

11. Cemeteries and Churchyards

11

Introduction

- 11.1 This typology encompasses both churchyards contained within the walled boundary of a church and cemeteries outside the confines of a church. Cemeteries include private burial grounds, local authority burial grounds and closed churchyards. Although the primary purpose of this type of open space is burial of the dead, rest and relaxation and quiet contemplation, these sites frequently have considerable value for the promotion of wildlife conservation and biodiversity.
- 11.2 Some churchyards contain areas of unimproved grasslands and various other habitats. They can also provide a sanctuary for wildlife in urban areas like Derby.
- 11.3 Derby City Council is a Burial Authority by virtue of S214 (1) of the Local Government Act. There is no statutory duty to create new cemeteries or extensions of existing cemeteries, but burial authorities are under a duty to maintain their existing cemeteries and also to dispose of those who die in the City where other funeral arrangements have not been made.
- 11.4 The City Council operates cemeteries under the Local Authorities Cemeteries Order 1977 (LACO). This order requires the Council to maintain records of all burials in cemeteries and to prevent loss or damage to these records.
- 11.5 Household survey findings indicate that 13% of residents in Derby visit cemeteries and churchyards at least once a week. Nottingham Road Cemetery in Chaddesden was identified as the most frequently visited cemetery in the city.

Current provision

Quantity

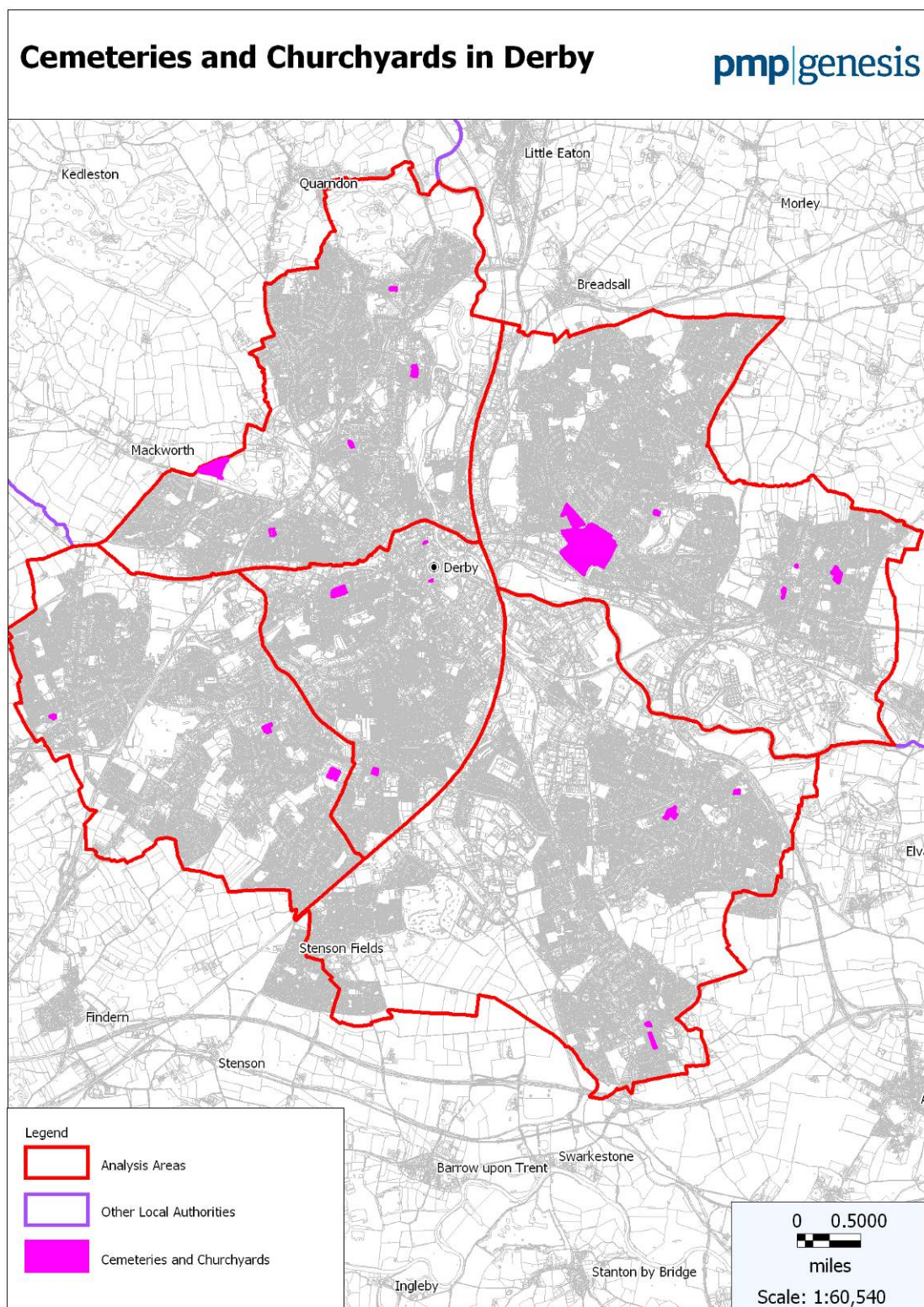
- 11.6 The total amount of land dedicated to cemeteries and churchyards across the City is 46.76 hectares. Nottingham Road Cemetery (30.36 hectares) is the largest site in Derby and accounts for the majority of this provision.
- 11.7 Derby City Council is responsible for the management of six cemeteries within the City, namely:
- Nottingham Road Cemetery
 - Uttoxeter Old Road Cemetery
 - Normanton Cemetery
 - Spondon Cemetery
 - Chellaston Cemetery
 - Mickleover Cemetery

11.8 In addition to maintaining six cemeteries the Council has responsibility for the maintenance and upkeep of eight closed churchyards, specifically:

- St Giles, Village Street, Normanton
- St Peter's, St Peter's Rd, Chellaston
- St Weburgh's
- St Mary's, Chaddesden
- St James the Greater, Osmaston Road
- St Peter's, Littleover Street
- St Peter's Church, City Centre
- Derby Cathedral.

11.9 The distribution of cemeteries and churchyards is illustrated overleaf on Map 11.1. It clearly demonstrates that they are located evenly across the City.

Map 11. 1 – Cemeteries and churchyards across Derby



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Setting provision standards - Quantity

- 11.10 The PPG17 Companion Guide Annex A states: **"many historic churchyards provide important places for quiet contemplation, especially in busy urban areas, and often support biodiversity and interesting geological features. As such many can also be viewed as amenity greenspaces. Unfortunately, many are also run-down and therefore it may be desirable to enhance them. As churchyards can only exist where there is a church, the only form of provision standard which will be required is a qualitative one."**
- 11.11 For cemeteries the PPG17 Companion Guide Annex A states: **"every individual cemetery has a finite capacity and therefore there is steady need for more of them. Indeed, many areas face a shortage of ground for burials. The need for graves, for all religious faiths, can be calculated from population estimates, coupled with details of the average proportion of deaths which result in a burial, and converted into a quantitative population-based provision standard."**
- 11.12 Whilst it is therefore not appropriate to consider a provision standard for churchyards, the future need for cemeteries and burial space should be evaluated.
- 11.13 Although it is possible to provide an indication of the likely future land use requirements, accurately predicting current and future death rates is difficult, particularly in light of changing burial patterns as well as the evolving population profile.
- 11.14 It is important, however, to ensure that the long term burial needs of the population are taken into account as part of future planning in the Local Development Framework. The amount of burial space can be determined based on death rates and burial and cremation preferences in the City, rather than the application of a quantity standard per se.
- 11.15 The indicative analysis of the projected future requirements for burial space in Derby for the period to 2026 has therefore been informed by a series of assumptions around current and future populations, mortality rate trends, and the proportion of people being buried rather than cremated.
- 11.16 The key assumptions are:
- a base point of 2,288 deaths per annum in Derby City (based on 2008 actual, according to Neighbourhood Statistics);
 - 25% of deaths are buried, compared to 75% cremations, based on England & Wales average (Cremation Society of Great Britain); and
 - a burial plot size of 10ft x 4ft 6in.
- 11.17 On this basis, 572 burial plots will be required across Derby City each year, amounting to a total of 9,152 over the Local Development Framework period. This equates to 3.83 hectares of open space.

- 11.18 This calculation does not, however, account for use of current burial plots for multiple interments. Burial plots are typically sold on an assumed lease of 50 to 99 years. It also assumes that the death rates remain constant. Current estimates are that death rate is declining by 0.04% per annum, meaning that this estimate may overestimate the amount of land required.

Adequacy of existing provision in Derby

- 11.19 The cemeteries officer for Derby City Council indicated that there is space remaining to accommodate circa 30 years of burials at cemeteries and churchyards in the City. It was stated that space at the smaller churchyards and cemeteries is however more limited.
- 11.20 There are no plans for future expansion of cemeteries in Derby. However, the Local Plan does however identify open two sites in Chellaston and Mickleover that are allocated for cemeteries.
- 11.21 Based on the above, new provision for cemeteries is not likely to be required over the Local Development Framework period. Assuming that current burial trends remain constant, it will however be essential to consider the provision of new burial space towards 2026, in order to cater for requirements post this period.

