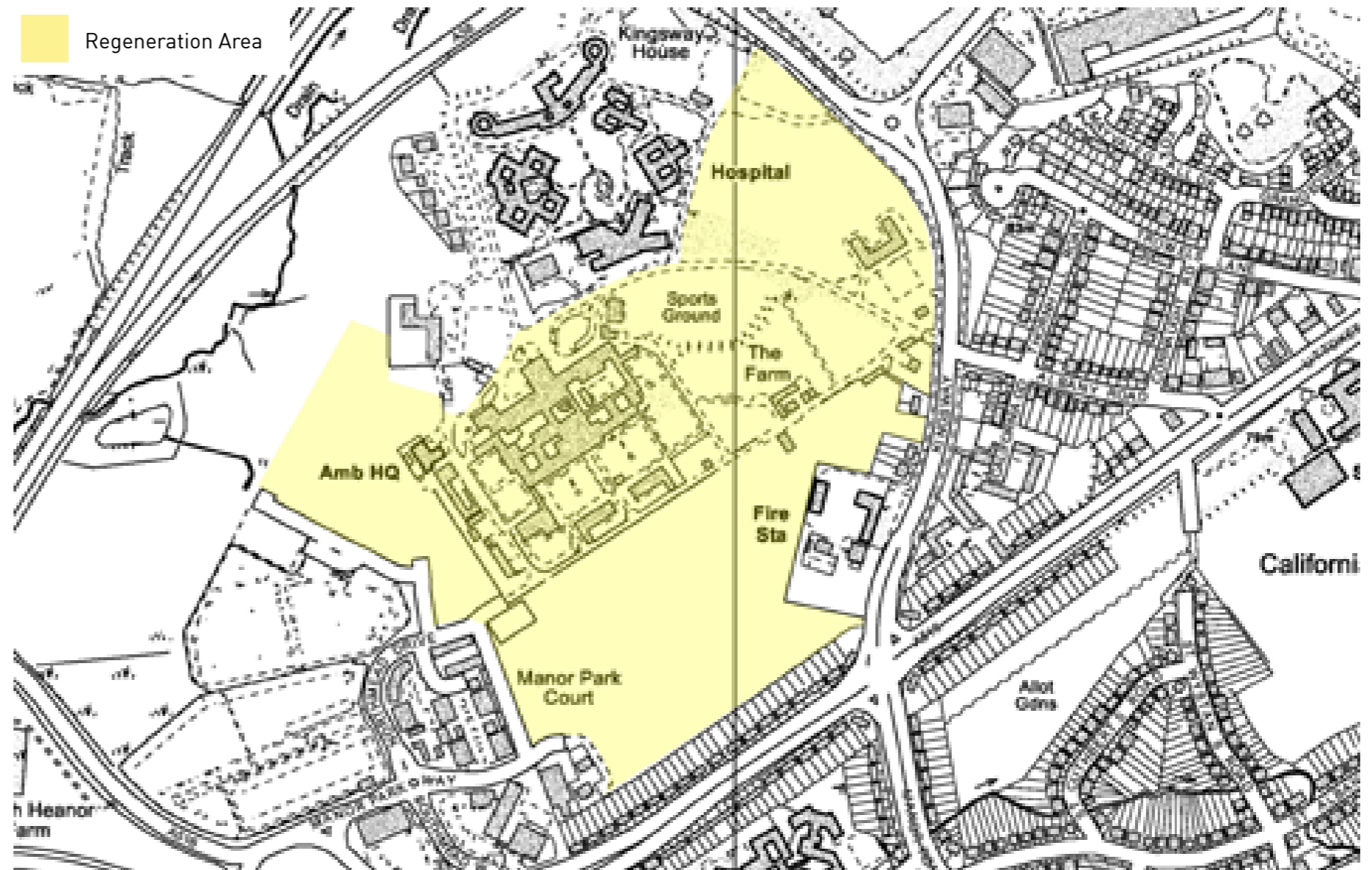
Land at the former Manor and Kingsway Hospitals is allocated for a minimum of 700 new high quality homes. The new homes will be complemented by the provision of local facilities, amenities and job opportunities, transforming the area into a new sustainable extension to the suburbs of Littleover and Mickleover.

The Council will require:

- (a) the construction of a high quality business park (B1) on no less than 5 hectares
- (b) access points from the A5111 and Manor Park Way, with no more than 100 dwellings taking vehicular access from the junction of the A38 / A516 / B5020
- (c) a new Neighbourhood Centre at the heart of the development including small scale community uses (D1) and other local facilities (A1-A5) to serve the new community
- (d) on site and off site road and junction improvements, including the signalisation of the A38 / A5111 junction
- (e) high quality pedestrian and cycle routes within the site
- (f) new sports facilities and open space within the Mackworth / Mickleover Green Wedge
- (g) appropriate conservation of on-site heritage assets in line with their significance
- (h) contributions towards the extension of local primary and secondary schools

Development of the site should also contribute towards a link across the A38 to the proposed Bramble Brook cycle way and secure the retention of trees and landscape features which make a significant contribution to the character and appearance of the site.

Figure 32 - Extent of Manor Kingsway Allocation



6.19.1 Most of this site is now surplus to health care requirements. As a partly previously developed site within the urban area, the site offers opportunities for a significant residential led mixed-use redevelopment.

6.19.2 In addition to the major residential allocation, the site offers significant potential for business development to complement the mainly residential areas of western Derby and meet the Plan's sustainability objectives. The attractive grounds of the former hospitals offer a good location for well designed, high quality office and business development that

can take advantage of a good location close to the A38 and A50.

6.19.3 The Council has produced a Supplementary Planning Document (SPD) for this site which sets out a detailed vision for the development of the area. Following the adoption of the SPD, both an outline planning application covering the whole site and a detailed application covering the construction of the first 100 homes have been granted. Construction of the first phase of development has now started.



Manor Kingsway

- 6.19.4 In order to improve the sustainability credentials of the site, the Council will require the provision of a small Neighbourhood Centre to include community uses and local facilities. This will provide the development with a central focus and reduce the need for some car borne travel.
- 6.19.5 Layout, design and materials should include measures to retain and enhance the high quality landscaping features and existing buildings within the site and the adjoining Green Wedge.
- 6.19.6 Proposals should make provision for new sports facilities based on an up-to-date assessment of need. Such an assessment should consider the issue of loss of former sports pitches and how this will be addressed within the context of Policy CP17 and national guidance set out in the NPPF.

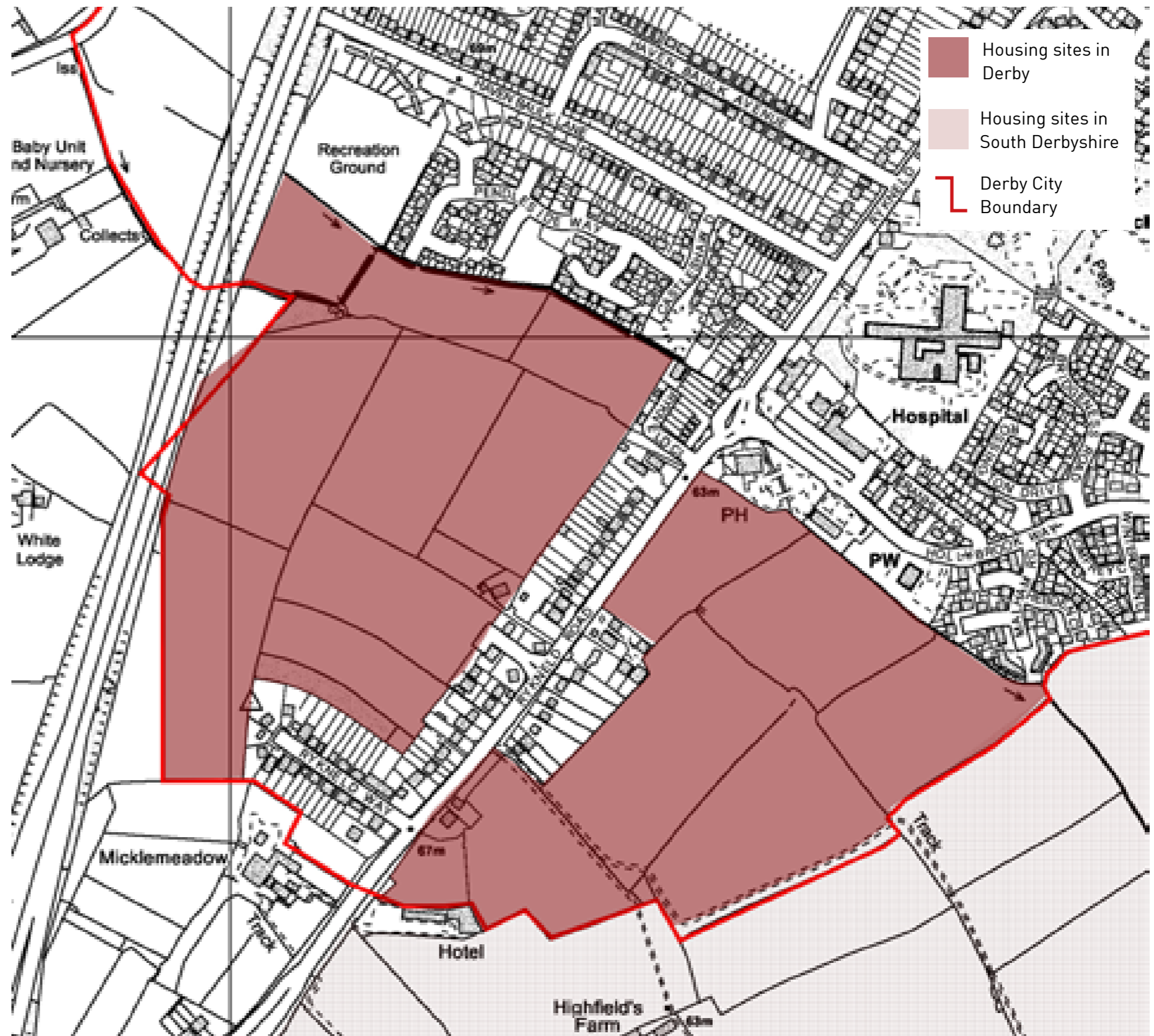
# AC20 - Rykneld Road:

Land on both sides of Rykneld Road is allocated for a minimum of 900 high quality new homes. It will form part of a larger growth area that will also include the development of 1200 new homes on land within South Derbyshire. Development will be built to a high design standard and will be a sustainable extension to the city.

The Council will require:

- (a) a coordinated approach to development, taking account of the Highfields Farm allocation within South Derbyshire
- (b) a new primary school and contributions to the extension of local Secondary Schools
- (c) the expansion of Heatherton Neighbourhood Centre to provide extended shopping facilities and community uses, including a small supermarket. Expansion should complement the provision of similar facilities within the South Derbyshire element of the development
- (d) employment uses on land adjacent to the enlarged local centre, providing at least 2.4 hectares of B1 development
- (e) measures to encourage alternative forms of transport to the car
- (f) high quality pedestrian and cycle routes within the site and links between these and existing or proposed routes beyond the site
- (g) the provision of two access points to each part of the site and on-site and off-site road and junction improvements, including improvements to the A38 / A50 junction prior to the occupation of the 500th dwelling and improvements to the Chain Lane / Burton Road / Pastures Hill / Hillsway junction prior to the occupation of the 300th dwelling
- (h) attenuation measures for noise generated by vehicles on the A38
- (i) appropriate flood mitigation measures

Figure 33 - Extent of Rykneld Road Allocation



(j) measures to enhance the green infrastructure and biodiversity networks

The Council will continue to work with South Derbyshire District Council and developers to ensure that development proposals offer a holistic vision for a new suburb that are delivered in a comprehensive manner across local authority boundaries.

- 6.20.1 This site provides the opportunity to consolidate the existing residential community at Heatherton with a view to enhancing the scale and nature of local facilities, improving the provision of bus services and creating local employment opportunities.
- 6.20.2 Planning Control Committee resolved to grant an outline planning application for part of this site in 2013. The application does not cover the entirety of the allocated area and subsequently is only for 800 homes. A separate planning application is expected for the remainder of the site during the Plan period.
- 6.20.3 The eastern parcel of land is adjacent to the Highfields Farm site which has been identified by South Derbyshire District Council for housing development, providing in the region of 1200 new homes. It is important that the developers of the Highfields Farm site and this allocation adopt a coordinated approach, in order to create a sustainable form of development.
- 6.20.4 The two parcels of land which comprise the site can be developed independently or in tandem, subject to the demonstration of a co-ordinated approach to delivery.
- 6.20.5 The Council will expect development proposals to include provision for enhancing the existing Neighbourhood Centre in order to upgrade it to District Centre status. This could include the provision for approximately 1000 sqm (net) of additional convenience shopping floorspace. This should be well related to the existing Heatherton Neighbourhood Centre.
- 6.20.6 Highway improvements to the A38 / A50 will be needed to facilitate the development of this area and should be implemented before the 500th house is occupied.

Improvements to the Chain Lane / Burton Road / Pastures Hill / Hillsway junction will be required in order to make the impact of the development acceptable. This improvement should be delivered prior to the occupation of the 300th dwelling.

- 6.20.7 Development of this site will lead to the loss of agricultural land which has the potential to impact on biodiversity and green infrastructure. Developers will be expected to provide enhancements to the green infrastructure network as part of the development in order to mitigate and as a last resort compensate for impacts on biodiversity.

# AC21 – Hackwood Farm:

Land at Hackwood Farm, to the west of Station Road, Mickleover will provide a minimum of 400 new high quality homes in Derby, as part of a larger development of at least 690 homes, including land in South Derbyshire.

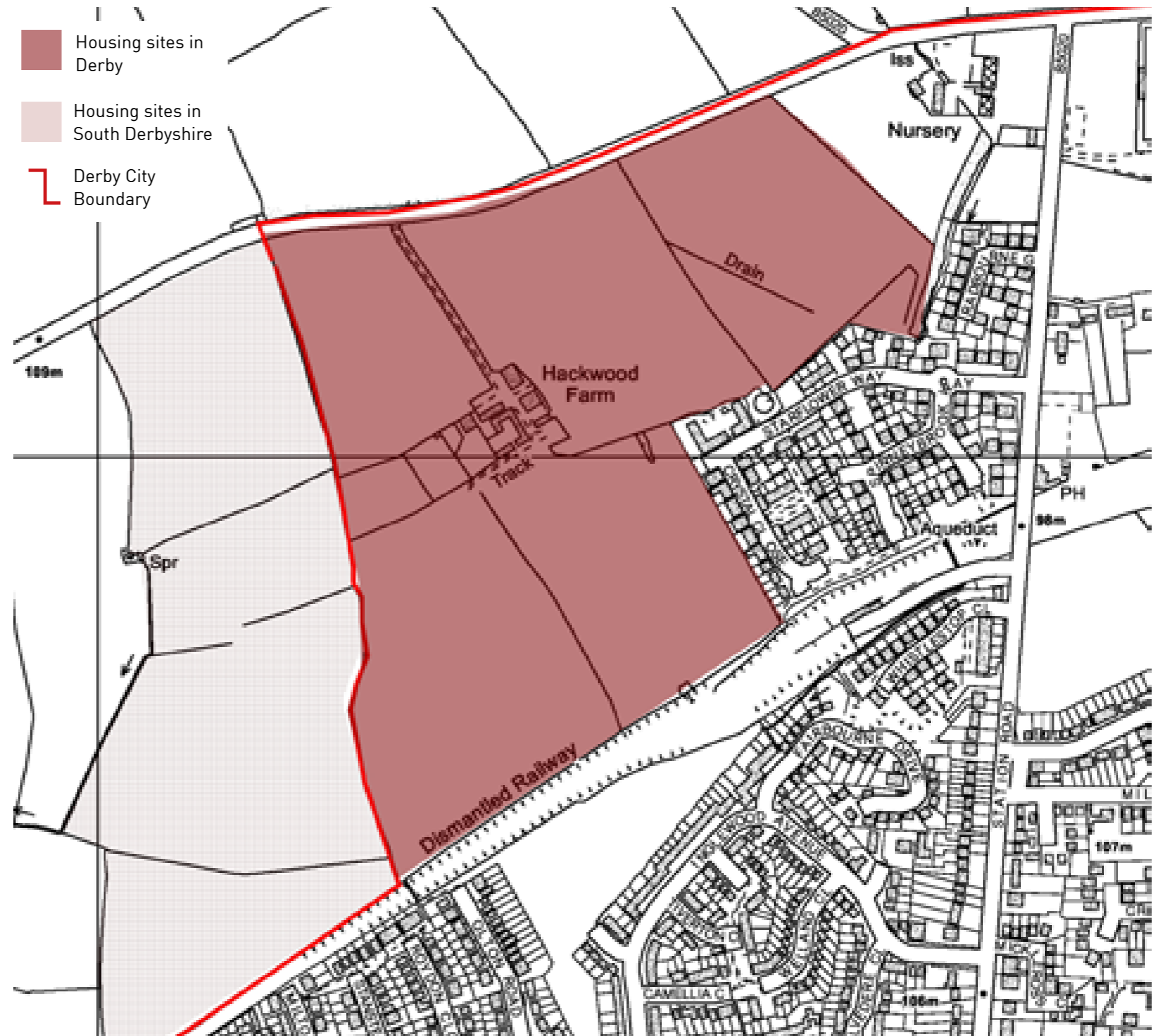
The Council will work with South Derbyshire District Council to ensure that:

- (a) a comprehensive approach to cross boundary development and the delivery of required infrastructure to support the site
- (b) new development embraces high quality design standards and reflects the sensitivity of the location, particularly in terms of the rural landscape and setting of Radbourne Hall beyond the site. Landscaping and a green buffer will need to be provided on the periphery of the site in South Derbyshire where it meets the open countryside
- (c) a new primary school is provided on site and contributions are made to provision of secondary school places
- (d) there are a minimum of two points of highway access to the cross boundary site. Any access from Radbourne Lane should be fully integrated with the whole site, should incorporate footways and should maintain as much of the hedgerow along Radbourne Lane as possible, particularly the most sensitive parts of the hedgerow in terms of biodiversity

The Council will require:

- (e) a new Neighbourhood Centre to be provided on site of a scale to meet the needs of the new development and not impact on other centres in the hierarchy. The Council will welcome efforts to retain the existing farm buildings as part of the local centre
- (f) enhancements to remaining areas of the Green Wedge to the west of Station Road, including the provision of new public green space

Figure 34 - Extent of Hackwood Farm Allocation



<p>(g) improvements to the junction of Station Road and Radbourne Lane</p> <p>(h) as part of the green infrastructure network for the site, retention of as much as possible of the hedgerow along Radbourne Lane, subject to highway improvement and site access requirements, and provision of new hedgerows and tree planting to compensate for losses caused by the development</p> <p>(i) links to be provided across the Mickleover to Egginton Greenway linking the site with existing residential areas, bus services and shopping facilities south of the railway cutting. Subject to viability and feasibility these requirements should include a new pedestrian / cycle bridge</p> <p>(j) improved links across the site and between the site and the open countryside including improvements to the walking, cycling and horse riding network in the area</p> <p>(k) comprehensive flood mitigation measures to address fluvial and surface water flood risk issues</p> <p>(l) contributions to the implementation of a bus service to access the site and provide links with the wider area and particularly the City Centre.</p>	<p>6.21.3 Developers will be required to deliver a new development with high design standards and to provide landscaping and screening where possible to reduce impact on the open countryside in South Derbyshire.</p> <p>6.21.4 New and/or improved cycle and pedestrian links will be needed in order to improve the site's relationship and connectivity to the existing residential areas of Mickleover as well as bus services and shopping areas to the south of the Mickleover to Egginton Greenway. These links will help to integrate the site with the existing suburb of Mickleover. They will also offer opportunities for residents living south of the railway cutting to access the facilities at the new Hackwood Farm development including the school and shopping facilities. If it is possible to do so, the Council will expect developers to fund a new bridge across the Mickleover/Egginton Greenway to allow pedestrians and cyclists to move between the new and existing developments. This should assist in promoting alternatives to the car.</p> <p>6.21.5 It is also important that opportunities are taken to provide proper routes for pedestrians and cyclists across the wider cross boundary site including links with the open countryside and existing rights of way network in the area and connections to the proposed new school on the site.</p> <p>6.21.6 The development will require two points of highway access which will also function as pedestrian and cycle links. Improvements to the local highway network will be provided at the junction of Station Road and Radbourne Lane. It is important that both accesses are fully integrated with the whole site. Improvements and upgrades including new footpaths and street lighting may be required on part of Radbourne Lane subject to access details.</p> <p>6.21.7 Where access is taken from Radbourne Lane efforts will be made to preserve the existing hedgerow and in particular to retain the most sensitive parts of the hedgerow in terms of biodiversity value.</p> <p>6.21.8 The development of the site will take opportunities to protect and enhance green infrastructure and biodiversity features where possible including the hedgerows along Radbourne Lane which form a linear wildlife site. Green</p>	<p>infrastructure improvements will include the formation of a landscaping buffer which will provide a 'soft edge' to the development where it meets the rural open countryside in South Derbyshire. In designing the landscaping/buffering of the periphery of the site in South Derbyshire consideration should be given to any impacts of the development on the setting of the grade I listed Radbourne Hall.</p> <p>6.21.9 Developers will be required to demonstrate that a bus service to access the site is achievable and this may include the extension of an existing bus service which is already in operation.</p> <p>6.21.10 The Government has announced their commitment to support Highways England's prioritised schemes, including improvements to the A38 Derby junctions. These improvements are anticipated to provide benefits to the strategic transport network and the local transport network.</p> <p>6.21.11 Appropriate sustainable drainage and flood mitigation measures should be provided to ensure that the new development as well as existing areas are protected from flooding. Development of the site must particularly ensure that nearby properties are not adversely affected by flooding or drainage problems. Any opportunities taken by developers to address existing off-site issues will be welcomed.</p>
<p>6.21.1 Land at Hackwood Farm will form a sustainable urban extension to the suburb of Mickleover as a new cross-boundary housing development including land in Derby and in South Derbyshire. The cross boundary development will be comprehensively planned and delivered to ensure that it integrates properly with the existing development in Derby and that it appears and functions as one site.</p> <p>6.21.2 The site will be developed sustainably by providing infrastructure to meet the needs of new residents. Infrastructure requirements for the new extension to the City will include a new primary school and a new local centre which should contain facilities and services to meet local needs without attracting trips into the site from other areas.</p>		

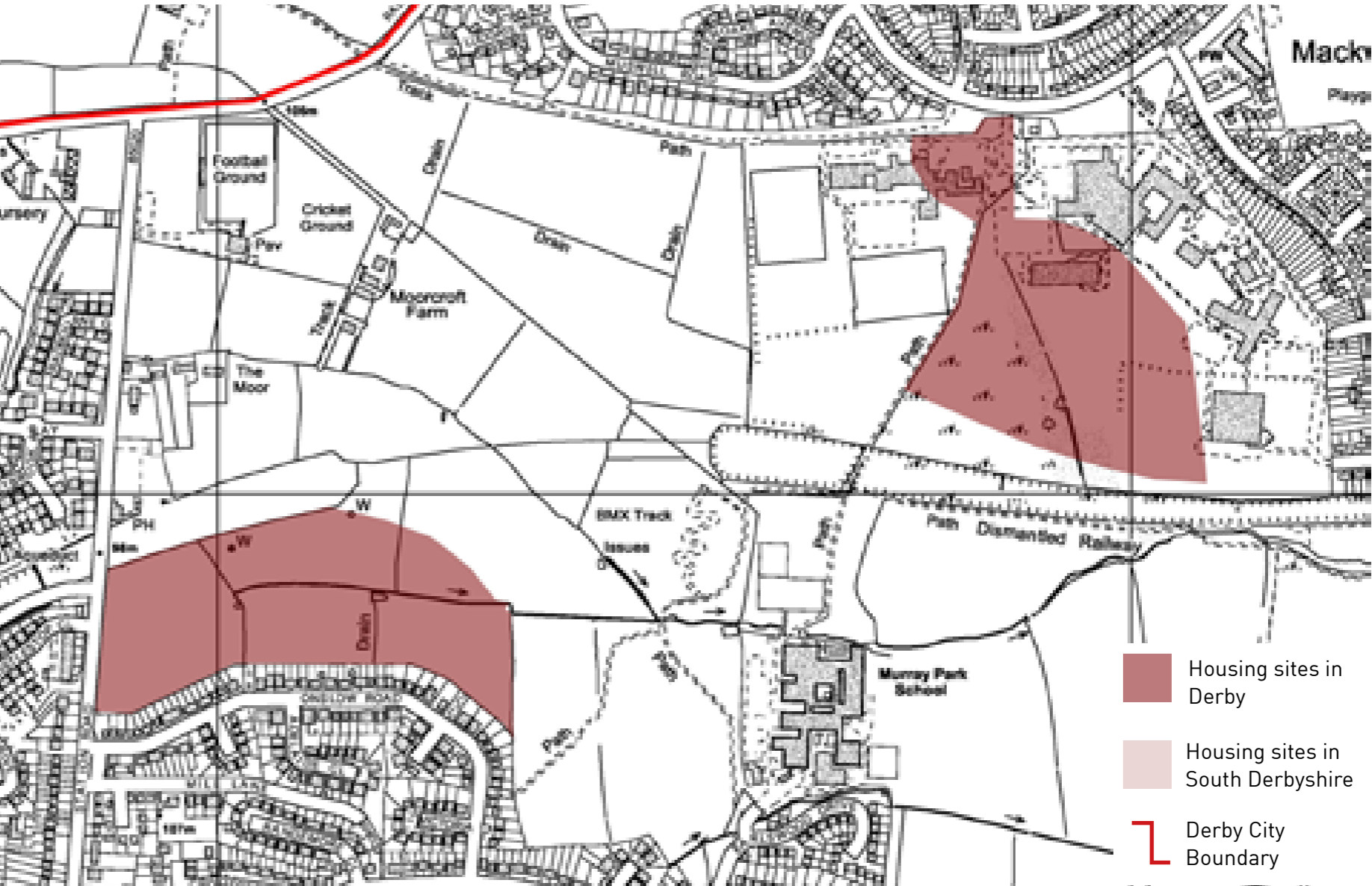
# AC22 – Mickleover and Mackworth:

Land between Mickleover and Mackworth will deliver high quality mixed tenure new homes in the form of two urban extensions made up of up to 200 homes as an extension to Mickleover, to the north of Onslow Road and up to 221 new homes as an extension to Mackworth, on the site of the former Mackworth College.

The Council will require:

- (a) new development to embrace high design standards, reflecting the sensitivity of the greenfield location and proximity of existing residential properties, particularly on Onslow Road
- (b) new development in this broad location to maintain the principle of the Mickleover / Mackworth Green Wedge allowing open countryside to penetrate into the City whilst reinforcing and defining the character and integrity of the two distinct suburbs of Mickleover and Mackworth
- (c) new development to the north of Onslow Road to take vehicular access from Station Road and contribute towards the provision of necessary off-site highway improvements
- (d) contributions to extend primary and secondary school provision. Any expansion of Murray Park School should have no adverse impact on the role and function of the Green Wedge, which this policy seeks to maintain
- (e) new development to exploit opportunities to improve the existing cycle network to link routes 54 and 68, along the route of the former railway line
- (f) development in this broad location should minimise impact upon the mouth of the Green Wedge and facilitate the delivery of qualitative improvements to the Green Wedge and to facilities within it. Improvements will include the creation of new areas of green space, improved connectivity, linkages and overall accessibility
- (g) new development to the north of Onslow Road to fully take account of and mitigate potential impacts on the nearby wildlife site and the ecological value of the ponds and hedgerows within the allocated area that also form

Figure 35 - Extent of Onslow Road and Former Mackworth College Allocations



part of the local wildlife site

- (h) new development on the former Mackworth College site to deliver improvements to existing recreational and community facilities on site through the provision of a new health centre, additional changing facilities and improved play and other green space
- (i) new development to exploit opportunities to enhance biodiversity and provide sustainable flood alleviation measures

6.22.1 These two sites offer opportunities to discreetly roll back the Green Wedge boundary still allowing the open countryside to penetrate into the City whilst reinforcing and defining the character of the two distinct suburbs of Mickleover and Mackworth. The Green Wedge study assessed the impacts of both these development sites and acknowledges the impact these sites would have on narrowing the extent of the existing wedge and on visual amenity. The study concludes that should both these sites have their boundaries redrawn to 'round-off' development, that the impact on openness would be less and a functional and meaningful wedge could be retained. The site allocations reflect this 'rounding-off'.

- 6.22.2 Development to the north of Green Wedge will form a component part of a larger development on the site of the former Mackworth College, including the new homes that are currently under construction on the footprint of the former college buildings. The redevelopment of the wider college site will help to secure improvements to existing recreational and community facilities including a new health centre, provide additional changing facilities, a new play area and associated green space. These improvements will help to offset the loss of formal playing pitches that are no longer required by the College since their relocation to the Roundhouse Campus.
- 6.22.3 Development on the southern side of the wedge should be sensitively laid out to take into account the nature conservation interest both within and adjacent to the site. Mickleover Meadows Local Wildlife Site (LWS) is located just to the east of the Onslow Road site. The majority of the LWS is managed as a Local Nature Reserve (LNR).
- 6.22.4 A number of the ponds and hedgerows within the allocated development area also form part of the LWS designation providing connectivity between the remaining areas of the Green Wedge and the main LWS area to the east. The ponds and hedgerows should be sensitively integrated into the layout of the development site.
- 6.22.5 The hedgerows also provide suitable breeding and terrestrial habitat for protected species such as the Great Crested Newt. There are records of Great Crested Newts being present on the site and therefore appropriate surveying will be need to be carried out and suitable mitigation and / or compensation provided, subject to the outcome of the surveys.
- 6.22.6 The drains and watercourses that run through the site may provide opportunities to extend the green infrastructure network for the benefit of people and wildlife. Developers will be required to implement necessary measures to mitigate any specific flood risk from the drains and watercourses that run across the site. Mitigation measures will need to be informed by a Flood Risk Assessment.
- 6.22.7 Access to the Onslow Road site should be taken from a new junction onto Station Road. Development in this area will be required to contribute towards off-site highways improvements to help mitigate any impacts identified through a Traffic Assessment (TA) submitted alongside a planning application. Additional pedestrian/cycle access points will be created on Onslow Road, where field accesses exist. This will help the development integrate with the existing built up area allowing access to existing local facilities and public transport routes. Development should also exploit opportunities to create high quality pedestrian and cycle links between existing or proposed routes and green spaces beyond the site. More specifically, opportunities should be taken to provide a more attractive cycle link through the Onslow Road site, linking cycle route 54 from the Mickleover/Eggington Greenway on the west side of Station Road through to where it runs though Mickleover Meadows LNR.
- 6.22.8 Development on both sides of the Green Wedge will require comprehensive landscaping to mitigate the urbanising impact upon the Green Wedge and to create new defensible boundaries. The layout and design of development on both sides will need to integrate with the existing townscape, creating a seamless extension to the built development in this area. Development on the southern side of the wedge should also take account of the proximity of existing properties located on Onslow Road in order to reduce potential impacts on the amenity of these properties. This will need to be reflected in the design and scale of new properties. The provision of a landscape buffer at the rear of existing properties may be one way of reducing the potential for impacts on residential amenity.
- 6.22.9 Development in this location will be required to contribute towards new Primary School provision in the local area given the lack of capacity at existing primary schools. Contributions towards secondary provision will also be required from both sites.
- 6.22.10 Contributions towards new/extended secondary school provision will be required to ensure that sufficient school places exist to meet the needs of future residents. The local secondary school, Murray Park School, is located close to both these sites within the Green Wedge and has some potential to expand if necessary.