Recommended Quantity Standard

Current Provision	Recommended Standard (2026)
Not applicable	Not applicable

Justification

Based on the following key assumptions, 3.83 hectares of burial space will be required in Derby up to 2026:

- a base point of 2288 deaths per annum in Derby City (based on 2008 actual, according to Neighbourhood Statistics)
- 25% of deaths be buried, compared to 75% cremations, based on England & Wales average (Cremation Society of Great Britain); and
- a burial plot size of 10ft x 4ft 6in. It is estimated that this level of provision is already available in the City.

This calculation does not, however, account for use of current burial plots for multiple interments. Burial plots are typically sold on an assumed lease of 50 to 99 years. It also assumes that the death rates remain constant. Current estimates are that death rate is declining by 0.04% per annum.

Quality - Current position

- 11.22 The quality of cemeteries and churchyards was assessed through site visits undertaken by pmpgenesis. The quality of cemeteries and churchyards is summarised in Table 11.1 overleaf.

Table 11.1 - Quality of cemeteries and churchyards

Area	Range of quality scores	Average Quality Score	Highest quality Site (ID)	Lowest Quality Site (ID)
Central	70%	-	Uttoxeter New Road Cemetery (375)	-
North East	55% to 75%	67%	Spondon Cemetery (138)	St Mary's Church, Chaddesden (168)
North West	80% to 90%	84%	Church of Jesus Christ and Latter Day Saints (454)	St Matthew's Church, Darley Abbey (255)
South East	80%	80%	Chellaston Cemetery (698)	St Peter's Church (697)
South West	75% to 95%	83%	Mickleover Cemetery (468)	Normanton Cemetery (552)
Overall	55% to 95%	78%	Mickleover Cemetery (468)	St Mary's Church, Chaddesden (168)

11.23 Positive perceptions regarding the quality of cemeteries and churchyards were evident from consultation findings. Over half of respondents to the household survey (51%) consider the quality of cemeteries and churchyards to be average and 31% of residents indicate that the quality of this type of open space is good. Within the Chaddesden and Mickleover wards elected members considered the quality of cemeteries and churchyards to be good. However, within the wards of Derwent and Mackworth the quality of cemeteries was considered to be poor. This indicates that although the quality of cemeteries and churchyards is generally good, there is room for improvement.

11.24 Reflecting positive views expressed through consultation, site assessments reveal that the quality of cemeteries and churchyards within Derby is good, with the average quality score of a site being 78%. Based on the average quality scores achieved, cemeteries and churchyards are the highest quality type of open space in Derby. The highest scoring sites in the City are:

- Mickleover Cemetery (95%)
- Church of Jesus Christ and Latter Day Saints (90%)
- Allestree Church (85%)

- 11.25 Only St Mary's Church Chaddesden (55%) achieved a quality score below 70%. The site contains no benches and bins and the need for improved maintenance was identified.
- 11.26 The quality of cemeteries and churchyards in the Central area and South East area is poorer in comparison to other geographical areas in the City.
- 11.27 Good maintenance, well kept grass and a range of vegetation were identified as essential features of a high quality cemetery or churchyard. Footpaths, seating and disabled access were identified as desirable features of a site.

Setting quality standards

- 11.28 As highlighted, it is only appropriate to set a quality standard for cemeteries and churchyards. This should take into account any national or local standards. Full indication of consultation and justifications for the recommended local standard are provided within Appendix D. The recommended local standard, derived from consultation has been summarised below:

Quality Standard (see Appendix E)

Recommended Quality Standard

Local consultation, national guidance and best practice suggest that the vision for cemeteries and churchyards should be/incorporate:

Essential	Desirable
Clean / litter free	Footpaths
Well kept grass	Seating
Flowers / trees / shrubs	Disabled access

Accessibility

- 11.29 With regards to accessibility there are no definitive national or local standards for cemeteries and churchyards. There is also no realistic requirement to set catchments for such typologies.

Applying provision standards

- 11.30 Given that it is not appropriate to set any local accessibility standards it is also not appropriate to identify areas of deficiency or need in relation to accessibility.

Key priorities and outcomes

- 11.31 In line with the principles of PPG17, the priorities are set out under the headings of:
- Quality enhancements
 - Protection of existing provision
 - Increasing provision

- Redesignation
- Disposal of facilities
- Enhancing access routes.

Qualitative Enhancements

- 11.32 In addition to ensuring that there is sufficient capacity to meet demand, it is important to consider the quality of cemeteries and churchyards. The recommended quality standard, as well as site visits, should be used to inform the improvements needed. Site visits indicated that key areas for improvement include aspects such as varied vegetation, for example flowers and trees and ancillary accommodation, for example bins, benches and parking facilities. Consultation indicated that a well maintained site and vegetation are important to local residents.

CC1	Support improvements to the quality of cemeteries and churchyards across the City, using the findings of the site visits to guide where and what improvements are required.
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- 11.33 The quality of cemeteries and churchyards from a user perspective should be balanced with biodiversity and the creation of habitats. Cemeteries and churchyards can play an important role in promoting biodiversity and habitat creation, particularly in urban areas such as Derby.

CC2	Stakeholders should recognise and promote the nature conservation value of cemeteries and churchyards and develop a greater awareness of ecological management and maintenance of cemeteries and churchyards.
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Increasing provision and protection of existing provision

- 11.34 It is, however, important to consider the capacity of existing sites to meet future needs. It is apparent that existing cemeteries have a finite capacity and that new provision will therefore be required when sites become full. The application of the quantity standard for cemeteries will enable the projection of future burial needs and will therefore enable the analysis of the adequacy of existing provision.
- 11.35 Proactive planning is essential in order to ensure the adequate provision of cemeteries. The management and maintenance of sites is a big challenge for the Council as is the provision of new burial plots on an ongoing basis and this should be considered as part of the Local Development Framework.
- 11.36 Although consultation with the Council has indicated that no increase in provision is required over the Local Development Framework period (current capacity for approximately 30 years), it is essential that burial capacity is kept under review and that planner for longer term burial needs commences prior to 2026 (assuming that burial patterns remain constant).

CC3	The Council should keep under review the opportunities for the reuse, expansion or acquisition of suitable land to ensure the continued and sustainable provision of cemeteries. The Local Development Framework should facilitate the provision of additional burial space where it is required and should protect existing space.
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Redesignation

- 11.37 There are no recommendations for the redesignation of any cemeteries or churchyards.

Disposal of Facilities

- 11.38 There are no recommendations for the disposal of existing cemeteries or churchyards.

Enhancing Access Routes

- 11.39 In addition to maintaining and improving the quality of cemeteries and churchyards, access to existing facilities will be important if the usage of existing facilities is to be maximised. Consultation highlights access as a key issue across the city. Green linkages to and from residential areas to cemeteries and churchyards is therefore a key priority.

CC4	Ensure that cemeteries and churchyards are accessible by a variety of footpaths and cyclepaths.
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Summary

- 11.40 Cemeteries and churchyards are important natural resources in Derby, offering both recreational and conservation benefits. This type of open space is valuable in Derby and this is highlighted by the fact that 13% of residents in Derby visit cemeteries and churchyards once per week or more.
- 11.41 Given the nature of cemeteries and churchyards, local standards for accessibility have not been set. Despite this, it remains important to consider the future delivery of cemeteries and churchyards anticipating future demand as well as assessing the current level of provision.
- 11.42 The essential and desirable features set out in the quality standards should guide the future development and improvement of cemeteries and churchyards across the City. Site visits indicate that the quality of existing cemeteries and churchyards is high and a generally positive perception regarding the quality of this type of open space was portrayed throughout local consultation.
- 11.43 In addition to offering a functional value, many cemeteries and churchyards have wider benefits including heritage, cultural and landscape values.
- 11.44 The key priorities for the future delivery of cemeteries and churchyards across Derby therefore include:
- the LDF should facilitate the delivery of additional cemeteries and should project need across the LDF period. New provision is not likely to be required over the LDF period, however, pressure on smaller sites was identified and demand should therefore be monitored. As a

minimum, it will be necessary to consider the need for new provision towards the end of the planning period;

- recognise and promote the nature conservation value of cemeteries and churchyards and investigate the implementation of ecological management;
- enhance the quality of sites where appropriate using the essential and desirable features as a guide; and
- improve access routes to and within cemeteries and churchyards.

12. Green Corridors

12

Introduction

- 12.1 This open space type includes towpaths along canals and riverbanks, cycleways, rights of way and disused railway lines. Green corridors are linear routes with a primary purpose of providing opportunities for walking, cycling and horse riding, whether for leisure purposes or travel.
- 12.2 Green corridors are particularly valuable in cities, facilitating links between open spaces and local residential areas and encouraging sustainable travel. They also provide valuable linkages between the city centre and outer suburbs, as well as facilitating access to the nearby Derbyshire Countryside. As highlighted throughout this report, in many instances enhancing links between open spaces will be as important as the development of new sites.
- 12.3 As well as supporting people movement, green corridors facilitate wildlife migration and as a consequence are of particular significance for biodiversity and conservation.
- 12.4 The multifaceted role of green corridors means that they are an essential component of the green infrastructure network of Derby City.
- 12.5 A green corridor network therefore brings the following benefits for local residents:
- improved access to existing sites;
 - increased the usage levels of existing sites;
 - increased the capacity of existing sites by relieving pressure on 'honeypot' locations, for example, providing access routes within sites such as parks, therefore creating easy access in and around open spaces; and
 - increased the catchment areas of existing sites.

Strategic context and consultation

- 12.6 Green corridors represent an important opportunity to promote sustainable transport by bicycle and on foot. Provision and use of green corridors will be a key determinant in the achievement of targets for participation in sport and active recreation.
- 12.7 The Department for Transport recognises the importance of encouraging walking and cycling and published an action plan entitled *Walking and Cycling: an action plan* (2008). The plan states:
- “Walking and cycling are good for our health, good for getting us around, good for our public spaces and good for our society, for all these reasons we need to persuade more people to choose to walk and cycle more often”.**
- 12.8 The Department of Transport goes on to highlight the significant opportunities that exist to encourage residents to walk and cycle more frequently, indicating that:

“Nearly a quarter of all our trips are one mile or less - a generally walkable distance. And 42% are within two miles - less than the average length of a cycling trip. But in addition, walking and cycling provide the vital links to our public transport systems and a 'no-emissions' alternative to motor vehicles.”

- 12.9 This reinforces the need for opportunities to increase levels of physical activity and highlights the need to address any gaps in the green corridor network. Providing a high quality infrastructure will not only increase use of green corridors, but will increase usage of individual open space sites and reduce barriers to access.
- 12.10 The *Derby City Centre Public Realm Strategy* (2007) emphasises the importance of green corridors in increasing access to open space within the city centre. The strategy aims to develop existing city pathways to increase connectivity between city spaces. A key theme of the strategy is the regeneration of the River Derwent greenway.
- 12.11 Feeding in to the priorities of the Core Strategy, the Derby Joint Local Transport Plan (2006 to 2011) highlights three key priorities which can be directly influenced by the provision of Green Corridors and Public Rights of Way network, specifically;
- to maintain and improve the transport infrastructure;
 - to promote and encourage healthier and more sustainable travel choices; and
 - to improve environmental conditions for communities by reducing the adverse effects of transport and enhancing the sense of place through greater social interaction and natural surveillance.
- 12.12 The Derby City Local Plan Review 2006 also supports the creation of a sustainable transport infrastructure, highlighting that:
- the Council seeks to provide a safe and attractive environment for pedestrians, including disabled people (Policy T6);
 - when considering applications for planning permission and other proposals for transport development or traffic management, the Council will seek to negotiate the provision of measures to make cycling safer and more attractive (Policy T7); and
 - the Council will seek to protect and improve existing footpaths, cycling and horse riding routes through the plan area. The Council will also seek provision for horse riding facilities throughout the plan area and implement new routes providing for pedestrians, cyclists and horse riders.
- 12.13 The Plan also indicates that the Council will not grant planning permission for:
- “development that would sever or prejudice the reuse of the routes of former railway lines and canals which an existing or potential function as a pedestrian footpath, cycleway or bridleway (Policy T13); and

- for development proposals which would sever public rights of way, or prejudice access to these routes by pedestrians, cyclists or horse-riders, unless an alternative route or routes can be secured as part of the development, that are at least as safe, convenient and attractive as those being replaced (T14).

12.14 The City of Derby Local Plan Review 2006, City Centre Policies also recognises the importance of linking routes to and within the city centre. Policies relating to open space in the city centre which focus on improvements to green corridors include:

- Policy CC1 – the Council will permit new investment which strengthens and integrates its retail, employment, leisure, cultural and residential functions to support sustainable development objectives;
- Policy CC6 – planning permission will be granted for the extensive development of the existing bus station. The scheme will facilitate pedestrian and cycle access improvements and include substantial new tree planting and environmental art;
- Policy CC8 – 2.7 hectares is identified as high quality residential land to the west of Derwent Street. The supporting scheme will include community facilities and the Council will seek to ensure that a pedestrian footpath, riverside boardwalk and footbridge to connect Stuart Street with Full Street open space are provided, along with public space improvements. It will also be ensured that proposals relate well to the river and improve public access to it;
- Policy CC9 – Northern Quarter Policy Area – proposals will encourage inclusion of measures to enhance pedestrian links;
- Policy CC12 – proposals for the Full Street Police Station, Magistrates' Courts and Cathedral Gardens must provide landscaped areas of public open space in the same general location as Cathedral Gardens, but which provides improved public access, relates well to new development and provides an improved physical and visual relationship with existing areas. The policy seeks to ensure that the spaces incorporate uses consistent with other Local Plan policies that would maximise potential for public and civic uses and activity; and
- Policy CC13 – planning permission will be granted for new development of a variety of uses providing that it does not impair (and where appropriate enhances) the attractiveness of the footway and cycleway route linking Pride Park and the Railway station with the City Centre.

12.15 The Core Strategy Options Paper (Derby City Council, 2010) outlines several local priorities. Of specific relevance to green corridors are:

- Objective 15 - Enhance the River Derwent corridor as the key environmental, cultural and historic asset within the city: create a more attractive and welcoming riverside area for Derby residents and visitors, exemplified by the Derwent Valley Mills World Heritage Site. Provide increased flood risk protection to surrounding areas and an improved environment that integrates its biodiversity, built and green open spaces for living, working and for relaxing;
- Objective 19 - Protect and improve Derby's natural environment: by developing a network of green spaces based around the River Derwent, the Derby and Sandiacre Canal, our parks, green spaces, cycle ways and walkways to provide an attractive, accessible and safe environment that encourages healthy lifestyles, protects and improves biodiversity and complements new development; and

- Objective 26 - Provide safe, healthier travel options and enhance accessibility: improve accessibility to key services such as employment, education and leisure facilities, reducing reliance on unsustainable travel.

12.16 The Derby City Council *Physical Activity Strategy (2009)* further emphasises the importance of green corridors. It seeks to ensure that physical activity is accessible to everyone in the city. Green corridors can play an important role in promoting physical activity. These routes promote activities such as walking, cycling and horse riding and they also provide links to other types of open space that offer sporting and recreational opportunities for local residents.

12.17 The strategy sets a variety of priorities including:

- the creation of active neighbourhoods;
- the creation of active environments; and
- helping every person in Derby have a healthy and active lifestyle.

12.18 The provision of a network of green corridors can contribute to achieving a number of the aims of the strategy, particularly with regards to creating active environments and promoting a healthy lifestyle.

12.19 The effective provision of green corridors also contributes significantly to the achievement of the aims and objectives of the Derby's Sustainable Community Strategy (Derby City Partnership). The strategy sets a vision that:

“People of all ages and from all walks of life will feel they belong to Derby and that Derby offers them everything they need – for work, education, housing, leisure and a safety, healthy lifestyle”.

12.20 Effective Green Corridor routes promote a healthy lifestyle and facilitate access to a variety of different opportunities for residents.

12.21 The geographic area of Derby is included within the 6Cs Green Infrastructure Study. The Strategy is being driven via a partnership of local authorities and environmental organisations called the 6Cs Strategic Green Infrastructure Project Board with support of external consultants, Chris Blandford Associates. It seeks to evaluate the green infrastructure of the region as a whole and to explore the culture and heritage of this infrastructure. It includes all types of open space, of which movement corridors (such as green corridors) are a key feature.

12.22 This evidence base highlights the importance of green corridors and identifies Derby as a City-scale green infrastructure network. The initiative of the strategy for City-scale green infrastructure networks is:

“Providing key connections between sub-regional corridors, the urban fringe and the urban cores related to specific urban areas and sub regional centres.”

12.23 The continued maintenance, improvement and enhancement of green corridors will be key to the achievement of this initiative. The strategy outlines a number of proposals for the green infrastructure network within Derby and these will be returned to later in this section.

- 12.24 Derby City Council, as the managing authority for Public Rights of Way, produced a Rights of Way Improvement Plan (ROWIP) in 2007. This improvement plan recognises the contribution that Public Rights of Way and other routes make to quality of life in the city.
- 12.25 Consultation undertaken as part of the strategy development reinforced the role that green corridors play in every day life, concluding that:
- most path users indicated that they use paths for walking, while 7% also used these routes for running and jogging. A third of walkers indicated that they had cycled on paths;
 - 40% of users indicated that they used paths everyday and a quarter of respondents suggested that they use them 2 to 6 times per week;
 - more than three quarters of walkers indicated that personal enjoyment was their main motivation. Almost two thirds indicated that they walk to the shops and other public places and almost two thirds indicated that they walked to take exercise and enjoy the natural environment. A small proportion indicated that they walked to work, school, college or on an organised event. Findings for cyclists were very similar, with the exception that 40% of users indicated that they currently cycle to work; and
 - only 14% of residents responding to the survey carried out as part of the creation of the Public Rights of Way Improvement Plan indicated that they don't use paths in the city. Almost two thirds of these respondents used other types of transport instead, while a third did not use paths due to health concerns. The other key identified barriers were a lack of time and the challenges of using paths for disabled residents.
- 12.26 Consultation undertaken as part of this assessment of open space, sport and recreation facilities largely supports the key findings of consultation carried out as part of the Public Rights of Way Improvement plan. The key issues arising relating to usage include:
- according to the household survey, 36% of residents visit green corridors weekly and a further 30% use green corridors once a month or more. The quality of green corridors is considered to be average (39%) or good (35%) by respondents. In contrast 17% of residents perceive the quality of green corridors to be poor; and
 - findings within the five geographical areas support the citywide results. The highest level of satisfaction with the quality of green corridors is portrayed in the South West, where 38% of respondents feel that the quality of green corridors is good.