# AC23 - Boulton Moor:

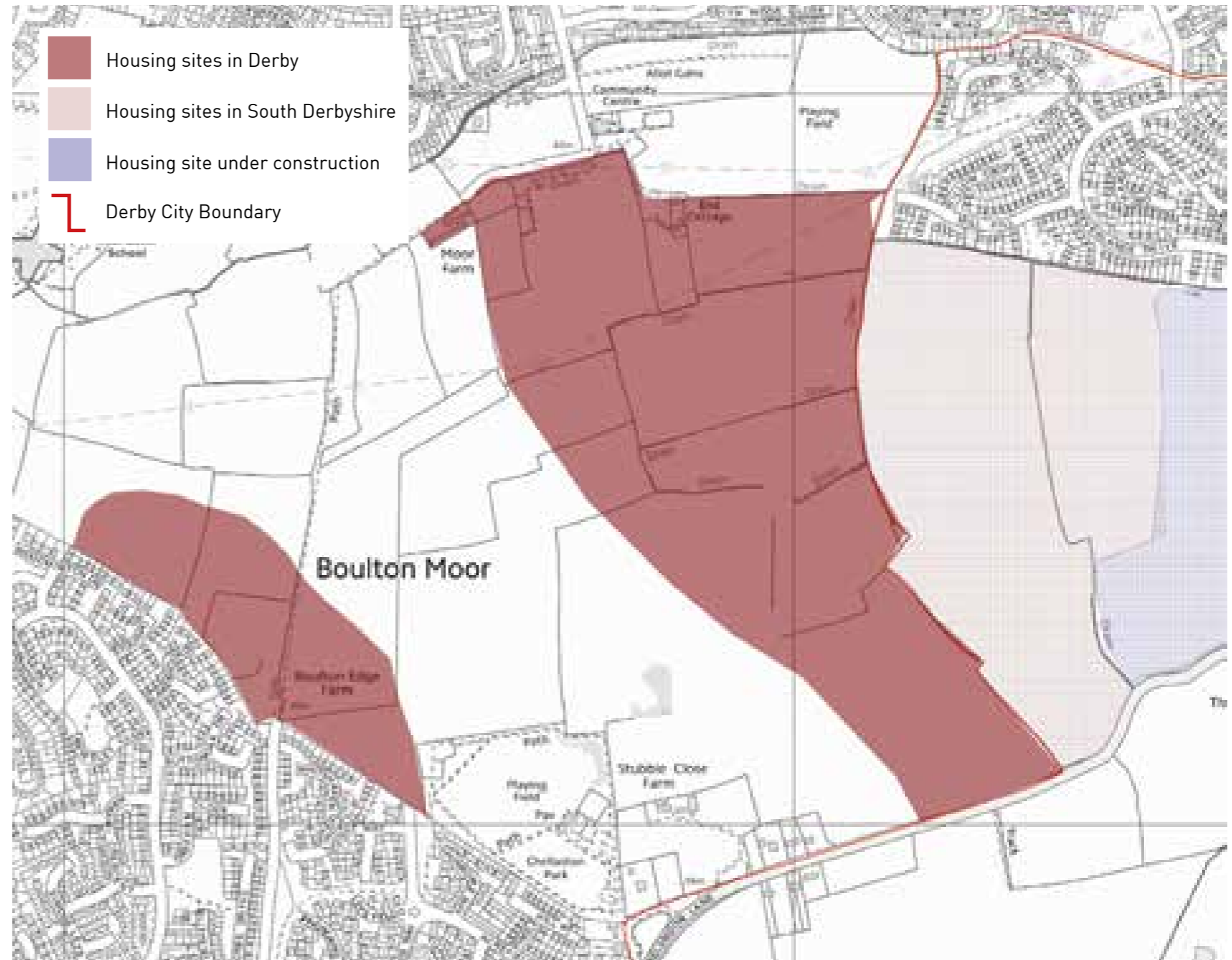
Land at Boulton Moor will provide approximately 1,000 high quality, mixed tenure new homes. New development will include approximately 200 new homes as an extension to Chellaston, to the north of Fellow Lands Way and approximately 800 new homes as an urban extension to the south of Field Lane, Alvaston. New development in this area will also deliver significant new green infrastructure within the retained area of Green Wedge between the two sites.

The 800 new homes to the south of Field Lane will be a component part of a new strategic urban extension to Derby which will include the phased development of 2,750 homes, of which 1,950 will be built on land within South Derbyshire, creating a sustainable new neighbourhood. The wider development will be comprehensively masterplanned to ensure that there is a clear and deliverable vision for the new community, with appropriate infrastructure delivered in a timely manner, making it a sustainable addition to the city.

The Council will require:

- (a) new development to embrace high design standards, including a jointly prepared Development Framework Document to ensure a holistic vision for the wider cross boundary site is developed and implemented; this should include a plan of phasing for the delivery of the cross-border site
- (b) new development in this broad location to maintain the principle of the Boulton Moor Green Wedge allowing open countryside to penetrate into the City whilst reinforcing and defining the character and integrity of the two distinct suburbs of Alvaston and Chellaston
- (c) the delivery of significant qualitative improvements to the Green Wedge and existing green spaces, including the creation of significant new green infrastructure to meet the existing unmet need for significant scale green space in the south of the City in line with the vision for green space uses set out in Policy CP16
- (d) create strategic landscape boundaries to the outer edges of the developments to mitigate the urbanising impact of new development upon the Green Wedge

### Figure 36 - Extent of Boulton Moor Allocations



<p>and surrounding open countryside and to create new defensible boundaries</p> <p>(e) the layout and design of development on the Chellaston side of the Green Wedge to integrate with the existing townscape, creating a seamless extension to the built development in this area</p> <p>(f) appropriate new shopping and community facilities provided as part of the 800 home development complementing the new district centre to be provided as part of the development in South Derbyshire</p> <p>(g) as part of the comprehensive cross-boundary development, an appropriate package of sustainable transport measures, including contributions to the delivery of a new Park and Ride and associated bus service to serve this and wider urban extension site</p> <p>(h) as part of the comprehensive cross-boundary development, appropriate on-site and off site highways works, including improvements to Snelsmoor Lane to ensure the impacts on its junctions with the A6 and High Street are satisfactorily mitigated. Developer contributions toward improvements to the Strategic Road Network may also be required as necessary and appropriate</p> <p>(i) new access points to be created a) to serve the 200 home development off Fellow Lands Way and b) to serve the 800 home development with an access point off Snelsmoor Lane and access routes linking the individual sites within the urban extension, with an additional limited access off Field Lane, delivering well connected, high quality multi modal routes within the wider development</p> <p>(j) high quality pedestrian and cycle routes within the site and links between these and existing or proposed routes and green spaces beyond the site, including the Green Wedge, Elvaston Castle and new /extended schools</p> <p>(k) the delivery of a new on-site Primary School as part of the 800 home development. Development on the</p>	<p>Chellaston side will need to be appropriately phased to ensure that primary needs can be met by new schools developed as part of other new developments in the wider area (see Policy CP21)</p> <p>(l) contributions towards the extension of a local secondary school and / or the delivery of a new secondary school</p> <p>(m) provision of comprehensive cross-boundary flood mitigation measures to address the impacts of development on fluvial and surface water issues relating to the Thulston Brook watercourse and ground water levels. A flood risk assessment shall be submitted with any application</p> <p>(n) both built development and the implementation of drainage, flood mitigation, green infrastructure and landscape schemes to not adversely impact the archaeological and geomorphological interest of the area, relating to the nearby SSSI</p> <p>(o) that the urban extension as a whole will not adversely impact upon the setting of the nearby Elvaston Castle Historic Park and Garden and other heritage assets</p> <p>Proposals that do not positively respond to these requirements will be resisted.</p> <p>6.23.1 Land at Boulton Moor has been identified as forming a new sustainable urban extension to the City. The whole site will deliver in excess of 2,700 new, high quality, mixed tenure homes and supporting facilities. The development of the cross boundary site will take place within the Plan period.</p> <p>6.23.2 This area is one of the few areas of the city that is capable of delivering strategic level growth due to its excellent links to the A6 and wider strategic road network, associated employment opportunities and the potential to provide new infrastructure and link with planned growth within South Derbyshire.</p> <p>6.23.3 The overall width of the Green Wedge at Boulton Moor means that there is some potential to release land within it to allow a significant amount of new development on the eastern</p>	<p>edge, whilst retaining a meaningful and characteristic wedge of open land between Chellaston and Alvaston and retaining the penetration of the countryside into the City. Development on the eastern side would allow the principle of the wedge to be maintained, and possibly extended into South Derbyshire, but would still result in a narrowing of the wedge, particularly around the mouth, along the Snelsmoor Lane frontage.</p> <p>6.23.4 The creation of significant green infrastructure within the retained Green Wedge will make large areas of the wedge publically accessible, meeting a currently unmet need for significant scale green space in the south of the City and improving pedestrian connectivity across the wedge between Alvaston and Chellaston and between key sites, including Noel Baker School, Chellaston Park and Field Lane Recreation Ground and adjacent Community Centre and allotments. Developers will be expected to explore new and innovative ways of maintaining this new resource in the long term.</p> <p>6.23.5 New green infrastructure will also enhance the recreational value of the area, through the provision of new recreational facilities and opportunities to enhance biodiversity and provide sustainable flood alleviation measures.</p> <p>6.23.6 The only SSSI within the City is located in the existing Green Wedge. The value of the site is for its rare geological remains (underground) rather than for wildlife. As such the impact on this significant resource can be managed by careful layout and design of built development and minimising disturbance caused by ground works or landscaping.</p> <p>6.23.7 Development of around 800 homes within Derby will form part of much larger urban extension to the city that will include a further 1,950 homes just outside of the city in South Derbyshire, as detailed in Table 5 and Figure 36. 1,058 of the new homes planned in South Derbyshire already have planning permission.</p>
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**Table 5: Boulton Moor:**

LPA	Name	Homes
SDDC	Boulton Moor Phase 1	1,058*
	Boulton Moor Phase 2	700
	Boulton Moor Phase 3	190
DCC	Land South of Field Lane, Alvaston (Snelsmoor Grange)	800
	Land North of Fellowlands Way (Boulton Moor West)	200
		<b>2,948</b>

\*Site has planning permission and is under construction

6.23.8 Whilst the consented Boulton Moor phase 1 site considered the infrastructure requirements of phases 1 and 2 (c1700 dwellings); the inclusion of the site south of Field Lane within the City and the Boulton Moor Phase 3 site, within South Derbyshire, adds an additional 990 dwellings to the infrastructure considerations that now need to be taken account of. It is therefore important that the infrastructure and mitigation packages, including transport mitigation options (especially Park & Ride) are reviewed and optimised as appropriate in light of the larger scale urban expansion now being proposed. Master planning and understanding delivery timescales will all be fundamental to this.

6.23.9 The quantum of development of the wider urban expansion provides the critical mass to support both sustainable transport solutions and new local facilities in the form of a new local centre and new primary schools. The new local centre, located on the phase 1 site in South Derbyshire will act as a focal point at the heart of the new community providing for the day-to-day needs of the wider neighbourhood, including both shopping and other service / community facilities. This should be complemented by small scale local facilities on the Snelsmoor Grange site to ensure facilities are within easy walking distance of all the new homes.

6.23.10 Development in this location is of sufficient scale to require the provision of new on site primary schools. In addition development to the north of Fellowlands Way may need to be appropriately phased to ensure that primary needs

can be met by new schools developed as part of other new developments in the wider area. Contributions towards secondary provision will also be required from both sites.

6.23.11 As set out in Policy CP21 the level of housing growth in and around the edge of Derby when combined with lack of existing secondary school places and increasing pupil numbers at primary schools mean a new secondary school(s) will be required in South Derbyshire during the Plan period. These sites will be required to contribute towards securing this new provision.

6.23.12 It is crucial that a comprehensive approach is taken to delivering the strategic urban extension as well as in delivering the appropriate supporting infrastructure at the right time, to grasp the significant opportunity to create a distinct new suburb and reflect the sensitivity of the Green Wedge, edge of City location. The Council will expect all developers to prepare a 'Development Framework Document' which will demonstrate how comprehensive development will be delivered. This should demonstrate that a coordinated approach is being taken to such things as phasing, layout, design, drainage, accessibility and any other infrastructure provision required. In line with other policies in the Plan, any and all mechanisms for delivering this will be considered by the Council to assist in the delivery of the site. This could include developing SPDs, Masterplans, entering into legal agreements or the use of compulsory purchase powers.

6.23.13 Walking and cycling links through the site should facilitate movement between key locations within the development including connecting local facilities, schools, public green space and other green infrastructure. Opportunities should be taken wherever possible to provide routes and links for walking and cycling for both recreational purposes and to provide non-car based travel to destinations which are well related to the site.

6.23.14 Part of the north eastern corner of the site south of Field Lane lies within Flood Zone 2 and therefore, in terms of development potential, is less sequentially preferable than other areas of the city. However, comprehensive development in this location provides opportunities to mitigate flood risks, which are largely due to surface water

run-off and management issues relating the Thulston Brook watercourse. Development of the site should assist in mitigating these issues.

# AC24 – South of Chellaston:

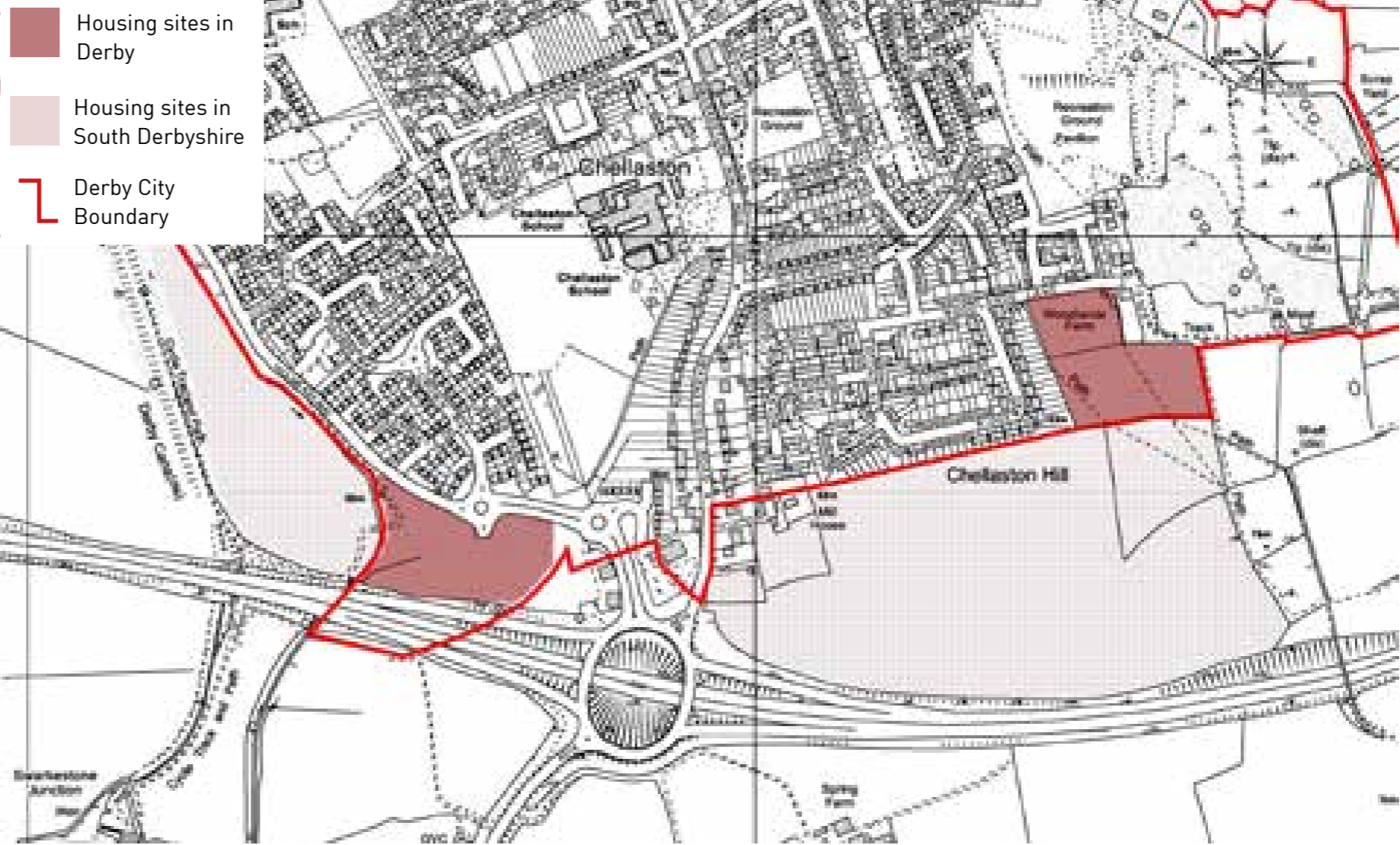
Land to the south of Chellaston will be developed as a new urban extension to the City. Development will be spread across sites to the east and west of Swarkestone Road. Sites within the City will include land at Woodlands Farm and to the south of Holmleigh Way and will contribute around 100 new homes. These sites will form part of a larger development of around 750 new homes that will include land within South Derbyshire.