Current position

Quantity

- 12.27 The definitive Public Map and Statement of Public Rights of Way in Derby currently indicate that the network consists of 42 kilometres of footpaths and 3 kilometres of bridleways. Work is currently underway in the Council to update this map and statement and is scheduled for completion in 2012.
- 12.28 In addition to the definitive rights of way, there are series of permissive paths, many of which have been adopted by Derby City Council for maintenance purposes. Some similar routes are also managed by Derby Homes.
- 12.29 The Council promotes the following information and activities relating to walking routes in Derby:
- online information on Derby City Council website outlining the benefits of walking;

- an online walking journey planner (www.walkit.com);
 - leaflets on walking and nature trails in Derby; and
 - Buggy Walks – a walking programme for parents and babies/toddlers.
- 12.30 In addition to the formal public rights of way and walking routes, the following leisure cycle routes are identified and promoted by Derby City Council:
- Riverside Path alongside the River Derwent (National Cycle Network Route 6) between Derby and Nottingham;
 - Derby Canal Path (also part of National Cycle Network Route 6) between Derby and Leicester;
 - Great Northern Greenway (National Cycle Route 54) connecting Derby with Lichfield;
 - City Rail Trail (from City Centre to the Railway station);
 - National Cycle Route 68;
 - Network of paths around Pride Park providing access to the Derby County Football Club Stadium; and
 - A52 cycleway from Chaddesden to Spondon.
- 12.31 Derby City Council was awarded cycling demonstration town status in 2007. The scheme aimed to encourage more residents to cycle, more safely, more often. Work included the provision of cycling training opportunities, developing after school cycle clubs, installing cycling storage, improving marketing, branding and signage and ensuring that everyone is within 3.2 kilometres of the National Cycle Network. This involved the creation of a new city ring – National Cycle Network Route 66.
- 12.32 The ROWIP indicates that the network of off road horse riding is very limited, with only 3 kilometres of bridleways located across the city (routes). These routes are predominantly located in the Sinfin Moor and Chellaston areas and all routes lead out of the city.
- 12.33 The River Derwent runs directly through Derby, to the north of the City centre and is a key feature of the urban area of the city. Consultation indicated that residents believe that more could be made of this unique feature in the city.
- 12.34 Issues identified during consultation for the ROWIP focused largely on the quality of existing provision. Some of the key priorities for the improvement of the network of paths did however relate to the quantity of existing routes, with almost half of respondents indicating that the creation of new circular walks and short links would be beneficial. The ROWIP indicates that the creation of more cycle paths, more paths from the city centre to the countryside, and more links with public transport routes were identified as important. The need for additional information about existing routes was also highlighted.
- 12.35 Horse riders responding to the consultation undertaken as part of the ROWIP indicated that more paths would be beneficial and that this should include circular paths and routes that lead to the countryside. The creation of new routes was highlighted as the priority.
- 12.36 Like horse riders, the majority of cyclists identified the provision of new routes as their top priority. Cyclists wanted new routes that were safe to use.

- 12.37 Derby is a Sustrans National Cycle Network hub town and contains a network of cycle paths across the City. In addition to the cycle route network, many open spaces such as Allestree Park, Markeaton Park, Darley Park and Arboretum Park are all suitable for cycling. The Council publishes a City Cycle map illustrating all the cycle routes in Derby and Cycle Derby is a project which aims for raising awareness of cycling in Derby, increasing access to existing routes and increasing the number of cycling journeys in Derby.
- 12.38 Consultation carried out as part of this study covered both quality and quantity of provision. Views on the amount of provision varied. At the Members workshop, the need for more green corridors across the city was highlighted. 42% of respondents to the household survey indicated that the quantity of green corridors is sufficient, while 48% suggested that provision is insufficient. Consultations at workshops highlighted the value of the green corridors, particularly in terms of proving linkages to open spaces.
- 12.39 Analysis of the distribution of ROWIP suggests that:
- Public Rights of Way are located around the periphery of the City, particularly in the east. Spondon is particularly well served in terms of adopted Public Rights of Way;
 - there are almost no public rights of way in the inner suburbs or in the city centre; and
 - there are few circular public rights of way or joined up routes. Bridleways are also dispersed across the city.

Setting quantity standards

- 12.40 The PPG17 Companion Guider, Annex A states:

“The need for Green Corridors arises from the need to promote environmentally sustainable forms of transport such as walking and cycling within urban areas. This means that there is no sensible way of stating a provision standard, just as there is no way of having a standard for the proportion of land in an area which it will be desirable to allocate for roads”.

- 12.41 It is therefore recommended that no provision standard should be set. Annex A goes on to state that:

“Instead, planning policies should promote the use of green corridors to link housing areas to the Sustrans national cycle network, town and city centres, places of employment and community facilities such as schools, shops, community centres and sports facilities. In this sense green corridors are demand-led. However, planning authorities should also take opportunities to use established linear routes, such as disused railway lines, roads or canal and river banks, as green corridors, and supplement them by proposals to ‘plug in’ access to them from as wide an area as possible”.

- 12.42 As highlighted above, although no quantity standard has been set, policies in the Derby City local plan and Local Transport Strategy, the ROWIP and the Cycling strategy all seek to increase the amount of footpaths, cycling paths and bridleways and this should be reflected in the Core Strategy and other LDF documents.
- 12.43 The 6Cs Green Infrastructure strategy (2009) indicates that the following needs and opportunities should be considered in order to enhance access to the countryside:
- sub regional strategic connectivity – development of a network of greenways along river corridors and canals, connecting key settlements with each other and with strategic accessible greenspaces;
 - interurban connectivity – development of a network of inter urban greenways connecting cities with satellite settlements;
 - urban – rural permeability – creation of sub urban access route networks – connecting city centres and suburbs to the rights of way network beyond the urban fringe;
 - overcoming barriers to access – provision of safe and convenient bridge crossings at highways, rail corridors and rivers; and
 - sustainable transport integration – promote greater use of public transport to accessible natural greenspace sites of sub regional significance.
- 12.44 The strategy proposes a series of sub regional corridors for the connectivity of the Derby principal urban area. Of particular relevance to Derby City are the plans for the Derwent Strategic River Corridor – which include linking Derby and Long Eaton as well as with existing country parks. The creation of this corridor would bring access and movement, cultural, biodiversity and landscape benefits as well as support the management of floodrisk.
- 12.45 As well as the interventions of sub regional significance, a series of plans for local new and enhanced green infrastructure are referenced, including:
- Derby Urban Fringe – Kedleston to Derby Countryside Gap (includes links with Allestree Country Park);
 - Lower Derwent Floodplain – Derby City Centre – Elvaston Country Park; and
 - Derby Urban Fringe – Findern to Derby Countryside Gap – includes links between Findern and Normanton.
- 12.46 Specific to the movement of people, a number of strategic opportunities for enhancing access of the Natural greenspace network are also highlighted. It is anticipated that these opportunities would be provided in the form of greenways, which include seat furniture, sculpture, interpretive panes and provide habitats for wildlife. The proposed network seeks to provide access routes from Derby in to the countryside and therefore fits with key issues arising through consultation. Of specific relevance to Derby City are the proposed greenways from Markeaton to Kedleston Country Park and from Findern to Normanton.
- 12.47 The Derby City ROWIP sets out 15 proposed routes across the city, specifically:
- cycleway/walkway crossing River Derwent;
 - route partly using formal railway line from Wilmore Road to Station Road;

- cycleway/walkway along Hell Brook from Fresco Drive and Rykneld Road to the existing City Boundary;
- route alongside the former railway line between Mackworth and Mickleover;
- cycleway – walkway from Back lane, Chellaston to the former Derby Canal Route;
- cycleway – walkway from Booth Street/Coleman Street to the former Derby Canal route at Harvey Road;
- cycleway – walkway within the Pride Park area;
- extension of the riverside recreational route to Allestree Park (north and south);
- cycleway – walkway using the former Breadsall/Ilkeston railway line to the Pentagon Island;
- extension of the Markeaton Brook Walkway towards Markeaton Park;
- cycleway/walkway along the Chaddesden and Lees Brook towards Locko Park;
- cycleway – walkway from Highfield Lane, Chaddesden to Borrowash following the former Derby Canal Route;
- cycleway from Brisbane Road, Mickleover to Mackworth Park alongside Bramble Brook; and
- cycleway from Uttoxeter Road to Kingsway.

12.48 These routes are of local significance to Derby.

Quality

12.49 Quality is central to the use and value of green corridors both as a recreational resource and also as a means of enhancing wildlife.

12.50 Consultation undertaken as part of the ROWIP indicates that the key issues relating to the quality of green corridors are as follows:

- | | |
|-----------------------------------|--|
| • overgrown vegetation; | • litter and dog fouling; |
| • poor surfaces; | • poor condition of gates and styles;
and |
| • physical obstructions; | • poor signage. |
| • concerns about personal safety. | |

12.51 The ROWIP indicates that at the time of writing, the gates and stiles at public rights of way were in good condition and in general, routes are well signed from the road. 81% of corridors in the city were recorded as easy to use. Improving the perception of personal safety and improving the quality of surfacing were identified as key issues.

12.52 Similar issues were also identified by cyclists and horse riders. For all groups, concerns about personal safety were the key quality issue identified. Non users indicated that the connection of existing routes with public transport facilities was central to encouraging them to use routes. Other schemes that were requested included health related schemes, guided walks, more circular routes and routes to the natural environment as well as improvements to the safety of the routes.

12.53 Key issues relating to the quality of provision from consultations carried out as part of this study include:

- a difference in opinion regarding the quality of green corridors was portrayed by children and young people. 28% of children felt that green corridors are sometimes unclean with litter, 26% stated that they are clean, safe and nice to use and 22% indicated that this type of open space is always unclean and has lots of litter on it. The quality of green corridors is considered to be average (29%) or good (22%). Opportunities to improve linkages between areas of the city through the creation of green corridors were highlighted. 33% of young people felt that the quality of green corridors is average and could be improved. 22% stated that green corridors are of poor quality and in need of extensive improvement;
- dog fouling (29%) was identified as a significant problem by frequent users of green corridors. Litter (57%) was perceived to be minor problem experienced by users. Grass cutting (57%) and the maintenance of footpaths and seating were not felt to be problematic. The need for improved maintenance along the river walk was emphasised. Litter was highlighted as a problem in this area. Overall, green corridors in general were perceived to be of adequate quality. These types of open space were identified as being well maintained and accessible for residents;
- at the stakeholder workshop, there was perceived to be a good amount of high quality recreational routes for walking and walking. At the Derby Gender and Sexuality Diversity forum, green corridors were also perceived to be valuable. The need to maximise the natural assets of the City and create effective linkages was emphasised. The rivers running through the City were perceived to create significant opportunities to provide attractive corridors. Opportunities to enhance recreational routes across the city were highlighted as being a key focus; and
- the need to ensure that corridors are accessible to all residents was highlighted. Consideration should be given to the provision of audio, visual and sensory stimuli to maximise access for all residents. In addition, stiles etc. should be removed so that residents of all ages are able to use the routes.

Setting quality standards

12.54 A quality vision, based on the aspirations of the local community of Derby has therefore been set. Full justifications for the recommended local standards are provided within Appendix E.

Recommended Standards

Local consultation, national guidance and best practice suggest that the following features are essential and desirable to local residents:

Essential	Desirable
Clean and litter free	Well kept grass
Accessible footpaths	Flowers, trees and shrubs
Nature features	Level surface
Perception of safety	Appropriate access and entrance.
Overall continuity of route	

Accessibility

- 12.55 The ROWIP highlights the importance of providing appropriate access routes and also ensuring that these routes are appropriately signed, and that residents are able to easily access information about the opportunities available. Signage and access to information are identified as key priorities in the ROWIP.
- 12.56 Improvements to the existing green corridor network will have a knock on impact on the accessibility of other types of open space in the city and will facilitate movement to and within other green spaces.

Setting accessibility standards

- 12.57 There is no requirement to set catchments for green corridors due to the linear nature of these routes. This is in line with PPG17 guidance.

Applying provision standards

- 12.58 As provision standards have not been set for accessibility and quantity, there is no opportunity to apply these standards.
- 12.59 The linear nature of green corridors means that these routes have not been assessed as part of the site visit programme. The quality of existing provision has therefore not been measured against the quality standard.
- 12.60 The aim, however, is to provide an integrated network of high quality green corridors which link spaces together and provide opportunities for informal recreation and alternative means of transport. Corridors also enable the migration of species across the City.
- 12.61 The key priorities for the future delivery of green corridors seek to contribute to the achievement of this aim.

Key priorities and outcomes

12.62 In line with the principles of PPG17, the priorities are set out under the headings of:

- Quality enhancements
- Protection of existing provision
- Increasing provision
- Redesignation
- Disposal of facilities
- Enhancing access routes.

Quality Enhancements

- 12.63 Improvements to the quality of existing corridors will be essential if current usage is to be maintained and increased. Residents, Councillors and Neighbourhood Managers highlighted the importance of providing high quality accessible corridors. Promotion of routes available was highlighted as being particularly important. Respondents to the household survey indicated that cleanliness and maintenance, improved footpaths and retaining natural features were key priorities for them. The ROWIP indicates that key issues include perception of safety and security, the surfaces, litter and dog fouling and general maintenance.
- 12.64 Priority should be given to improvement of corridors in parts of the city where such routes, and green spaces are more limited.

GC1	Drive a programme of improvements to enhance the quality of green corridors for recreational use, focusing in particular on the priorities identified within the Derby City Rights of Way Improvement Plan and local consultation. These should link with the quality vision set out earlier in this section.
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- 12.65 The creation of green corridors should not only be considered from a recreational perspective. As referenced earlier in this section, corridors provide an important habitat for wildlife, as well as facilitating migration across the City. The 6cs Green Infrastructure study and the ROWIP both identify the role of green corridors in the promotion of biodiversity and habitats.

GC2	Ensure that maintenance regimes at green corridors are sympathetic to the wider role of these sites in terms of biodiversity and habitat creation.
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Protection of Existing Provision

- 12.66 Consultation demonstrated the importance of green corridors to residents. Aside from parks, green corridors are the most frequently used type of open space in Derby. This type of open space was identified as important in linking open space, sport and recreation facilities and many residents highlighted the need to maximise the opportunities provided by the green infrastructure network, particularly making the most of natural assets such as the River Derwent. Increasing the recreational value of green corridors was identified as important.
- 12.67 The Derby Sport and Physical Activity Strategy also highlights the role that Green Corridors place in the achievement of its objectives. The provision of a network of green corridors is also central to the achievement of the key aims of the Local Transport Plan, as well as of the Derby City Public Rights of Way Improvement Plan and Derby City Centre Public Realm Strategy.
- 12.68 As a consequence of the contribution that green corridors can make to wider strategic policy, as well as in light of the high value placed on green corridors by local residents, the Local Development Framework (LDF) should seek to protect existing corridors and support enhancements to the overall network.

GC3	Seek to protect green corridors through policy in the Local Development Framework.
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New Provision

- 12.69 In addition to identifying routes of sub regional significance, The ROWIP, 6 Cs Green Infrastructure Study and consultation undertaken as part of this assessment all support the need for additional green corridors in the city. There is an identified need to enhance opportunities for walking, cycling and horse riding and to provide an integrated and connected network of paths and greenways. Furthermore, consultations identified the importance of providing circular routes and of connectivity of the path network.
- 12.70 The provision of new routes will contribute to the goals of many documents (as above) and will also facilitate links to, between and within open space, sport and recreation facilities. As well as the key priorities for the creation of new routes highlighted in the documents above, consultation demonstrated that there is a need to link existing green spaces and to provide residents with alternative routes which encourage sustainable transport and reduce reliance on the car. Additionally, it was indicated that the River Derwent offers significant potential (for both green corridors as well as a functional amenity) that is not fully utilised.

GC4	Ensure that policy facilitates the creation of new accessible green corridors suitable for walking, cycling and horse riding.
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GC5	Seek to emphasise and promote the role of the River Derwent in the City and build on the natural resources this corridor offers to improve opportunities for recreation as well as biodiversity.
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Redesignation

- 12.71 There are no recommendations for the redesignation of any green corridors.

Disposal of Facilities

- 12.72 There are no recommendations for the disposal of any green corridors.

Improving Access

- 12.73 As highlighted in previous sections, improving health and physical activity is a key priority for Derby City Council, which seeks to become the most active city by 2015. Enhancing access to green corridors will increase the role that outdoor recreation can play in delivering a number of sustainable health objectives and increase physical activity of residents as well as reduce other traffic pressures in the city. As well as promoting usage of green corridors and ensuring that residents are aware of the opportunities available, access to these sites should be facilitated through the creation of links between green corridors and the public transport network.