Development in this area should exhibit high design standards and reflect the character of the Chellaston area. New homes should seamlessly integrate into the area across both sides of the City boundary, providing a high quality, mixed tenure and sustainable addition to the city.

The Council will require development in this area of the city to:

- (a) safeguard the line of the former Derby and Sandiacre canal route to allow future restoration
- (b) contribute to the provision of new primary and secondary school places
- (c) provide a buffer between new development and the A50 to ensure that a satisfactory living environment can be created
- (d) not prejudice the development of the new link road or the Land South of Wilmore Road, Sinfin
- (e) provide a buffer between new development and the route of the new link road to ensure that a satisfactory living environment can be created
- (f) provide comprehensive flood mitigation measures
- (g) provide links to existing walking and cycling routes and access to existing local facilities
- (h) provide on-site and off-site highways works. Development will be conditioned to ensure that highways works are completed before a proportion of homes are completed.

Figure 37 - Extent of Allocations to the South of Chellaston



- (i) provide a buffer between new development and the Chellaston Brick Works LNR and ensure existing biodiversity assets are retained and integrated with development
- (j) protect and enhance the setting of heritage assets, including the Scheduled Monument to the south east of the site at Woodlands Farm

6.24.1 The Woodlands Lane site will deliver a minimum of 56 new homes. Access will be from Woodlands Lane. Development will retain and integrate the wildlife features on the eastern side of the site, existing trees and hedges and the two

footpaths which run within and adjacent to it. A buffer will also be provided between the development and Chellaston Brickworks LNR. Careful consideration will be given to topography as the site slopes steeply up hill from north to south and consideration will be given to limiting the height of development on higher parts of the site due to their potential visual impact.

6.24.2 The site on the south side of Holmleigh Way straddles the boundary between the City and South Derbyshire. The City element of the site will deliver approximately 50 homes with access off Holmleigh Way. Development will need to be laid out to ensure appropriate sound attenuation measures can be incorporated to protect future residents from noise

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impacts. These include impacts associated with the A50 and the new link road to the strategic employment site to the west. The proposals should also ensure that the route of the former Derby and Sandiacre Canal can be safeguarded to allow for its long term restoration.

- 6.24.3 A small part of the western corner of the Holmleigh Way site, where it abuts the City boundary lies within Flood Zone 2 and therefore, in terms of development potential, is less sequentially preferable than other areas of the City. However, comprehensive development in this location provides opportunities to mitigate flood risks associated with the Cuttle Brook. The benefits of developing this site in terms of its potential to create a cross boundary sustainable urban extension help to balance the flooding issue, providing appropriate flood mitigation measures can be secured.
- 6.24.4 There is pressure on school places at primary and secondary level in and around Chellaston. These developments will be expected to contribute to expanding/securing local primary school provision to ensure there are sufficient places available to meet the needs of residents.
- 6.24.5 As set out in Policy CP21 the level of housing growth in and around the edge of Derby when combined with the lack of existing secondary school places and increasing pupil numbers at primary schools mean a new secondary school(s) in South Derbyshire will be required during the plan period. These sites will be required to contribute towards securing this new provision.

# AC25 - Brook Farm:

Land to the north of Oregon Way and Tennessee Road, will deliver up to 275 new high quality homes forming a sustainable urban extension to the north of Chaddesden.

The Council will require:

- (a) new development to embrace high design standards and reflect the sensitivity of the location, in particular the topography of the site, its prominence and its relationship with the nearby Green Belt and open countryside
- (b) the formation of improved pedestrian and cycle links into the existing residential areas of Chaddesden via Tennessee Road and Oregon Way. Walking and cycling links will be provided across the site improving connectivity with the open countryside
- (c) the formation of a 'green corridor / buffer' along the southern edge of Chaddesden / Lees Brook which will act as a buffer between new development and the brook, forming a recreational route way. The buffer will act to protect and enhance the biodiversity value of the brook and form connections with areas of accessible public green space
- (d) where possible, the retention of existing hedgerows within the development
- (e) contributions to primary and secondary school place provision
- (f) that no vehicular access to the site is taken from Tennessee Road and that any vehicular access taken to the site from Acorn Way is subject to appropriate conditions to ensure that safe and suitable access is secured
- (g) the provision of publicly accessible recreational green space
- (h) a comprehensive surface water management scheme to be implemented; and
- (i) that if Extra Care housing is included in the development

Figure 38 - Extent of Brook Farm Allocation



- a minimum of 60 units and supporting communal facilities are provided
- 6.25.1 The development of this site will require comprehensive landscaping, particularly on the northern and eastern edges, to help mitigate its urbanising impact on the nearby open countryside and Green Belt in Erewash and in Derby to the east of Acorn Way. The height and massing of development on the site will also need to respect the visual prominence of the site and the topography of the land.
- 6.25.2 The development will integrate with the existing townscape, creating a seamless extension to the existing community. Pedestrian and cycle routes will be established allowing
- integration with the existing residential area and local facilities and links to new and existing open spaces and recreational routes.
- 6.25.3 In order to ensure highway safety is maintained no vehicular access will be permitted to the site from Tennessee Road. This requirement is partly to ensure that safe access and egress is maintained at Chaddesden Park Infant and Junior Schools which are accessed from Tennessee Road.
- 6.25.4 Any highway access to the site from Acorn Way will be subject to appropriate conditions to ensure highway safety. Acorn Way is a fast, rural road and it is important that any vehicular access is designed and implemented in a way

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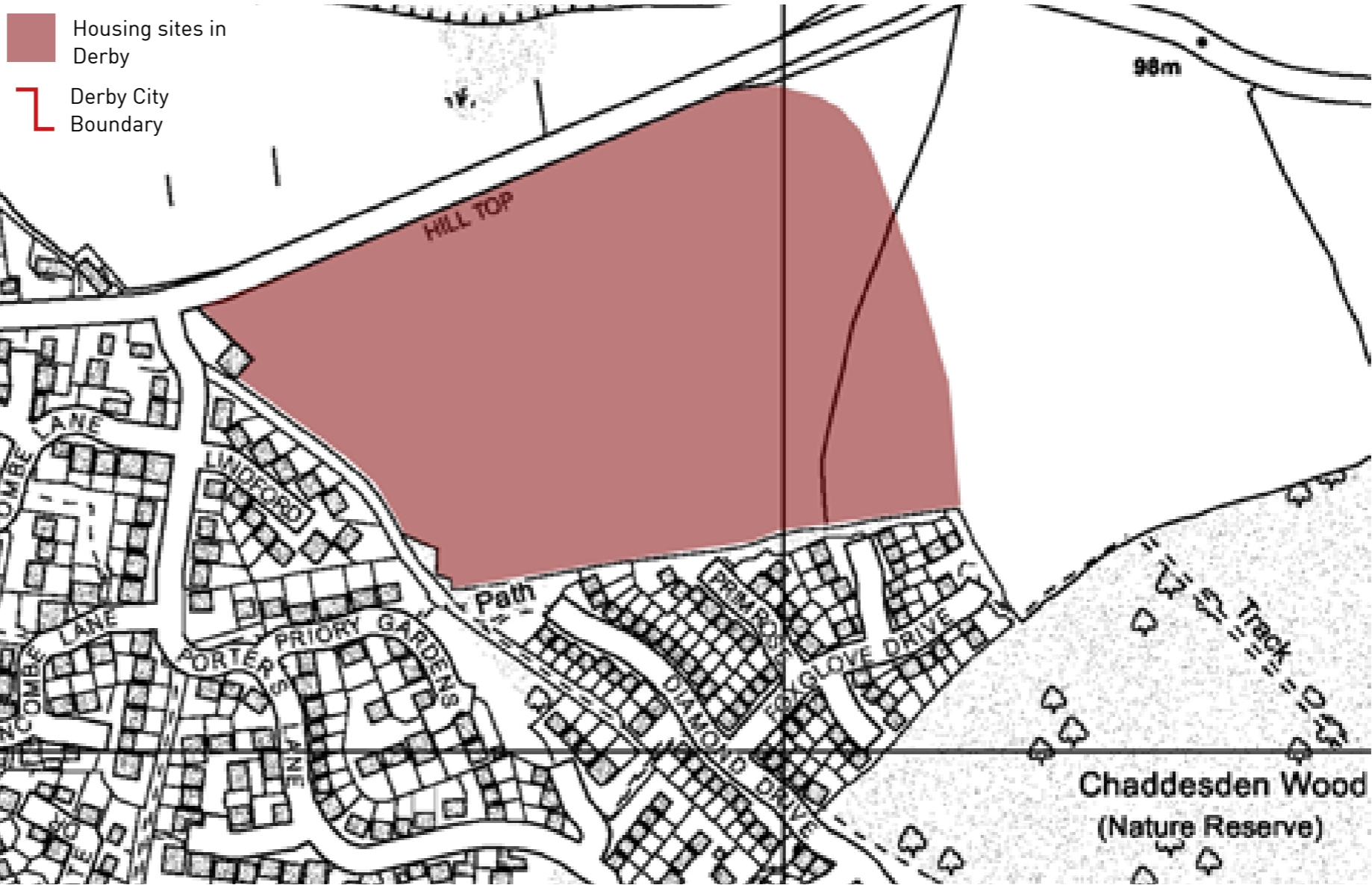
which ensures that the junction and adjacent stretches of Acorn Way are safe. Any access to Acorn Way should be designed in a way which minimises any adverse impacts on the open countryside including the nearby Green Belt.

- 6.25.5 When the site has been developed the remaining Lees Brook Valley Green Wedge will not fulfil the purposes of Green Wedges and will therefore be removed in the Local Plan Part 2.
- 6.25.6 The Chaddesden area has been identified by the Council as an appropriate location for Extra Care development which can meet the housing needs of the aging population. The Council will welcome proposals which deliver Extra Care accommodation as a component of the development as long as it is of an appropriate and manageable size and the necessary supporting facilities are provided. In order to ensure an integrated and manageable development a minimum of 60 dwellings should be provided in any Extra Care proposal. Contributions towards the provision of affordable housing on the site will also be welcomed in the form of Extra Care provision.
- 6.25.7 A comprehensive surface water management scheme will be required. The consideration of surface water and fluvial flooding issues will be an important consideration given the topography of the site and its proximity to the Chaddesden and Lees Brooks.
- 6.25.8 The pedestrian/cycle route way south of the brook should be consistent with the Council's Rights of Way Improvement Plan (RoWIP) and form connections to Tennessee Road.

# AC26 – Land South of Mansfield Road, Oakwood:

- Land to the north-west of Chaddesden Wood will deliver up to 200 new high quality homes forming a sustainable extension to Oakwood.
- The Council will require:
- (a) new development to embrace high design standards and reflect the sensitivity of the location, in particular the topography of the site, its prominence and its relationship with the nearby Green Belt, Green Wedge and open countryside
  - (b) comprehensive landscaping throughout the scheme to help mitigate the urbanising impact of the development on the remaining areas of Green Wedge and the Green Belt to the north. A green corridor along the eastern boundary of the site will be required to act as a buffer between the new development and the Green Wedge, providing a link between Chaddesden Wood and the open countryside
  - (c) that the site is only accessed from the A608 and will be designed to reflect the sensitivity of the greenfield location
  - (d) improved pedestrian and cycle links into the existing residential areas, the Green Wedge and Chaddesden Wood
  - (e) that the principle of the Oakwood Green Wedge is maintained, allowing open countryside to penetrate into the built area
  - (f) that development will contribute to the expansion, enhancement and on-going maintenance of Chaddesden Wood
  - (g) the provision of publicly accessible recreational green space
  - (h) a comprehensive surface water management scheme to be implemented

Figure 39 - Extent of Allocation to the South of Mansfield Road



- (i) contributions towards both primary and secondary School provision in the local area
- 6.26.1 The site covers an area of 8.3 hectares and is located to the west of the Oakwood Green Wedge, providing a sustainable extension to Oakwood. The layout and design of the development will need to integrate with the existing townscape and create a seamless extension to the current built development in this area.

- 6.26.2 Development along the eastern boundary should be sensitively laid out to mitigate the visual impact of the development and take account of the nature conservation interest of the Green Wedge and Chaddesden Wood LNR. As part of the development, the Council will require comprehensive landscaping to mitigate the urbanising effect on the Green Wedge to create new defensible boundaries, especially along the eastern boundary of the site.
- 6.26.3 Development should minimise the impact on the mouth of the Green Wedge and facilitate the delivery of qualitative improvements to both the wedge and Chaddesden Wood.

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- 6.26.4 Vehicular access to the site will only be from a ghost island on Mansfield Road. Additional pedestrian & cycle access points will also be created to link the development with the surrounding residential area to the east and south, the Green Wedge and Chaddesden Wood.
- 6.26.5 Flooding has been experienced in Breadsall, located to the north, and at the junction of Mansfield Road and Lime Lane. The Council therefore, will expect development to include measures to reduce and manage surface water run-off.

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# 7. MH1 - Making it Happen

The Council is committed to ensuring that the necessary and appropriate infrastructure, facilities, amenities and other planning benefits are provided to:

- Meet the objectives of this plan and mitigate the impact of development
- Facilitate growth
- Solve existing problems

The Council will only permit proposals for new development where a comprehensive and co-ordinated approach to both phasing and infrastructure can be demonstrated. In particular the Council will seek to ensure that the density, layout and design of roads, buildings and green space is comprehensively phased and implemented within identified development sites.

Through the use of planning obligations, the Council will ensure that new development will be supported by the necessary and appropriate infrastructure, such as:

- Affordable housing
- Education facilities
- Pedestrian, cycle and public transport facilities, disabled people's access and services
- Traffic management measures and road improvements
- Water, sewerage, surface water drainage and flood defences
- Health and community facilities
- Provision of green infrastructure, including public green space, sport and recreation facilities
- Public realm improvements and public art
- Protection or enhancement of the City's cultural heritage

- Any other infrastructure deemed necessary to mitigate the impact of the development

Proposals that do not make adequate provision for necessary infrastructure will be resisted.

The Council will:

- work in partnership with infrastructure providers, grant funders, the development industry and other delivery agencies to seek the necessary infrastructure to support new development, mitigate its impact and improve the lives of people living in Derby
- take the necessary action to implement the policies and proposals of this plan, including:
  - Applying planning conditions
  - Securing developer contributions
  - Entering into joint development schemes
  - Assisting with site assembly
  - Using Compulsory Purchase powers
  - Seeking external funding
  - Enforcement powers
- use Section 106 obligations, the Community Infrastructure Levy (CIL) or successor regulations/ guidance to secure developer contributions. Where appropriate, these contributions will be pooled to allow the provision of strategic infrastructure that individual schemes cannot justify on their own
- set out strategic infrastructure priorities in its Infrastructure Delivery Plan
- determine the nature and scale of any planning obligation

sought by taking into account specific site conditions and other material considerations including long-term viability. Redevelopment of previously developed land or mitigation of contamination may be taken into account

- ensure that the necessary infrastructure is provided either on-site or off-site as part of the development or by making financial contributions towards its provision and/ or maintenance

Where a developer can provide robust evidence to demonstrate that it is not viable to deliver the policy requirement, the Council may require developers to enter a 'clawback' agreement which will allow contributions to be increased in the future should higher levels of viability become achievable during the lifetime of a development.

7.1 Like many cities, Derby's growth will happen on sites located near to existing development, infrastructure facilities and networks. However, we recognise that the existing infrastructure is of varied age, quality and often under pressure from existing residents, businesses and visitors.