GC6	Promote the opportunities available to increase usage of green corridors. As well as increasing awareness, partnership working with the Primary Care Trust and other key organisations to deliver organised opportunities should be considered. Ensure that corridors are accessible for all residents by linking such opportunities with the public transport network.
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Summary

- 12.74 Green corridors provide opportunities close to peoples' homes for informal recreation, particularly walking and cycling, as part of every day activities, for example, travel to work or shops. Therefore the development of a linked green corridor network will help to improve the health and well being of the local community. In this way, green corridors can be integral to the achievement of targets for increased active recreation.
- 12.75 Consultation indicates that they are well used and are a key priority for both residents. The network is however relatively restricted and there are gaps across the city, particularly in the more central areas and inner suburbs. Consultations reveal that residents believe that increasing the amount of public rights of way is important, and that new footpaths, cycleways and bridleways are required. Residents wish to travel into the city centre, as well as sustainably access the natural countryside on the periphery of the city.
- 12.76 In addition to addressing gaps in the existing network, future improvement should also encompass qualitative improvements to existing corridors. The quality of existing corridors was perceived to be relatively good, although issues with safety, uneven surfaces, litter, dog fouling and maintenance were identified.
- 12.77 While green corridors are well used, there are opportunities to further promote these facilities and capitalise on the role that they can play in improving levels of physical activity and contributing to reducing the reliance on the private car.

12.78 The key priorities for the future delivery of green corridors should therefore include:

- facilitating the protection and development of the network;
- ensuring that the provision of new green corridors is facilitated as part of the planning process and is actively addressed by the Council and it's partners;
- driving a programme of qualitative improvements including enhanced maintenance of footpaths, improvements to the perception of safety and increased signage as well as appropriate gateways;
- ensuring that corridors are managed sympathetically taking into account their role in both the provision of habitats and in the sustainable movement of people;
- working in tandem with key partners to help maximise the use of green corridors and Public Rights of Way; and
- promoting the opportunities available to increase usage of green corridors.

13. Civic Spaces

13

Introduction

13.1 Civic spaces include civic and market squares and other hard surfaced community areas designed for pedestrians. The primary purpose of civic spaces is the provision of a setting for civic buildings, public demonstrations and community events. Civic spaces often define the character of the urban environment and the area becomes known for its civic spaces.

13.2 The PPG17 Companion Guide, Annex A states that:

“...the purpose of civic spaces, mainly in town and city centres, is to provide a setting for civic buildings, opportunities for open air markets, demonstrations and civic events. They are normally provided on an opportunistic and urban design led basis. Accordingly it is for planning authorities to promote urban design frameworks for their town and city centre areas”.

13.3 Derby City Centre Management (Derby CCM) support business and retail development in the city centre and manage the existing spaces in the city. Derby CCM also link with the Derby City Centre Management Group, which sets strategy and vision for the development of the city centre. Management and strategy for the public realm in the city, including civic spaces is a key point of this groups remit. These groups are arms of Derby City Council.

13.4 Derby Cityscape Ltd is an urban regeneration company, which was formed in response to the low investment and economic performance within Derby's City Centre. The urban regeneration company was formed as a result of a partnership between public and private sector agencies. Derby Cityscape Ltd has created a masterplan for the city centre (which was adopted by Derby City Council in 2005) which seeks to build on the character of the city and ensure that all parts of the city have a commercially valuable role. Improving public realm is a key objective of Derby Cityscape Ltd.

13.5 The variety of groups committed to managing and improving the civic spaces in Derby serves to highlight the importance of these spaces to the city.

Strategic Context

13.6 The Derby City Local Plan Review (2006) recognises the importance of the city centre and highlights it's commitment to regeneration. Policies relating to open space in the city centre, many of which focus on improvements to green corridors (also referenced in Section 12) within the city centre as well as the civic spaces include:

- Policy CC1 – the Council will permit new investment which strengthens and integrates its retail, employment, leisure, cultural and residential functions to support sustainable development objectives;

- Policy CC4 – for the Becket Well Policy Area, which is identified as a mixed use regeneration opportunity, planning permission will be granted for schemes which support Policy CC1, provide a mix of uses and exhibit a high quality design and layout. The policy states that improvements to the fabric and environment of Green Lane to St Peter's Street will also be undertaken;
- Policy CC6 – planning permission will be granted for the extensive development of the existing bus station. The scheme will facilitate pedestrian and cycle access improvements and include substantial new tree planting and environmental art;
- Policy CC8 – 2.7 hectares is identified as high quality residential land to the west of Derwent Street. The supporting scheme will include community facilities and the Council will seek to ensure that a pedestrian footpath, riverside boardwalk and footbridge to connect Stuart Street with Full Street open space are provided, along with public space improvements. It will also be ensured that proposals relate well to the river and improve public access to it;
- Policy CC12 – proposals for the Full Street Police Station, Magistrates' Courts and Cathedral Gardens must provide landscaped areas of public open space in the same general location as Cathedral Gardens, but which provides improved public access, relates well to new development and provides an improved physical and visual relationship with existing areas. The policy seeks to ensure that the spaces incorporate uses consistent with other Local Plan policies that would maximise potential for public and civic uses and activity; and
- Policy CC15 – in the Central Area, the City Council will seek to implement a series of environmental improvements which will include enhancements to the physical fabric, street furniture, seating, public conveniences, signing and lighting, environmental art, open spaces, pedestrian links and other transport routes. Priority will be given to:
 - Albert Street/Victoria Street/Wardwick/The Strand
 - East Street/Exchange Street
 - Derwent Street/Morledge
 - Bold Street/St Mary's Gate
 - Osmaston Road/London Road
 - Babington Lane/Normanton Road
 - Cathedral Square
 - Bass' Recreation Ground
 - The Riverside and linkages to it
 - The Market Place

13.7 The emerging Core Strategy, currently at Options Stage, also recognises the role that the city centre and the public realm play in the city as a whole. It indicates that the Council has been working with Derby Cityscape to bring forward proposals for the redevelopment of the city centre as a sustainable urban village. The Core Strategy Options Paper (Derby City Council, 2010) contains an emerging spatial vision for the City which states:

“...a strong, accessible and vibrant city centre of regional importance that provides economic, civic and cultural life, new residential areas, a thriving evening economy and Cathedral Quarter and improved links to the train station”.

- 13.8 The emerging local objectives for Derby include reference to civic spaces, specifically:
- Objective 17 - Enhance the city centre's role as a subregional commercial and cultural centre: to ensure a safe, accessible and attractive city centre with vibrant shops, residential areas and evening economy, a thriving Cathedral Quarter and improved links to the train station;
 - Objective 19 - Protect and improve Derby's natural environment: by developing a network of green spaces based around the River Derwent, The Derby and Sandiacre Canal, parks, green spaces, cycle ways and walkways to provide an attractive, accessible and safe environment that encourages healthy lifestyles, protects and improves biodiversity and complements new development; and
 - Objective 20 - Protect and enhance Derby's character and built heritage: protect and enhance the city's historic assets, public realm, older inner city neighbourhoods, established suburbs. Ensuring all new development is of the highest quality, accessible, has regard to local context and is appropriate in terms of scale, density and design.
- 13.9 The Derby Public Realm Strategy was produced by Derby Cityscape during 2007. It sets out proposals for the design of streets and for seven public spaces set within a network of pedestrian routes.
- 13.10 The main objective of the strategy is to enhance the unique identity of the city by providing it with the best possible public realm. The strategy sets out the design and delivery plan for high quality public realm in accordance with masterplan.
- 13.11 A key theme of the strategy is the regeneration of the River Derwent. The River Derwent is identified as offering a number of opportunities in the city centre, including increasing access to open space. The strategy outlines a number of plans to enhance the public realm in the city centre and identifies the importance of Bass's Recreational Ground.
- 13.12 The strategy outlines proposals to increase the provision of civic spaces in Derby city centre by providing two new civic spaces – Friar Gate Square and North Riverside Square. In addition to this the strategy outlines plans to enhance the existing transport network to increase access to existing city spaces.
- 13.13 Linking with this Public Realm Strategy, the Lower Derwent Flood Risk Management Strategy (Environment Agency, 2008) seeks to pull back flood defences in this area. This will provide the opportunity to improve open space alongside the River Derwent, thus facilitating the delivery of this key objective.
- 13.14 The Derby Night Vision Strategy, prepared by Derby CCM, evaluates how the evening and night time economy of the city can be improved and diversified. While there has been growth and improvement in recent years, there is a need to create an environmentally sustainable environment. The provision of effective civic spaces will be central to these aims and objectives.

- 13.15 The strategy comprises five key themes:
- Night time place management
 - Derby City Safe
 - Diversity
 - Accessibility
 - Animating the city.
- 13.16 The strategy highlights the importance of considering both the night and day time economies in planning public realm, and reinforces the importance of the interface between design of spaces and streets and the main activity generators. It also sets out a spatial vision for night life across Derby, indicating that the key sites / target areas are:
- Cathedral Quarter/Upper Friar Gate
 - Victoria Street Cross
 - Market Place
 - Riverside.
- 13.17 Civic spaces are therefore central to the night time economy of the city as well as providing important resources during the day.