7.2 It is essential that the aims and objectives of the Core Strategy's spatial vision are met to ensure that Derby grows in a sustainable manner. This will need the necessary transport, physical, social and environmental infrastructure providing in a timely manner to support growth.

7.3 Cumulatively, almost all development puts additional pressure on infrastructure and should contribute to addressing that impact. While some infrastructure can be directly provided by, and directly serve a specific development, in many cases it will be necessary to pool funding from several developments. The use of planning obligations and the Community Infrastructure Levy have an important role in contributing to the provision of supporting infrastructure.

7.4 The Council and its partners have an important role in ensuring the City's infrastructure is maintained, improved and where necessary, expanded. The Infrastructure Delivery Plan (IDP) contains the strategies and projects of both the Council and its partners necessary to support development.



- 7.5 The Council's Infrastructure Delivery Plan (IDP) sets out the essential infrastructure required to deliver the Core Strategy. The schedule includes approximate costs, timescales, funding sources and, where known, likely delivery agents. The IDP is a 'living' document, and as such there will be on-going monitoring of infrastructure requirements and dialogue with infrastructure providers, throughout the Core Strategy Plan period. Where necessary the IDP will be updated and new priority schemes included.
- 7.6 The site specific policies outlined in this Plan specifically set out the infrastructure requirements to support each individual development site.
- 7.7 The Council currently has an adopted Planning Obligations Supplementary Planning Document which sets out the Council's approach, policies and procedures in respect of Planning Obligations. Its aim is to indicate the requirements that are likely to be needed, providing formulae for calculating contributions and ensuring transparency, certainty and speed in the application process.

# 8. Monitoring How we are Doing:

- 8.1 Monitoring is an essential component of effective spatial planning. It helps determine whether policies are achieving their intentions and ultimately whether there is a need to review the policies. It is particularly important for some Core Strategy policies which rely upon monitoring outcomes as part of their implementation.
- 8.2 The Part 1 Plan will be supplemented by a Part 2 Plan which will be combined to form a single Local Plan for the city. The Part 2 Plan will identify additional sites for development and will consider further amendments to Green Wedge boundaries if necessary.
- 8.3 An early review of the local plan will be necessary to roll forward the plan period beyond 2028. It is likely that this will need to be aligned in some way with those of neighbouring local authorities as it is again unlikely that Derby will be able to meet its objectively assessed needs in full within its administrative boundaries. Whilst this work is likely to commence soon after adoption of the Part 2 Plan, we will in any event begin the review should we fail to demonstrate a 5 year supply of housing land (measured at the end of March each year) for 2 consecutive years after adoption of the Part 2 Plan.
- 8.4 It is an expectation for development plan soundness that policies have an agreed approach to monitoring. This section sets out a series of monitoring indicators that have been established in order to monitor the implementation of the Core Strategy, although the ability to maintain the extent of monitoring will always be dependent upon availability of resources.
- 8.5 The monitoring framework is subject to change and will be reviewed throughout the lifetime of the Plan to ensure that monitoring remains effective.

**Table 6: Monitoring Indicators**

Policy Reference	Suggested Policy Performance Indicators
<b>CP1(a) - Presumption in Favour of Sustainable Development</b>	N/A
<b>CP1(b) - Placemaking Principles for Cross Boundary Growth</b>	N/A
<b>CP2 - Responding to Climate Change</b>	Proportion of commercial buildings built to different BREEAM standards Number of schemes using BREEAM Communities Framework Change in per capita emissions Percentage of homes in fuel poverty Number of instances of internal flooding of buildings reported to the Council Traffic levels at strategic locations in the City
<b>CP3 - Placemaking Principles</b>	Number of developments built to 'Built for Life' standard
<b>CP4 - Character and Context</b>	N/A
<b>CP5 - Regeneration of Communities</b>	Number and scale of sites developed which are identified within Policy CP5 Proportion of new homes built on previously developed land Change in index of multiple deprivation 'scores'
<b>CP6 - Housing Delivery</b>	Number of dwellings completed each year Proportion of new homes built on previously developed land Maintaining a 5 year supply of deliverable housing sites
<b>CP7 - Affordable and Specialist Housing</b>	Number of affordable units built Number of affordable units secured through S106 on relevant sites
<b>CP8 - Gypsies and Travellers</b>	Net additional plots/pitches developed each year Maintain a supply of sites sufficient to provide for future needs set against targets set out in the GTAA Refresh
<b>CP9 - Delivering a Sustainable Economy</b>	Amount of business and industrial land / floorspace completed each year Net change in business and industrial land / floorspace each year Net change in employment
<b>CP10 - Employment Locations</b>	Amount of business and industrial development built on sites identified under Policy CP10

Policy Reference	Suggested Policy Performance Indicators
<b>CP11 - Office Development</b>	Net change in office floorspace within CBD Net change in floorspace in out-of-centre locations Net change in employment / jobs by sector
<b>CP12 - Centres</b>	Net change in in-centre floorspace (sqm) Net change in vacant units in defined centres Net change in proportion of uses within defined centres Net change in footfall or visitor numbers within the City Centre
<b>CP13 - Retail and Leisure Outside Defined Centres</b>	Net change in edge-of-centre floorspace (sqm) Net change in out-of-centre floorspace (sqm)
<b>CP14 - Tourism, Culture and Leisure</b>	Annual number of day visitors to the City Annual number of staying visitors to the City Net change in average visitor spend Number of hotel bed spaces in City Centre & rest of City Net change in tourism value to City economy
<b>CP15 - Food, Drink and the Evening Economy</b>	Maintenance of 'Purple Flag' status for City Centre Number / proportion of units in defined centres in food and drink use Instances of crime/anti-social behaviour related to drinking in City Centre
<b>CP16 - Green Infrastructure</b>	Net change in the amount of Green Infrastructure in the City. Increase in the percentage of people with access to GI assets. The number of 'non-compliant' planning permissions granted within Green Belt and also the annual Government Return on the size of the Green Belt.
<b>CP17 - Public Green Space</b>	Net change in overall provision of recreational and leisure land and facilities over the plan period. Improvements to parks, play areas and other open spaces
<b>CP18 - Green Wedges</b>	Amount of Green Wedge land developed in a manner recognised by the Council as being in conflict with Policy CP18
<b>CP19 - Biodiversity</b>	The condition of nationally protected sites (Natural England) and County Wildlife Sites (Derbyshire Wildlife Trust). The net change in sites of nature conservation importance
<b>CP20 - Historic Environment</b>	Number of heritage assets 'at risk' Take up of heritage grants
<b>CP21 - Community Facilities</b>	Net change in school places Amount/type of community facilities and number of school places secured through S106 on relevant sites
<b>CP22 - Higher and Further Education</b>	Net change in number of students Value of University to City economy

Policy Reference	Suggested Policy Performance Indicators
<b>CP23 – Delivering a Sustainable Transport Network</b>	Proportion of people travelling to work by mode Amount of new cycleway opened Number of long / short stay parking spaces Changes in air quality Changes in public transport patronage Change in Park and Ride patronage Average journey to work distances
<b>CP24 – Transport Infrastructure</b>	Number of schemes identified funded / completed
<b>AC1 – City Centre Strategy</b>	Net change in footfall across different parts of the City Centre Net change in vacant units Net change in employment / jobs by sector and location Number of planning permissions on identified regeneration sites
<b>AC2 – Delivering a City Centre Renaissance</b>	Number of new dwellings delivered within CBD Number of empty properties converted Amount of new commercial and leisure floorspace developed Annual change Prime Zone A rents Number of market stalls rented in the City
<b>AC3 – Frontages</b>	Net change in vacant units Net change in mix of uses and proportion of A1
<b>AC4 – City Centre Transport and Accessibility</b>	Levels of congestion within City Centre (delays, length of queues) Net change in parking spaces Net change in parking take-up / surplus spaces Air Quality readings from city monitoring stations
<b>AC5 – City Centre Environment</b>	[As AC1 – AC3] Number / extent of public realm improvements delivered Number of shop-front enhancement schemes implemented
<b>AC6 – Castleward and the Former DRI</b>	Number of dwellings completed Amount of commercial floorspace completed Amount of new public realm completed Completion of new primary school
<b>AC7 – The River Derwent Corridor</b>	Length of new flood defences completed Number of new dwellings on key development sites Amount of commercial floorspace on key development sites
<b>AC8 – Our City Our River</b>	
<b>AC9 – Derwent Valley Mills World Heritage Site</b>	Number of applications granted in line with WHS partnership and English Heritage advice
<b>AC10 – Darley Abbey Mills</b>	Amount of floorspace bought back into use

Policy Reference	Suggested Policy Performance Indicators
<b>AC11 – The Derwent Triangle</b>	Amount of commercial floorspace completed
<b>AC12 – Derby Commercial Park, Raynesway</b>	Amount of commercial floorspace completed
<b>AC13 – Former Celanese Acetate Site, Spondon</b>	Amount of commercial floorspace/number of homes completed Amount of contaminated remediated
<b>AC14 – Osmaston Regeneration Area</b>	Number of new dwellings completed Completion of the Osmaston Primary School Refurbishment Number of new jobs provided in the Osmaston Regeneration Area
<b>AC15 – Land South of Wilmore Road, Sinfen (Infinity Park Derby)</b>	Amount of commercial floorspace completed
<b>AC16 – Derby Aerospace Campus</b>	Amount of commercial floorspace completed
<b>AC17 – Sinfen Lane</b>	Amount of commercial floorspace/number of homes completed
<b>AC18 – Wragley Way</b>	Number of new dwellings completed
<b>AC19 – Manor Kingsway</b>	Number of new dwellings completed Amount of commercial floorspace completed
<b>AC20 – Rykneld Road</b>	Number of new dwellings completed Amount of commercial floorspace completed Completion of new primary school
<b>AC21 – Hackwood Farm</b>	Number of new dwellings completed Completion of a new Primary School Development of a new local centre
<b>AC22 – Mickleover and Mackworth</b>	Number of new dwellings completed
<b>AC23 – Boulton Moor</b>	Number of new dwellings completed Completion of new primary school
<b>AC24 – South of Chellaston</b>	Number of new dwellings completed

Policy Reference	Suggested Policy Performance Indicators
<b>AC25 – Brook Farm</b>	Number of new dwellings completed
<b>AC26 – Land south of Mansfield Road, Oakwood</b>	Number of new dwellings completed
<b>MH1 – Making it Happen</b>	The policy will be monitored via the Authority Monitoring Report and regular reviews of the Infrastructure Delivery Plan

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# Appendices

# Appendix A: Status of City of Derby Local Plan Review Policies:

The following table indicates the status of saved Policies in the City of Derby Local Plan Review (2006). Policies are either wholly or partially ‘saved’ (in which case, they will generally be reviewed as part of the Part 2 Local Plan), wholly or partially ‘replaced’ by policies in the Core Strategy or they will be ‘deleted’ as they are no longer required or relevant. The table also shows the status of associated allocations shown on the Policies Map. Allocations on the Policies Map will be saved, deleted, replaced or amended.

Existing CDLPR Policy		Policy Text Status	Replacement Policy Number	Proposals Map Allocation Status
GD1	Social Inclusion	REPLACED	CP3	-
GD2	Protection of the Environment	REPLACED	CP2, CP3, CP4 and CP16	-
GD3	Flood Protection	REPLACED	CP2	-
GD4	Design and the Urban Environment	REPLACED	CP2 and CP3	-
GD5	Amenity	SAVED	-	-
GD6	Safeguarding Development Potential	REPLACED	Various	-
GD7	Comprehensive Development	REPLACED	MH1	-
GD8	Infrastructure	REPLACED	MH1	-
GD9	Implementation	REPLACED	MH1	-
R1	Regeneration Priorities	REPLACED	CP5	REPLACED
R2	Friar Gate Station and Environs	SAVED	AC2	SAVED
R3	Land to the south of Slack Lane	SAVED	-	-
R4	Land at the former Manor and Kingsway Hospitals	REPLACED	AC19	REPLACED
R5	Baseball Ground	DELETED	-	DELETED
R6	Darley Abbey Mills	REPLACED	AC10	REPLACED
R7	Markeaton Brook Mixed Use Area	DELETED	-	DELETED
R8	Normanton Road / Peartree Road Linear Centre	REPLACED	CP12	SAVED
CC1	City Centre Strategy	REPLACED	AC1 / AC2	-
CC2	City Centre Shopping Area	REPLACED	AC2 / AC3	REPLACED
CC3	Primary Frontages	REPLACED	AC3	REPLACED
CC4	Becketwell Policy Area	SAVED	-	SAVED
CC6	Riverlights	SAVED	-	SAVED
CC7	Residential Uses within the City Centre	REPLACED	AC1 / AC2	-
CC8	Riverside – Derwent Street	REPLACED	AC2	REPLACED
CC9	Northern Quarter Policy Area	REPLACED	AC2	REPLACED
CC10	East Street / Morledge	REPLACED	AC2	REPLACED
CC11	Sadler Gate / Strand Arcade Special Shopping Area	REPLACED	AC2 / AC3	REPLACED
CC12	Full Street Police Station, Magistrates Court and Cathedral Gardens	SAVED	-	SAVED
CC13	Castleward	REPLACED	AC2 / AC6	REPLACED



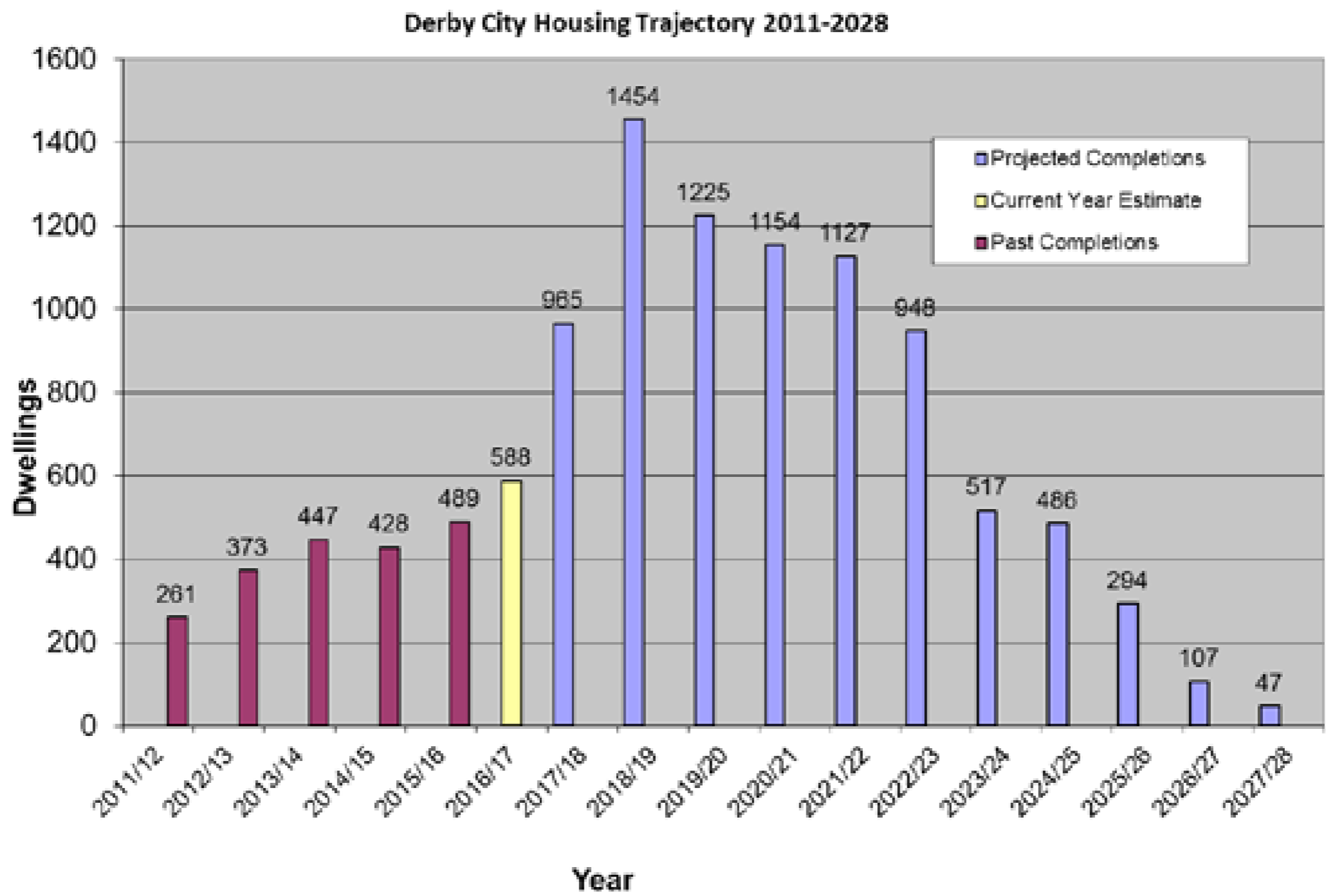
Existing CDLPR Policy		Policy Text Status	Replacement Policy Number	Proposals Map Allocation Status
CC14	Wellington Street	REPLACED	AC2 / AC6	REPLACED
CC15	Improvements within the Central Area	REPLACED	AC1 / AC4 / AC5	-
CC16	Transport	REPLACED	AC4	-
CC17	City Centre Servicing	SAVED	-	-
CC18	Central Area Parking	REPLACED	AC4	DELETED
CC19	Public Car Parking	REPLACED	AC4	-
H1	City Centre and Mixed Use Regeneration Sites	DELETED	-	-
H2	Other Sites within the Urban Area	PARTIALLY SAVED	-	AMENDED
H3	Re-development Sites	DELETED	-	DELETED
H4	University Campus, Mickleover	DELETED	-	DELETED
H6	Highfields, Broadway	DELETED	-	DELETED
H9	Rykned Road, Littleover	REPLACED	AC20	SAVED
H11	Affordable Housing	REPLACED	CP7	-
H12	Lifetime Homes	REPLACED	CP7	-
H13	Residential Development -General Criteria	SAVED	-	-
H14	Re-use of Underused Buildings	SAVED	-	-
H15	Sites for Travellers	REPLACED	CP8	-
H16	Housing Extensions	SAVED	-	-
EP1	Land South of Wilmore Road, Sinfin	REPLACED	AC15	SAVED
EP2	Raynesway/Former Acordis site, Spondon	REPLACED	AC12	SAVED
EP3	Pride Park	PARTIALLY SAVED	CP10	AMENDED
EP4	West Raynesway	SAVED	-	SAVED
EP5	Bombardier	DELETED	CP10	DELETED
EP6	Chaddesden Sidings, West	SAVED	-	SAVED
EP7	Chaddesden Sidings, South	REPLACED	AC11	SAVED
EP8	High Quality Business Park Opportunity Sites	DELETED	AC24	DELETED
EP9(a)	Harvey Road	SAVED	-	SAVED
EP9(b)	Osmaston Park Road	DELETED	CP10	DELETED
EP9(c)	Station Road, Spondon	DELETED	CP10	DELETED
EP9(d)	Nottingham Road, Spondon	SAVED	-	SAVED
EP9(e)	Wilmore Road, Sinfin	SAVED	-	SAVED
EP9(f)	Station Road, Spondon	DELETED	-	DELETED
EP9(g)	Nottingham Road, Spondon	DELETED	CP10	DELETED
EP9(h)	Mansfield Road	DELETED	-	DELETED
EP9(i)	Alfreton Road	SAVED	-	SAVED
EP9(j)	Sinfin Lane	DELETED	CP10	DELETED
EP10	Major Office Development	REPLACED	CP11	-
EP11	Development in Existing Business and Industrial Areas	REPLACED	CP10	AMENDED
EP12	Alternative Uses of Proposed Business and Industrial Areas	REPLACED	AC11, AC12, AC15	-
EP13	Business and Industrial Development in Other Areas	REPLACED	CP10	-
EP14	Employment with Potential Off-Site Effects	DELETED	-	-
EP15	Visitor Attractions	REPLACED	CP14	-
EP16	Visitor Accommodation	REPLACED	CP14	-

Existing CDLPR Policy		Policy Text Status	Replacement Policy Number	Proposals Map Allocation Status
S1	Shopping Hierarchy	REPLACED	CP12	-
S2	Retail Location Criteria	REPLACED	CP12	-
S3	District and Neighbourhood Centres	REPLACED	CP12	SAVED
S4	Proposed Neighbourhood Centres	REPLACED	CP12	DELETED
S5	Small Shops	REPLACED	CP13	-
S6	Extensions to Small Shops	REPLACED	CP13	-
S7	Conversion of Shops	REPLACED	CP13	-
S8	Out-of-Centre Retail Parks and Other Locations	REPLACED	CP13	SAVED
S9	Range of Goods and Alterations to Retail Units	REPLACED	CP13	-
S10	Trade and Showroom Type Sales	SAVED	-	-
S11	Factory Shops	SAVED	-	-
S12	Financial and Professional Services and Food and Drink Uses	REPLACED	CP15	-
E1	Green Belt	REPLACED	CP16	SAVED
E2	Green Wedges	REPLACED	CP18	AMENDED
E4	Nature Conservation	REPLACED	CP16 and CP19	AMENDED
E5	Biodiversity	REPLACED	CP16 and CP19	-
E6	Wildlife Corridors	REPLACED	CP16 and CP19	SAVED
E7	Protection of Habitats	REPLACED	CP16 and CP19	-
E8	Enhancing the Natural Environment	REPLACED	CP16 and CP19	-
E9	Trees	REPLACED	CP16 and CP19	-
E10	Renewable Energy	REPLACED	CP2	-
E11	Recycling Facilities	SAVED	-	-
E12	Pollution	SAVED	-	-
E13	Contaminated Land	SAVED	-	-
E14	Development in Proximity to existing Operations	SAVED	-	-
E15	Protection of Mineral Resources	SAVED	-	-
E16	Development close to important open land	REPLACED	CP3	-
E17	Landscaping Schemes	SAVED	-	-
E18	Conservation Areas	SAVED	-	AMENDED
E19	Listed Buildings and Buildings of Local Importance	SAVED	-	-
E20	Uses within Buildings of Architectural or Historical Importance	SAVED	-	-
E21	Archaeology	SAVED	-	SAVED
E22	Historic Parks and Gardens	SAVED	-	SAVED
E23	Design	REPLACED	CP3, CP4	-
E24	Community Safety	SAVED	-	-
E25	Building Security Measures	SAVED	-	-
E26	Advertisements	SAVED	-	-
E27	Environmental Art	REPLACED	CP3	-
E29	World Heritage Site and its Surroundings	REPLACED	CP20, AC9	SAVED
E30	Safeguarded Areas Around Aerodromes	SAVED	-	SAVED

Existing CDLPR Policy		Policy Text Status	Replacement Policy Number	Proposals Map Allocation Status
L1	Protection of Parks and Public Open Space	REPLACED	CP17	SAVED
L2	Public Open Space Standards	REPLACED	CP17	-
L3	Public Open Space Requirements in New Development	REPLACED	CP17	-
L4	New or Extended Public Open Space	SAVED	-	AMENDED
L5	Outdoor Recreation	SAVED	-	AMENDED
L6	Sports Pitches and Playing Fields	REPLACED	CP17	SAVED
L7	Derbyshire County Cricket Ground	SAVED	-	SAVED
L8	Leisure and Entertainment Facilities	REPLACED	CP13, CP14 and CP21	-
L9	Former Derby Canal	SAVED	-	SAVED
L10	Allotments	REPLACED	CP17	SAVED
L11	New Community Facilities	REPLACED	CP21	-
L12	Protection of Community Facilities	REPLACED	CP21	-
L13	Cemeteries	SAVED	CP16	SAVED
LE1	Education Uses	REPLACED	CP21	-
LE2	School Uses	SAVED	-	SAVED
LE3	University District	REPLACED	CP22	SAVED
LE4	Derby University Main Campus	REPLACED	CP22	SAVED
LE5	Derby College Campus, Wilmorton	DELETED	-	DELETED
LE6	Derbyshire Royal Infirmary	REPLACED	AC6	REPLACED
T1	Transport Implications of New Development	REPLACED	CP23	-
T2	City Council Schemes	SAVED	-	SAVED
T3	Highways Agency Schemes	REPLACED	CP24	SAVED
T4	Access, Parking and Servicing	REPLACED	CP23	-
T5	Off-Street Parking	REPLACED	CP23	-
T6	Provision for Pedestrians	REPLACED	CP23	-
T7	Provision for Cyclists	REPLACED	CP23	-
T8	Provision for Public Transport	REPLACED	CP23	-
T9	Park and Ride	SAVED	-	SAVED
T10	Access for Disabled People	SAVED	-	-
T11	New Bridge over the River Derwent	DELETED	-	DELETED
T12	New Road between Sinfin and Chellaston	REPLACED	CP24 and AC15	SAVED
T13	Protection of Railway Lines and Canal Routes	REPLACED	CP23	SAVED
T14	Public Rights of Way	REPLACED	CP23	SAVED
T15	Protection of Footpath, Cycleways and Routes for Horse riders	SAVED	CP23	SAVED

# Appendix B: Housing Trajectory (2011-2028):

The Housing Trajectory, which includes both market and affordable housing provision, is a reflection of the housing supply position at the point of adoption of the Local Plan, Part 1. The trajectory will change over time to reflect the most up to date position and updates will be provided in the Council's Authority Monitoring Report (AMR). Further housing sites will be identified in the Local Plan Part 2 which are not included in the graph.



# Appendix C: Parking Standards:

Use Class A	
Parking spaces for non-residential employees and customers (non-operational)	
Use Class A1 (Gross Floorspace)	
Up to 1000 m2	1 space per 25m2
1000 m2 and over	Food retail
	1 space per 14m2
	Non-Food retail
	1 space per 20m2
Use Class A2	
All	1 space per 35m2
Use Class A3/A4/A5 (Gross area)	
Customers	1 space per 5m2
Employees	1 space per 4 members of staff normally present in working hours
Transport Cafes and Roadside Services – Subject to Transport Assessment	

The layout of the development site should ensure that delivery and service vehicles can park and manoeuvre safely off the highway

Use Class B1	
Parking spaces for non-residential employees and customers (non-operational)	
Use Class B1a (Gross Floorspace)	
Up to 2,500 m2	1 space per 40m2
2,500 m2 and over	1 space per 30m2
Use Class B1b (Gross Floorspace)	
Up to 2,500 m2	1 space per 85m2
2,500 m2 and over	
Use Class B1c (Gross area)	
Up to 2,500 m2	1 space per 85m2
2,500 m2 and over	
Applications for B1 uses with training and conference facilities will be treated as mixed B1 and D1 uses. In such cases, the Council will seek to negotiate appropriate levels of car parking provision and any alternative arrangements for access to the site, depending upon the location of the development site	

Use Class B2 / B8	
Parking spaces for non-residential employees and customers (non-operational)	
Use Class B2	
All	1 space per 85m2
Use Class B8	
All	1 space per 215m2

The layout of the development site should ensure that delivery and service vehicles can park and manoeuvre safely off the highway.

Developers that require spaces for employees who go out on business journeys on a regular basis during the working day should submit a Transport Assessment with any planning application. This should indicate the number of staff permanently in the office and the number of staff requiring cars for business trips and the frequency of their trips. This information will provide a basis for negotiations with the Council on appropriate levels of parking provision in the context of the development site's location, degree of access to public transport and the parking standards above.

Use Class C1/C2/C2a	
Parking spaces for non-residential employees and customers (non-operational)	
Use Class C1 Hotels	
Guests	1 space per bedroom
Where appropriate arrangements should be made with existing local public/private car park operators. Coach parking should be individually assessed.	
Use Class C2/C2a	
Staff normally on duty	1 space per 2 members of staff
Residents	1 space per 4 bed spaces. Spaces for setting down and picking up of residents to minimum dimensions of 7.2m and 3.5m
Student Accommodation	1 space per 4 students resident in student halls
At least 1 space per 15 bed spaces or less should be for ambulance or mini-bus parking and indicated as parking for disabled people	

Use Class C1/C2/C2a	
Operational Parking Areas for Use Class C1 and C2/C2a: Car parking spaces for vehicles used for business purposes only and space to allow for loading and unloading within the site.	
The following operational parking areas should be used as guidelines only	
Use Class C1 Hotels	
Staff	1 space per 2 staff normally present plus 1 space for setting down and picking up of guests
Use Class C2/C2a	
Staff	1 space per 2 members of staff
Hostels	
Staff	1 space per 2 members of staff
Other	1 space per 4 bed spaces

Use Class C3	
Residential parking will be negotiated site by site on the basis of the size of the proposed dwellings, availability of public transport and consideration of existing on-street parking issues.	

Use Class D	
Parking spaces for non residential employees and customers (non operational)	
Use Class D1	
Places of worship and church halls	1 space per 2 staff normally on duty Assessment needed for visitors
Museums & Art Galleries	1 space per 2 staff normally on duty Assessment needed for visitors
Schools	1 space per 2 staff normally on duty
Higher & further education	General guide – 1 space per 2 staff members plus 1 space per 15 students for development over 2500m2. Transport assessment may be appropriate
Hospitals	General guide – 1 space per 4 staff 1 space per 3 daily visitors
Surgeries & clinics	1 space per medical staff member and 2 spaces per consulting room
Crèche, day nurseries and day centres	1 space per 2 employees Transport assessment may be appropriate

Use Class D2	
Assembly & leisure (swimming/fun pools, skating rink, indoor sports and recreation)	1 space per 25m2 Transport assessment may be appropriate
Cinemas, music & concert halls	1 space per 5 seats Transport assessment may be appropriate
Stadia: over 1500 seats	1 space per 15 seats Transport assessment may be appropriate

- The Transport Assessment should provide details on:
- the location of the site in the city and existing provision of alternative modes of transport
  - whether the development is new build or a conversion/redevelopment of an existing building
  - any potential for sharing existing car park spaces on land within walking distance from the development site
  - the numbers of people expected to attend on a regular basis and for any events, festivals, ceremonies which attract more visitors than would regularly attend the development.



Use Class D (continued)
Car park spaces for vehicles used for business purposes only and space to allow deliveries and servicing within the site (operational parking)
The layout of the development site should ensure that delivery and service vehicles can park and manoeuvre safely off the highway. The following operational parking areas should be used as guidelines and applied where appropriate.
Use Class D1: Places of worship and church hall, museums and art galleries, schools, higher education, surgeries and clinics, day nurseries and day centres.
Minimum 1 space for the setting down and picking up of customers/visitors off the highway.
Used Class D2
Minimum space of 100m2 clear of the highway One space per member of managerial staff Two spaces for the setting down of visitors

## Uses Not Included Above

1. Theatre: Standards as per Use Class D2
2. Amusement arcades/centre: Standards as per Use Class A1
3. Launderettes/Dry Cleaners: Standards as per Use Class A1
4. Cash and carry premises:
 

Operational  
 Minimum 100m2 standing space per 1000m2 gross floor space plus 50m2 per 1000m2 additional space  
  
 Non Operational  
 Staff – 1 space per 2 staff plus  
 Customers – 1 space per 25m2 gross trading floor space.
5. Petrol filling station, garages, service station:
 

Operational  
 1 space for breakdown of towing vehicle if needed plus 4 spaces (or 4 lorry spaces in the case of commercial vehicle service stations) per each service bay  
  
 Non operational  
 1 space per 2 employees or 1 space per 40m2 gross floor space whichever is the lesser provision

Petrol stations must provide adequate queuing facilities clear of the public highway

6. Taxi and private hire businesses: To be considered on their merits. Applicants are advised to consult the City Council before drawing up detailed plans.
7. Scrap yards, car breakers and mineral deposits: To be considered on their merits. Applicants are advised to consult the City Council before drawing up detailed plans.

## Cycle Parking Standards

For all developments over 100m2 there should be a minimum provision of 3 secure and preferably covered cycle parking spaces.

For development of 1000m2 and above, the provision of cycle spaces should follow the basic guideline of 5% of the maximum parking provision for cars.