Current Provision

- 13.18 The main civic spaces in Derby are as follows:
- Market Place
 - Cathedral Green
 - Cathedral Piazza
 - Osnabruck Square
 - Victoria Street
 - The Spot
- 13.19 In addition to the above sites, the City Council has designated several areas for busking and selling of the Big Issue. The majority of the above sites are managed by Derby CCM on behalf of the City Council. Derby City Council Parks Department remain responsible however for Cathedral Gardens.
- 13.20 22% of residents use civic spaces once a week or more. A further 21% of residents visit civic spaces at least once per month while 45% of residents don't use these spaces. This means that the amount of residents who visit civic spaces is proportional to the amount that visit other types of informal green space.

Quantity of Provision

- 13.21 Few issues relating to the amount of civic spaces were raised during drop in sessions. The need to improve the functionality of existing spaces was highlighted, and the Market Place was identified as a high quality site by residents. This site was viewed as a focal point of the city centre, with a large number of events held.
- 13.22 The need to make better use of the river and link this with the civic spaces in the city was emphasised by residents. The river corridor was perceived to offer huge potential as a green linkage and seen as a key feature of the city centre. Making better use of this natural asset was identified as important.
- 13.23 Respondents to the household survey demonstrate that there is a high level of satisfaction with the quantity of civic spaces in the city. 53% of residents indicated that there are sufficient or more than enough civic spaces and only 29% indicated that more civic spaces are required. Those residents who indicated that more civic spaces are required suggested that there is a need for more meeting space. Most residents however indicated that improving the functionality and value of existing sites is as, if not more important, than providing new sites. This also links to other types of open space. Improving the functionality of existing civic spaces is likely to be central to addressing deficiencies of other types of open space, including provision for children and young people.
- 13.24 PPG17 suggests that it is not realistic to set a quantity standard for civic spaces in light of their specialist nature and no provision standard has therefore been set. PPG17 however adds that it is desirable for planning authorities to promote urban design frameworks for their town and city centres and the design and planning of new neighbourhoods in Derby should therefore take into account the demand for new civic spaces from local residents as well as from visitors to wider catchments and ensure that such spaces are incorporated within master plans. The Derby City Council masterplan was adopted during 2005 and following the adoption of the Core Strategy, it is anticipated that an Area Action Plan will be produced (AAP) which will outline proposed developments on the eastern fringes of the city centre.

Quality

- 13.25 Consultation relating to the quality of civic spaces in Derby reveals that:
- respondents to the household survey held a relatively positive view of the quality of civic spaces with 47% indicating that the quality is average, while 35% suggest that it is good. 14% of residents identify the quality of civic spaces as poor. Residents in each of the different areas of the city held similar views, with over 43% of respondents in each area indicating that the quality of civic spaces is average. Litter (52%) and vandalism and graffiti (52%) were highlighted as minor problems experienced by those residents who stated that they use civic spaces more frequently than any other typology in Derby;
 - Council officers held a less positive view of civic spaces, with 33% of respondents to the officers survey considering the quality of civic spaces to be average (33%). 15% of officers that the quality of civic spaces is poor; and
 - at the city centre drop in session, the Market Place was identified as a high quality site by many residents. This site was viewed as a focal point of the city centre, and it was recognised that a large number of events are held on this civic space. Positive viewpoints of the Market Square were also evident at the workshops, however it was highlighted that the site is difficult to navigate for the visually impaired.

- 13.26 The quality of each civic space has been assessed through a detailed site visit and the completion of a detailed pro forma described in Section 2. More detail is provided in Appendix G. It is important to note that the quality score represents a snapshot in time and records only the quality of the site at the time of the site visit. Consultation indicated that the quality of civic spaces has significantly improved in recent years.
- 13.27 Full details of the consultation and justifications for the recommended local standard are provided within Appendix G. The recommended local standard, derived directly from consultation across Derby has been summarised below.

Recommended Standards

Local consultation, national guidance and best practice suggest that the following features are essential and desirable to local residents:

Essential	Desirable
Clean/litter free	Flowers/trees/shrubs
Seating	Footpaths
Toilets	Events
Infrastructure (such as Bins)	Effective routes to and within the civic space which are accessible to all residents.

Quality Standard (see Appendix G)

Accessibility

- 13.28 Site specific accessibility issues were analysed as part of the programme of site visits and information and signage, transport and general issues were also assessed.
- 13.29 Site assessment ratings show that civic spaces in Derby are easily accessible. Sites were identified as having excellent linkages. Links to existing open spaces and to residential areas outside of the city centre will be central to the future delivery strategy for open spaces and sport and recreation facilities.

Setting an Accessibility standard

- 13.30 PPG17 states that there is no realistic requirement to set catchments for such a typology as the provision of civic spaces will not be appropriate in every environment.
- 13.31 Appropriate access to sites is however paramount in maximising usage and effective linkages to and within civic spaces will be essential both in terms of promoting usage but also in facilitating access by sustainable means of transport.

Applying provision standards

- 13.32 Given that it is not appropriate to set any local quantity or accessibility standards, it is also not appropriate to state areas of deficiency or need based on standards.
- 13.33 As suggested by PPG17, planning policy should aim to facilitate the delivery of civic spaces where appropriate and to provide guidelines as to the appropriate design for such facilities.

Key priorities and outcomes

- 13.34 In line with the principles of PPG17, the priorities are set out under the headings of:
- Quality enhancements
 - Protection of existing provision
 - Increasing provision
 - Redesignation
 - Disposal of facilities
 - Enhancing access routes

Quality Enhancements

- 13.35 Consultation suggests that the quality and functionality of civic spaces is as important as the quantity of spaces in the city. This is also supported by the key priorities outlined in the wider strategic documents. Enhanced quality of public realm will make visiting the city centre a more pleasant experience.

CS 1	Seek to enhance the quality of civic spaces across Derby in line with the recommended quality standard. Focus also on increasing the functionality of existing public open space in the city centre. As well as improving the site infrastructure, this may include continuing to attract events to these spaces and ensuring that they are used both in the day time and in the evening.
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- 13.36 In addition to ensuring that sites are functional from a recreational perspective, the prospect of climate change means that there is a need to tailor civic spaces to reduce the risk of flood risk and protect against urban cooling.

CS 2	Ensure that the design of civic spaces takes into account the need to promote urban cooling and reduce floodrisk.
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Protection of Existing Provision

- 13.37 The importance of protecting civic spaces was also emphasised throughout consultation. Residents indicated that civic spaces were a valuable part of the city. The presence of such spaces is also essential to reduce flood risk and to help the city adapt to the effects of climate change.

CS 3	Seek to protect all civic spaces from residential development.
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Increasing Provision

- 13.38 The amount of civic spaces in Derby did not arise as a key issue during consultation, and the majority of residents are satisfied with the quantity of existing facilities. Despite this, the need to maximise the role of the River Derwent, and to integrate this better with the city centre was raised as a priority throughout a range of consultations. It was suggested that the river provides a significant opportunity for recreational potential (as well as improving the aesthetics of the city).

CS 4	Seek to maximise the role that the River Derwent plays in the city centre for recreation and ensure that the river is fully integrated within the city centre.
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Redesignation

- 13.39 There are no recommendations for the redesignation of any civic spaces.

Disposal of Facilities

- 13.40 There are no recommendations for the disposal of existing civic spaces.

Increasing Access

- 13.41 No standards have been set for accessibility; however access was raised as one of the key issues in relation to civic space. In addition to improving the quality of civic spaces, attendees at the workshop for disabled residents highlighted some barriers to use of the civic spaces. To maximise use of these spaces, consultation should be undertaken with such groups and alterations made to ensure that they are accessible to all.

CS 5	Seek to enhance the quality of civic spaces across Derby for all members of the community and identify a means of increasing the functionality of existing public open space in the city centre. As well as improving the site infrastructure, this may include continuing to attract events to these spaces and ensuring that they are used both in the day time and in the evening.
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- 13.42 In addition to physical access within the sites, access between city centre public spaces as well as access to these spaces from nearby neighbourhoods is a key priority. Officer surveys, drop in sessions and consultations also supported strategic documents in highlighting the need to improve such linkages.

CS 6	Create new and improve existing linkages between civic spaces and to the city centre to maximise accessibility and increase use of the public spaces.
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Summary

- 13.43 There are 18 civic spaces across the city. Throughout the consultation, the aesthetic importance of civic spaces is highlighted and they are perceived to be regularly used by both visitors and residents. Civic spaces function as a key meeting place and provide a release from the stress of work. The Market Place is perceived to be particularly popular and is a defining features of the character of Derby.
- 13.44 Although residents are satisfied with the amount of civic spaces, the opportunities presented by the presence of the River Derwent were frequently referenced during consultations. The need to increase the functionality of existing spaces was however highlighted and enhancements to the quality of existing spaces were also considered to be desirable. In addition to quality enhancements to improve the recreational value of spaces, the need to design civic spaces to ensure that they help to reduce flood risk and promote urban cooling is also emphasised.
- 13.45 Access to and within the civic spaces is highlighted as being as important as the overall quality of the sites themselves. Improvements to linkages between and within sites are therefore of key priority.
- 13.46 A quality standard has been set as a benchmark for new areas of civic space and the maintenance of existing areas across the City.