## Motorcycles

Any transport assessments and travel plans should indicate the expected level of demand for motorcycle parking and make provision for safe and secure motorcycle parking where appropriate

## Disabled Peoples’ Parking

The City Council will seek a proportion of parking spaces for disabled people as follows:

1. Where up to 25 spaces are provided, a minimum of 1 space for disabled people
2. From 25-100 spaces, 1 space per 25 or part thereof
3. Above 100 spaces, 4 spaces plus 1 space per additional 100 or part thereof

In each case, these spaces should be close to the principal entrance.



# Appendix D: Open Space Standards:

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Open Space Type	Accessibility
City Parks	10 minute drive time / public transport (circa 8000m)
District Parks	15 minute walk time (roughly 1200m)
Neighbourhood Parks	10 minute walk time (roughly 800m)
Natural and semi-natural green space	10 minute walk time (roughly 800m)
Children’s play areas	10 minute walk time (roughly 800m)
Facilities for young people	15 minute walk time (roughly 1200m)
Allotments	15 minute walk time (roughly 1200m)
Outdoor sports facilities	Not applicable



# Appendix E: Glossary of Terms:

## **5-Year Supply**

To help with boosting the supply of housing, the National Planning Policy Framework (NPPF) requires local planning authorities to identify and keep up-to-date a deliverable five year housing land supply.

## **A1 Use Class**

Shops, hairdressers, undertakers, travel and ticket agencies, post offices, pet shops, sandwich bars, domestic hire shops, dry cleaners, funeral directors and internet cafés in accordance with the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments.

## **A2 Use Class**

Financial and professional services – banks, building societies, estate and employment agencies, professional and financial services and betting offices in accordance with the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments.

## **A3 Use Class**

Restaurants and cafés – For the sale of food and drink for consumption on the premises –restaurants, snack bars and cafés in accordance with the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments.

## **A4 Use Class**

Drinking establishments – Public houses, wine bars or other drinking establishments (but not nightclubs) in accordance with the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments.

## **A5 Use Class**

Hot food takeaways – For the sale of hot food for consumption off the premises in accordance with the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments.

## **Active Travel**

An approach to travel and transport which focusses on physical activity such as walking and cycling.

## **Affordable Housing**

Non-market housing that includes Social Rented, Affordable Rented and Intermediate Housing (such as shared ownership) for those eligible households whose needs are not met by normal housing market. Properties are often managed by Housing Associations.

## **Air Quality Management Area (AQMA)**

An area designated by the local authority because it is not likely to achieve national air quality objectives by the relevant deadlines.

## **Authority Monitoring Report**

A report which reviews the progress in the preparation of the Local Plan documents against the milestones set out in the Local Development Scheme and assesses the extent to which development plan policies are being achieved.

## **Archaeological Alert Area**

An identified area that acts as a trigger to alert planning officers to possible archaeological disturbance caused by proposed new development. Development in an area of archaeological potential is likely to require archaeological evaluation and possible mitigation work in advance of building commencing.

## **Area Action Plan**

A type of Development Plan Document that is used when there is a need to provide the planning framework for areas where significant change or conservation is needed (for example key regeneration areas).

## **Article 4 Direction**

A direction which withdraws automatic planning permission granted by the General Permitted Development Order. Article 4 directions are usually used when the character of an area of acknowledged importance could be threatened without this additional control.

## **B1 Use Class**

(a) Offices (other than those that fall within Use Class A2), (b) research and development of products and processes, and (c) light industry appropriate in a residential area.

## **B2 Use Class**

General industrial Use for industrial process other than one falling within class B1 (excluding incineration purposes, chemical treatment or landfill or hazardous waste).

## **B8 Use Class**

Storage or distribution (this class includes open air storage).

## **Biodiversity**

Encompasses the whole natural world and living things, including plants, animals, micro-organisms, bacteria from all ecosystems.

This includes diversity within species, between species and of ecosystems.

## **Biodiversity Action Plan**

Is an internationally recognised programme addressing threatened species and habitats and is designed to protect and restore biological systems.

## **BREEAM**

Building Research Establishment Environmental Assessment Method is an environmental assessment method and rating system for buildings. It sets the standard for best practice in sustainable building design, construction and operation.

## **Brownfield Land**

A general term used to describe land which has been previously developed or built upon. (See Previously Developed Land).

## **Buildings at Risk**

Historic buildings or sites which have been identified as being at most risk of being lost as a result of neglect, decay or inappropriate development.

## **Building For Life (BFL)**

A national standard for well-designed homes and neighbourhoods.

## **Carbon Sink**

A forest, ocean, or other natural environment viewed in terms of its ability to absorb carbon dioxide from the atmosphere.

## **Central Business District (CBD)**

The preferred location in Derby for major new business, leisure, hotel or conferencing development.

## **City Centre**

This is the highest level of centre and embraces a wide range of activities and is the sub-regional focus for commerce, culture, leisure and the visitor economy.

## **Climate Change**

Long-term change in weather patterns and increased global temperatures, which is very likely to be caused by an increase in carbon emissions.

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**Coalescence**

The merging or coming together of separate towns or villages to form a single entity.

**Community Facilities**

Facilities used by the local community for leisure and social purposes including community centres and meeting places, local shops, sports venues, leisure centres, cultural buildings, public houses, places of worship and play areas.

**Community Infrastructure Levy (CIL)**

The Community Infrastructure Levy (CIL) is a levy that local authorities in England and Wales can choose to charge on new developments in their area. In areas where a Community Infrastructure Levy is in force, land owners and developers must pay the levy to the local council. The charges, set by the local council and independently examined, are based on the size and type of the new development. The levy can raise additional funding for charging authorities to carry out a wide range of infrastructure projects that support growth and benefit the local community. It is not expected to pay for all the infrastructure required, but it is expected to make a significant contribution. The CIL (Amendment) Regulations 2014 place a limit on pooled contributions from planning obligations towards infrastructure that may be funded by the levy. The levy is intended to support the growth of the area rather than making individual planning applications acceptable in planning terms. As a result, some site-specific impact mitigation will still be necessary in order for a development to be granted planning permission.

**Comparison Retail**

Items not obtained on a frequent basis and include clothing, footwear, household and recreational goods.

**Conservation Areas**

A conservation area is an area of special architectural or historic importance, the character of which it is desirable to preserve or enhance.

**Consultation Statement**

A document that describes consultation undertaken, outlines who was consulted, how they were consulted and presents a summary of the main issues raised and explains how they have shaped the Local Plan.

**Convenience Goods**

Basic goods or services which people may need on a weekly, if not daily, basis including food, drinks, newspapers, magazines and confectionery.

**Core Strategy**

The name of the Local Plan Part 1 Development Plan Document. It sets out the long term vision for a local authority area, along with objectives and policies. 2012 regulations now require Local Plans to be produced.

**D1 Use Class**

Non-residential institutions such as clinics, health centres, crèches, day nurseries, day centres, schools, art galleries, museums, libraries, halls, places of worship, church halls, law courts, non-residential education and training centres in accordance with the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments.

**D2 Use Class**

Assembly and leisure such as cinemas, music and concert halls, bingo and dance halls (but not nightclubs), swimming baths, skating rinks, gymnasiums or sports arenas (except for motor sports, or where firearms are used) in accordance with the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments.

**Decentralised Energy Production**

The generation of electricity near to where it is used, thereby avoiding transmission losses of traditional, centralised power stations.

**Defined Centres**

Derby has a hierarchy of retail centres which meet the needs of the population which comprises of the City Centre, District Centres and Neighbourhood Centres.

**Demand Management**

Encouraging people to travel less and use sustainable means of travel where possible when they do need to make journeys, sometimes known as ‘Smarter Choices’. It uses techniques for influencing people’s travel behaviour towards more sustainable options such as encouraging school, workplace and individualised or personal travel planning. Also aims to improve public transport and marketing services such as travel awareness campaigns, setting up websites for car share schemes, supporting car clubs and encouraging teleworking.

**Density**

The intensity of development within a given area, usually measured for housing in terms of dwellings per hectare.

**Designated Heritage Asset**

A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated as such under the relevant legislation.

**Derby Housing Market Area (HMA)**

Sub-regional policy area designated within the revoked Regional Spatial Strategy. The Derby HMA is made up of Amber Valley Borough Council, Derby City Council and South Derbyshire District Council.

**Derby Urban Area (DUA)**

The built extent of the city and contiguous built development that spills over into adjoining authorities.

**Developer Contributions**

Developers may be asked to provide contributions for infrastructure in several ways. This may be by way of the Community Infrastructure Levy and/or through planning obligations in the form of Section 106 agreements; and by Section 278 highway agreements. Developers will also have to comply with any conditions attached to their planning permission.

**Development**

Defined in the 1990 Town and Country Planning Act as “the carrying out of building, engineering, mining or other operation in, on, over or under land; or making of any material change on the use of any building or land”.

**Development Management**

The process of reviewing planning applications submitted by development companies, homeowners or businesses. The decision will normally be made in accordance with the development plan, central government guidance and advice, and any other ‘material considerations’. If the application is successful, planning permission will be granted, sometimes with conditions and the development may go ahead.

**District Centres**

Provide a key role to providing services to the City’s neighbourhoods including shopping, commercial, leisure, public and community functions, ensuring that residents can access such services easily.

**Duty to Co-operate**

The Localism Act, section 110, and the National Planning Policy Framework, paragraphs 178 to 181, created a duty on all local planning authorities and other bodies to cooperate with each other to address strategic planning issues.

**Edge of Centre**

For retail purposes, a location that is well connected and within 300 metres of the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.

**Energy Hierarchy**

A classification of energy options prioritised to assist progress towards a more sustainable energy system. The most favoured option is energy saving followed by energy efficiency, sustainable energy production, low impact energy production and concluding with high impact energy production.

**Environment Agency**

Public Body with the principle aim to protect and improve the environment and to promote sustainable development.

**Environmental Infrastructure**

Physical features and natural resources of the environment that provide services or support to society, encompasses Green Infrastructure (see definition below).

**Equality Impact Assessment (EqIA)**

A tool that makes sure that policies and working practices do not discriminate against certain groups and opportunities are taken to promote equality.

**Evening Economy**

Uses and activities which include bars, cafes, nightclubs, restaurants and leisure activities, providing opportunities for people to enjoy and socialise in the evening and night time.

**Examination**

Formal examination of the Local Plan and supporting documents by an independent inspector appointed by the Secretary of State to consider if the plan is sound.

**Extra Care Housing**

Gives people the opportunity to live independently in a home of their own, but with other services (such as 24-hour emergency support, rehabilitation services, day centre activities and a restaurant or some kind of meal provision) on-site if they need them.

**Flood Plain**

Generally flat areas adjacent to watercourses or the sea where water flows in time of flood or would flow but for the presence of flood defences.

**Flood Risk Assessment**

An assessment required at planning application stage, in specified circumstances to identify and assess the risks of all forms of flooding to and from the development, and how these risks will be managed.

**Flood Zone 1**

Land having a less than 1 in 1000 annual probability of river or sea flooding.

**Flood Zone 2**

Land having between a 1 in 100 and 1 in 1000 annual probability of river flooding; or land having between a 1 in 200 and 1 in 1000 annual probability of sea flooding.

**Flood Zone 3a**

Land having a 1 in 100 or greater annual probability of river flooding; or land having a 1 in 200 or greater annual probability of sea flooding.

**Flood Zone 3b**

This zone comprises land where water has to flow or be stored in times of flood. Local planning authorities should identify in their Strategic Flood Risk Assessments areas of function flood plain and its boundaries accordingly, in agreement with the Environment Agency.

**Fluvial Flooding**

Occurs when rivers or watercourses overflow and burst their banks.

**Fuel Poverty/ Fuel Poor**

A household is considered to be fuel poor if it has higher than typical energy costs and would be left with a disposable income below the poverty line if it spent the required money to meet those costs.

**Geodiveristy**

The natural range (diversity) of geological features (rocks, minerals, fossils, and structures), geomorphological features (landforms and processes) and soil features that make up the landscape.

**Green Belt**

A statutory designation of land, which the fundamental aim of is to prevent urban sprawl by keeping land permanently open. The five purposes of Green Belt as set out in the National Planning Policy Framework are:

- To check the unrestricted sprawl of large built up areas
- To prevent neighbouring towns merging into one another
- To assist in safeguarding the countryside from encroachment
- To preserve the setting and special characteristics of historic towns and
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land

**Green Infrastructure**

The network of protected sites, green spaces and linkages which provide for multi-functional uses relating to ecological services, quality of life and economic value.

**Greenfield Land**

Land that has not been developed before or has returned to a natural state after being developed.

**Green Wedges**

Areas of predominantly open land that penetrate the City from the surrounding countryside, providing separation between the different neighbourhoods and land uses within the City. They are a distinctive part of Derby’s character and are a long-standing local policy objective.

**Gypsies and Travellers**

Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family’s or dependants’ educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.



### **Gypsy and Traveller Accommodation Assessment (GTAA)**

The appraisal of accommodation needs for a broader definition of Gypsies and Travellers than defined above; the GTAA will include the needs of travelling showpeople or circus people (whether or not travelling together as such).

### **Habitats Regulations Assessment**

This assessment is required to ensure that:

- A strategy or plan either alone or in combination with other plans or projects, would not have a significant effect on a European site, and
- Where the plan being produced is not directly connected with the management of the site for nature conservation.

### **Hectare (Ha/ha):**

An area of 10,000 sq. metres or 2.471 acres.

### **Heritage Asset**

An element of the historic environment that has a degree of significance. Heritage assets may be found in a variety of forms – buildings; standing, buried or submerged remains; settlements, places and landscapes.

- Heritage assets may be designated under relevant legislation – these designations include World Heritage Sites, Scheduled Monuments, Listed Buildings, Conservation Areas and Registered Parks & Gardens.
- Heritage assets may be designated locally or they may not be designated; they may be identified only at the pre-application stage of a development proposal. Nevertheless, the desirability of sustaining and enhancing their significance is a material planning consideration.

### **Housing Mix**

The provision of a mix of house types, size and tenures on housing development sites.

### **Housing Need**

Assessment of the suitability of present housing, the ability of households to afford market priced housing and requirements of future housing requirements.

### **Housing Strategy**

A Housing Strategy is produced by every Council and sets out the key housing priorities that the Council feels need to be addressed in order to meet the housing needs and aspirations of the local population.

### **Housing Trajectory**

A graph showing housing delivery and expected trends of development in the City.

### **HS2**

This is the second phase of a high speed rail link connecting London with Leeds and Manchester. The first phase will link the Capital with Birmingham while the second phase will continue to Leeds via the East Midlands and to Manchester via Crewe.

### **Independent Examination**

Formal examination of the Local Plan by an independent planning inspector appointed by the Secretary of State to consider whether the Plan is sound.

### **Index of Multiple Deprivation (IMD)**

The Index of Multiple Deprivation is a combination of a number of indicators, chosen to cover a range of economic, social and housing issues, into a single deprivation score for each area in England. This allows each area to be ranked relative to one another according to their level of deprivation.

### **Infrastructure**

The network of communications and utility services such as drains, water, gas, electricity, roads and telecommunications required to enable the development of land. The term is also used to describe social and community services such as schools, public transport, shops, libraries and places of worship.

### **Infrastructure Delivery Plan (IDP)**

A plan to implement the necessary social, physical and green infrastructure, required to create sustainable communities in line with a Local Plan.

### **Joint Strategic Needs Assessment (JSNA)**

Identifies the current and future health well-being needs of the City. Its aim is to support effective strategic planning, priority-setting and commissioning decisions to improve the health and wellbeing of the people of Derby, and reduce health inequalities.

### **Key Diagram**

Diagrammatic interpretation of the spatial strategy as set out in the Local Plan Part 1, Core Strategy showing areas of development opportunity and restraint, and key pressures and linkages in the surrounding area.

### **Listed Building**

A building of special architectural or historic interest. The Planning (Listed Buildings and Conservation Area) Act 1990 gives the Department of Culture, Media and Sport on advice from Historic England, powers to list buildings of special architectural or historical interest. Listed buildings are graded I, II\* or II with grade I being the highest. Listing includes the interior as well as the exterior of the building, and any buildings or permanent structures (for example, walls within its curtilage).

### **Local Centre**

A group of shops and services which serve the immediate local area.

### **Local Development Scheme (LDS)**

A programme of work to be prepared by the Council, setting out what planning documents to be produced and when.

### **Local Enterprise Partnership (LEP)**

A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area. Locally, D2N2 has been formed which covers the administrative geographical areas of Derby City, Derbyshire County Council, Nottingham City and Nottinghamshire County Council.

### **Localism**

The Localism Act (2011) introduced changes to planning system. The Act enables people to influence and get involved in decisions which affect them in a meaningful way.

### **Local Nature Partnership (LNP)**

Local Nature Partnerships are partnerships of a broad range of local organisations, businesses and people who aim to help bring about improvements in their local natural environment. They work strategically to help their local area manage the natural environment. They aim to make sure that its value, and the value of the services it provides to the economy and the people who live there, is taken into account in local decisions, for example about planning and development.

**Local Nature Reserve**

Places with wildlife or geological features that are of special interest locally. The City and County Councils have the power to acquire, declare and manage Local Nature Reserves.

**Local Plan**

A Development Plan Document, which plans for the future development within an administrative area, drawn up by local planning authorities in consultation with communities and other stakeholders.

**Local Transport Plan (LTP)**

An important tool to help the Council, its partners and local communities plan for transport in a way that best meets the needs of the local area. It is a statutory requirement of the Local Transport Act, 2008 to have one. The current third Local Transport Plan (LTP3) for Derby covers runs from April 2011 to March 2026.

**Local Wildlife Site**

Defined areas identified and selected locally for their nature conservation value. Their selection takes into account the most important, distinctive and threatened species and habitats.

**Locally Listed Buildings**

These are buildings designated by the Council to be of local significance and included in a local list. Although they are not legally protected, in general, close scrutiny will be given to any development affecting them.

**Lowland Derbyshire Biodiversity Action Plan (LBAP)**

A plan covering the whole of Derbyshire which is outside the area covered by the Peak District LBAP. Its aim is to conserve and enhance existing wildlife and to redress past losses through habitat conservation, restoration, recreation and targeted action for priority species.

**Major Development**

“Major Development” or a ‘Major Site’ has a range of different interpretations. In terms of the provision of public art, major development is considered by the Council to be residential developments over 100 dwellings and commercial, leisure and industrial developments over 2,500sqm gross floor space or in excess of 1.0 hectares.

The term major development is also used in relation to housing supply and flooding. For the purposes of housing supply and monitoring, major development or a major site is considered to be one which will deliver 10 or more dwellings through either new build, change of use or conversion.

For the purposes of considering the flooding sequential test and other flooding related issues, major development is considered to be development involving any one or more of the following;

- the winning and working of minerals or the use of land for mineral-working deposits;
- waste development
- the provision of dwelling houses where -
  - the number of dwelling houses to be provided is 10 or more; or
  - the development is to be carried out on a site having an area of 0.5 hectares or more.
- the provision of a building or buildings where the floor space to be created by the development is 1,000sqm or more; or
- development carried out on a site having an area of 1 hectare or more.

**Material Consideration**

A legal term describing a matter or subject which is relevant (material) in the determination of a planning application.

**Mitigation**

Measures to avoid, reduce or offset adverse effects of an external factor.

**Mixed-Use Development**

A development that comprises a combination of residential, commercial, cultural, institutional or industrial uses, where those functions are physically and functionally integrated.

**National Planning Policy Framework (NPPF)**

The NPPF replaces the majority of national planning policy documents (PPG/PPS) and many circulars, streamlining them all into one document. It sets out the Government’s planning policies for England and how these are expected to be applied. It provides a framework within which local and neighbourhood plans can be produced reflecting the needs and priorities of the local area.

**Neighbourhood Centres**

Local centres that meet needs for small scale retail and services of small local catchments.

**Neighbourhood Development Plan**

The Localism Act 2011 gave communities the power to establish general planning policies for the development and use of land in a neighbourhood such as where new homes and offices should be built and what they should look like. A Neighbourhood Plan has to be in conformity with the Local Plan.

**Our City Our River (OCOR)**

An infrastructure programme aimed at reducing flood risk in the River Derwent Corridor by providing improved and realigned flood defences, creating more space for water. It will create significant opportunities for new development along the river corridor by providing appropriate levels of flood protection whilst enhancing the leisure, tourism, ecological and sustainable transport value of the River Derwent and its tributaries.

**Out-of-centre**

A location which is not within or on the edge of an identified retail centre.

**Placemaking**

A process and philosophy which promotes bringing all those involved in shaping the quality of a place together in an inclusive and multi-dimensional manner, in order to create sustainable communities and high quality places. Placemaking capitalises on a local community’s assets, inspiration, and potential, ultimately creating places that people feel proud of and have a stake in.



### **Planning Condition**

A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.

### **Planning Obligation**

A legally enforceable obligation entered into under Section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

### **Planning Permission**

A written consent to the carrying out of ‘Development’ issued by a local planning authority or, on appeal, by a Planning Inspector or the Secretary of State. The permission is normally subject to conditions and will lapse if the development is not started within a stated period of time. Planning permission for buildings may be in outline where the principle is approved, subject to the later submission of further applications for the approval of reserved matters.

### **Plots and Pitches (Gypsy and Traveller)**

A ‘pitch’ means an area on a ‘gypsy and traveller’ site developed for a family unit to live. A ‘plot’ is an area on a ‘travelling showpeoples’ site (often called a “yard”) developed for a family unit to live. This terminology differentiates between residential pitches for ‘gypsies and travellers’ and mixed-use plots for ‘travelling showpeople’, which may/will need to incorporate space or to be split to allow for the storage of equipment.

### **Previously Developed Land (or brownfield land)**

Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes; land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended in the landscape in the process of time.

### **Public Open Space**

All open space of public value, including not just land, but also inland bodies of water such as rivers, canals, lakes and reservoirs which

offer important opportunities for sport and outdoor recreation and can also act as a visual amenity.

### **Public Realm**

The space between and surrounding buildings and open spaces that are accessible to the public and include streets, pedestrianised areas, squares, river frontages.

### **Public Rights of Way**

Are routes on which the public have a legally protected right to pass and re-pass.

### **Regeneration**

Development which delivers wider benefits such as economic prosperity, improved environmental conditions and enhanced well-being.

### **Regional Spatial Strategy (RSS)**

The Regional Spatial Strategy set out a coherent strategy for development in the East Midlands and identified specific housing targets for each local planning authority area. The East Midlands Regional Plan (RSS) was revoked in April 2013 however some of the evidence which underpinned it is still relevant.

### **Registered Historic Parks and Gardens**

Designed ornamental landscapes which are included in the Register of Parks and Gardens of Special Historic Interest in England, published by Historic England. Parks and gardens on the register are graded in the same manner as Listed Buildings in order to reflect the importance of the garden or park in comparison with others in England (grades I, II\* and II).

### **Renewable Energy**

Energy produced by a sustainable source that avoids the depletion of earth’s finite resources. Renewable energy sources include the sun, wind, water energy and biomass.

### **Rights of Way Improvement Plan (RoWIP)**

A document which contains actions that help the Council ensure that the City’s Rights of Way network meets the needs of its users as much as possible. It provides guidance to help identify where the Council can improve the network and promote greater use of it.

### **Safeguarding/safeguarded**

To ensure that a particular feature or area is protected either for its intrinsic value or for a particular purpose.

### **Saved Policies**

Policies in the City of Derby Local Plan Review that are retained until they are replaced by the adoption of new Development Plan Documents.

### **Scheduled Monument**

A nationally important monument, usually archaeological remains, which enjoy greater protection against inappropriate development through the Ancient Monuments and Archaeological Areas Act 1979.

### **Secretary of State**

The most senior Government Minister responsible for the work in his/her department. The Department for Communities and Local Government is responsible for planning.

### **Section 106 Agreements**

Section 106 (S106) of the Town and Country Planning Act 1990 allows the Council to enter into a legally-binding agreement or planning obligation with a landowner in association with the granting of planning permission. The obligation is termed a Section 106 Agreement. These agreements are a way of delivering or addressing matters that are necessary to make a development acceptable in planning terms. They are entered into between the Council and developers when a planning application requires site-specific mitigation measures and/or community benefits which cannot be secured through planning conditions. They are used to secure either payment in-kind or financial contributions towards the provision of infrastructure.

### **Sequential Test**

A planning tool requiring a systematic approach to site selection. It requires certain sites or locations to be fully considered for development before less preferable sites or locations are considered.

### **Site of Special Scientific Interest (SSSI)**

Sites designated by Natural England under the Wildlife and Countryside Act 1981.

### **Spatial Vision**

A brief description of how the City will be changed by the end of a plan period.

### **Specialist Housing**

Developed with particular groups of people in mind such as older people (including the frail elderly and those with dementia), people with physical and sensory disabilities, those with learning difficulties or acquired brain injury, young people at risk, people with alcohol or drug dependency, and those requiring refuge from harassment and violence, and others who may, for a variety of reasons, be excluded from the local community. Examples may range from a small scheme of cluster flats with additional facilities for support staff, to much larger extra care schemes enabling older people to live in their own self-contained accommodation but with care and support on-site.

### **Stakeholder**

Anyone with an interest in the City such as a resident, employee, employer, or visitor.

### **Statement of Community Involvement (SCI)**

Is a document which sets out how the Council intends to engage and consult local communities and others in the preparation of the Local Plan and Development Management matters.

### **Statutory**

A legal requirement.

### **Strategic Flood Risk Assessment (SFRA)**

Assessment used to refine information on areas that may flood, taking into account all sources of flooding and the impacts of climate change. It is used to determine the variations in flood risk from all sources of flooding across and from their area. SFRAs should form the basis for preparing appropriate policies for flood risk management.

### **Strategic Housing Land Availability Assessment (SHLAA) and Strategic Housing and Economic Land Availability Assessment (SHELAA)**

A key component of the evidence base to support the delivery of sufficient land for housing and employment needs for Derby. The primary role is to:

- identify sites with potential for housing/economic use;
- assess their housing/economic potential; and
- assess when they are likely to be developed.

### **Strategic Housing Market Assessment (SHMA)**

Is a key element of the Local Plan evidence base. It will analyse the housing market in depth advising on the types of housing needed in different areas and the amount and pattern of need for affordable housing – housing provided for sale and rent at below market prices.

### **Strategic Sites**

Sites for housing, employment and infrastructure which play an important role in the delivery of Local Plan objectives.

### **Supplementary Planning Documents (SPD)**

Documents providing more guidance and information relating to policies in Development Plan Documents.

### **Sustainability Appraisal (SA)**

A systematic review of the City's Local Plan policies in order to evaluate their impacts on achieving sustainable development. The SA assesses the environmental, economic and social impacts of the Plan.

### **Sustainable Communities**

Central Government refers to sustainable communities as 'places where people want to live and work now and in the future'.

### **Sustainable Community Strategy**

In this case, The Derby Plan. A strategy produced by the Council which sets out the long term vision for Derby and provides the framework for regeneration and service improvement. All Council policies and strategies must comply with the Sustainable Community Strategy.

### **Sustainable Development**

The Brundtland Report (1987) defines sustainable development as 'Development that meets the needs of the present without compromising the ability of future generations to meet their own needs'. Sustainable Development encompasses social, environmental and economic issues.

### **Sustainable Drainage Systems (SuDS)**

A range of water management practices and facilities designed to drain surface water in a manner that will provide a more sustainable approach than what has been the conventional practice of routing run-off through a pipe to a watercourse.

### **Sustainable Urban Extension**

An extension to the built up area of the City, built in line with sustainable development principles, aimed at creating a mixed and balanced community, integrating the extension with the existing urban fabric, including the provision of, for example, the necessary infrastructure such as public transport, parks and open spaces whilst also providing for the needs of the new community in terms of jobs and social infrastructure such as education.

### **Sustainable Travel/ Sustainable Transport**

Usually means walking, cycling and public transport, which is generally less damaging to the environment than use of the private car.

### **Tall Building**

Any building that is significantly taller than their surroundings and/ or has a significant impact on the skyline. In the Derby context, buildings and structures in excess of 20 metres are considered "tall". This equates to roughly 5-7 storeys.

### **Test of Soundness**

The examination in public of a Development Plan Document will involve the legal compliance check and an assessment against the tests of soundness, the document should be justified, effective, positively prepared and consistent with national policy.

### **Transport Assessment/Travel Plan**

An assessment to be submitted alongside planning applications for major development, which measures the potential transport impact of proposals and identifies the interventions needed to mitigate these and to encourage access by walking, cycling and public transport.

### **Travelling Showpeople**

Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers.

### **Trunk Road**

Roads carrying strategic traffic that are under the jurisdiction of Highways England.

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**Urban Heat Island Effect**

Describes the increased temperature of urban air compared with rural surroundings. The term 'heat island' is used because warmer city air lies in a 'sea' of cooler rural air.

**Use Classes Order**

The Town & Country Planning (Use Classes Order) 1987 (as amended) specifies various classes of use for buildings or land. Within each class the use for another purpose of the same class does not require planning permission.

**Viability**

In relation to development, this refers to the economic circumstance which would enable development to occur.

**Waste Local Plan**

Prepared jointly by the City and County Councils acting as the authorities responsible for waste related issues including transfer, recycling, treatment and disposal within Derbyshire.

**Watercourse**

Includes rivers, streams, ditches, cuts, rains and sewers (excluding public sewers) which water flows.

**Water Framework Directive (WFD)**

Is the European Union directive which commits member states to achieve good qualitative and quantitative status of all water bodies by 2015.

**Water Hierarchy**

A classification of water use to help progress towards a more sustainable use of water. The most favoured option is to eliminate use followed by eliminating inappropriate use of drinking water, improve efficiency, reuse, recycle and concluding with the least preferable option, disposal.

**Windfall Site**

Are sites that come forward unexpectedly and have not been identified for housing through the plan preparation process.

**World Heritage Site**

An area designated by UNESCO as having 'outstanding universal value' under the United Nations Convention Concerning the Protection of the World Cultural and Natural Heritage.



We can give you this information in any other way, style or language that will help you access it. Please contact us on 01332 640870, Minicom 01332 640666.

## Polish

Aby ułatwić Państwu dostęp do tych informacji, możemy je Państwu przekazać w innym formacie, stylu lub języku.

Prosimy o kontakt: 01332 640870 Tel. tekstowy: 01332 640666

## Punjabi

ਇਹ ਜਾਣਕਾਰੀ ਅਸੀਂ ਤੁਹਾਨੂੰ ਕਿਸੇ ਵੀ ਹੋਰ ਤਰੀਕੇ ਨਾਲ, ਕਿਸੇ ਵੀ ਹੋਰ ਰੂਪ ਜਾਂ ਬੋਲੀ ਵਿੱਚ ਦੇ ਸਕਦੇ ਹਾਂ, ਜਿਹੜੀ ਇਸ ਤੱਕ ਪਹੁੰਚ ਕਰਨ ਵਿੱਚ ਤੁਹਾਡੀ ਸਹਾਇਤਾ ਕਰ ਸਕਦੀ ਹੋਵੇ। ਕਿਰਪਾ ਕਰਕੇ ਸਾਡੇ ਨਾਲ ਟੈਲੀਫੋਨ 01332 640870 ਮਿਨੀਕਮ 01332 640666 ਤੇ ਸੰਪਰਕ ਕਰੋ।

## Slovakian

Túto informáciu vám môžeme poskytnúť iným spôsobom, štýlom alebo v inom jazyku, ktorý vám pomôže k jej sprístupneniu. Skontaktujte nás prosím na tel.č: 01332 640870 Minicom 01332 640666.

## Urdu

یہ معلومات ہم آپ کو کسی دیگر ایسے طریقے، انداز اور زبان میں مہیا کر سکتے ہیں جو اس تک رسائی میں آپ کی مدد کرے۔ براہ کرا: 01332 640870 منی کام 01332 640666 پر ہم سے رابطہ کریں۔



Derby City Council The Council House Corporation Street Derby DE1 2FS

[www.derby.gov.uk](http://www.derby.gov.uk)