14. Summary and Planning Implementation

14

Background

- 14.1 This study of open space, sport and recreation facilities has been completed in accordance with the requirements of the latest Planning Policy Guidance Note 17 (PPG17) and its Companion Guide.
- 14.2 This section sets a vision and objectives for the future provision of open space, considers the wider benefits of open spaces and identifies the impact and implications of the provision of open space, sport and recreation facilities on priorities in Derby. It also evaluates the implications of the planned housing growth and the potential location of housing developments, and takes into account the ambition for Derby to become the Country's most active city.
- 14.3 This section also highlights the key priorities arising from the study and the implications of these from a planning perspective.

Vision and Objectives

- 14.4 Consultation throughout this study highlights the importance of open space in Derby not just from a recreational and social inclusion perspective but also as a result of the wider environmental benefits that the spaces bring to the city. As well as mitigating flood risk and supporting the city's adaptation to climate change, open space in Derby provides a haven for wildlife and biodiversity.
- 14.5 The ongoing provision of sufficient, high quality open space, particularly as the population of the city grows, is therefore a key challenge for the Council and its partners.
- 14.6 As a result, it is essential that a clear vision for open space, sport and recreation is developed to guide the proactive planning of open space, sport and recreation facilities across the City and ensure that all partners are working to achieve a common goal. Partnership working and community involvement will be essential if ongoing improvements are to be delivered.
- 14.7 The vision for open space, sport and recreation facilities in Derby is therefore:

“to create an accessible, attractive, safe, secure and sustainable network of open space and sport and recreation facilities that protects and enhances biodiversity, improves choice, access and quality of life and engenders pride and involvement in the local community” .

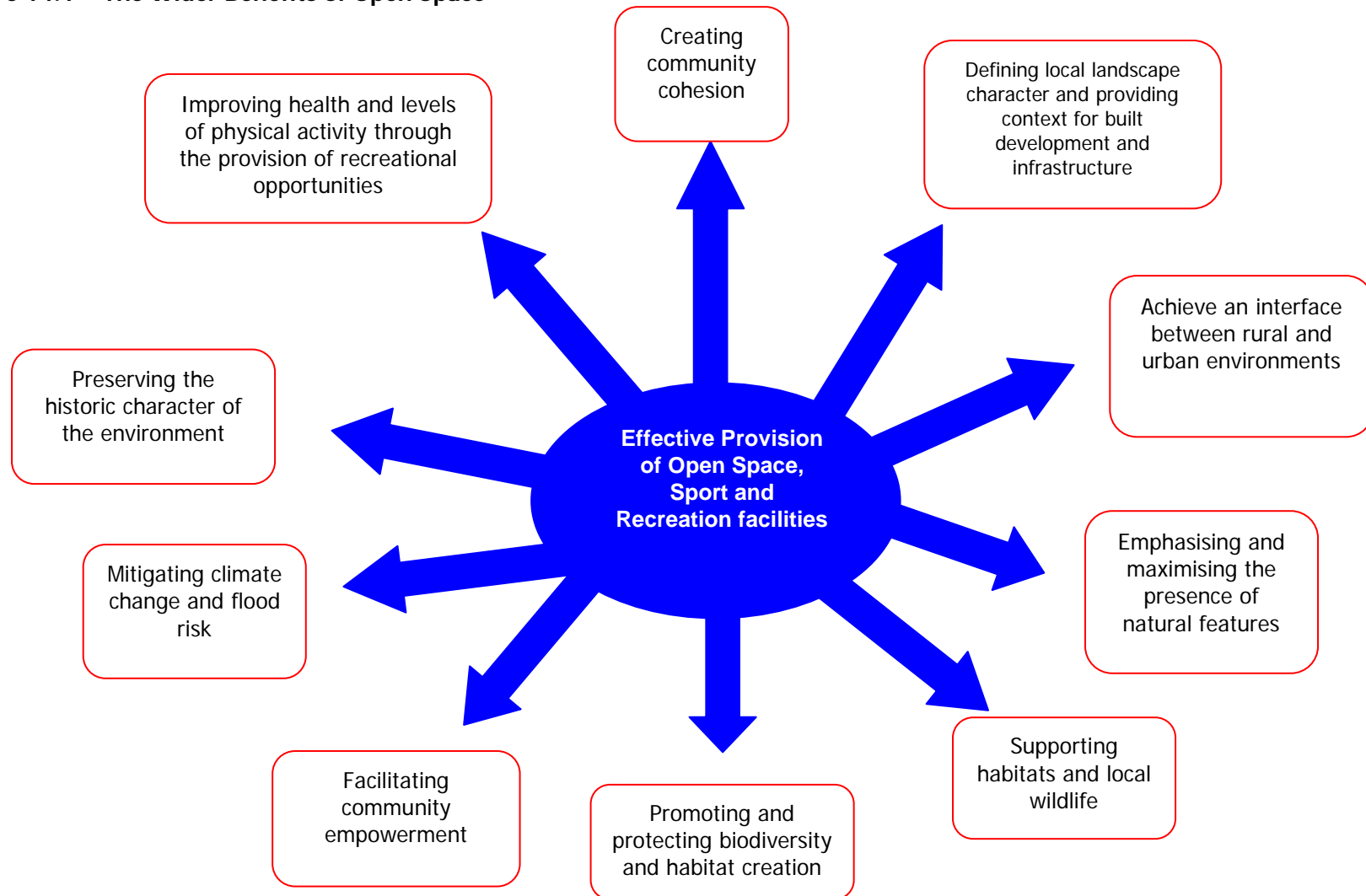
- 14.8 This vision can be achieved by:
- maintaining and enhancing the quality of open spaces across the City;
 - ensuring that the quantity of open space is sufficient to meet current and future needs, taking into account the projected population growth and changing population profile;

- maximising access to existing open spaces; and
 - promoting, encouraging and facilitating community involvement and supporting other key delivery partners.
- 14.9 This PPG17 study therefore summarises the key issues relating to open space, sport and recreation facilities across Derby City and provides a framework for action to support the creation of appropriate policies in the Local Development Framework.

The wider context

- 14.10 There is now national recognition of the continuing importance of open spaces.
- 14.11 The recently published Government strategy on the quality of place 'World Class Places' (May 2009) sets out the Government's vision that all places are planned, designed and developed to provide everyone, including future generations, with a decent quality of life and fair chances. It sees green infrastructure as a core ingredient of this vision. This message and vision is consistent with a number of other cross-Government initiatives. The recently released consultation draft (Planning for a Natural and Healthy Environment), which brings together policy on the protection of open spaces from a range of other Planning Policy Guidance Notes and Statements (PPS 9: Planning for Biodiversity and Geological Conservation, PPG17: Planning for Open Space, Sport and Recreation, PPS 7: Sustainable Development in Rural Areas and PPG20: Coastal Planning) further serves to highlight the importance of the natural environment and the role that the conservation and effective planning of this environment can have on the achievement of wider aims and objectives. The Green Spaces, Better Places Report (DTLR Task Force May 2002) highlighted that parks and open spaces:
- contribute significantly to social inclusion because they are free and accessible to all;
 - can become a centre of community spirit;
 - contribute to child development through scope for outdoor, energetic and imaginative play;
 - offer numerous educational opportunities; and
 - provide a range of health, environmental and economic benefits.
- 14.12 The wider benefits of open space are well documented and are set out in Figure 14.1 overleaf.

Figure 14.1 – The Wider Benefits of Open Space



- 14.13 As well as supporting the attainment of many national aims, the effective provision of open space, sport and recreation facilities is central to the achievement of the objectives of the East Midlands Regional Plan (EMRP) as well as other regional and local documents.
- 14.14 The key objectives of the EMRP are:
- to ensure that the location of development makes efficient use of existing physical infrastructure and helps to reduce the need to travel;
 - to promote and ensure high standards of sustainable design and construction, optimising the use of previously developed land and buildings;
 - to minimise waste and to increase the re-use and recycling of waste materials; and
 - to improve accessibility to jobs and services by increasing the use of public transport, cycling and walking, and reducing traffic growth and congestion.
- 14.15 Seven policies in the plan relate directly to open space, sport and recreation facilities. In particular, Policy 1 highlights the role of green infrastructure in sustainable development, specifically:
- to protect and enhance the environmental quality of urban and rural settlements;
 - to achieve a step change in biodiversity;
 - to reduce the impact of climate change; and
 - to minimise environmental impact of new development.
- 14.16 At the local level, the role that open spaces play in the achievement of wider corporate objectives is recognised, both within overarching documents such as the Sustainable Community Strategy and the Local Area Agreement and also within wider consultations, such as those recently undertaken as part of the preparation for the core strategy, as well as the Leisure Facilities Business Case and the Sport and Physical Activity Strategy. The provision of open spaces is also a key component of the strategy to reduce flood risk and mitigate against climate change.
- 14.17 Table 14.1 summarises the role of open space in the achievement of the priorities of other regional and local strategies. The key objectives of each of the documents are summarised in Section 3.

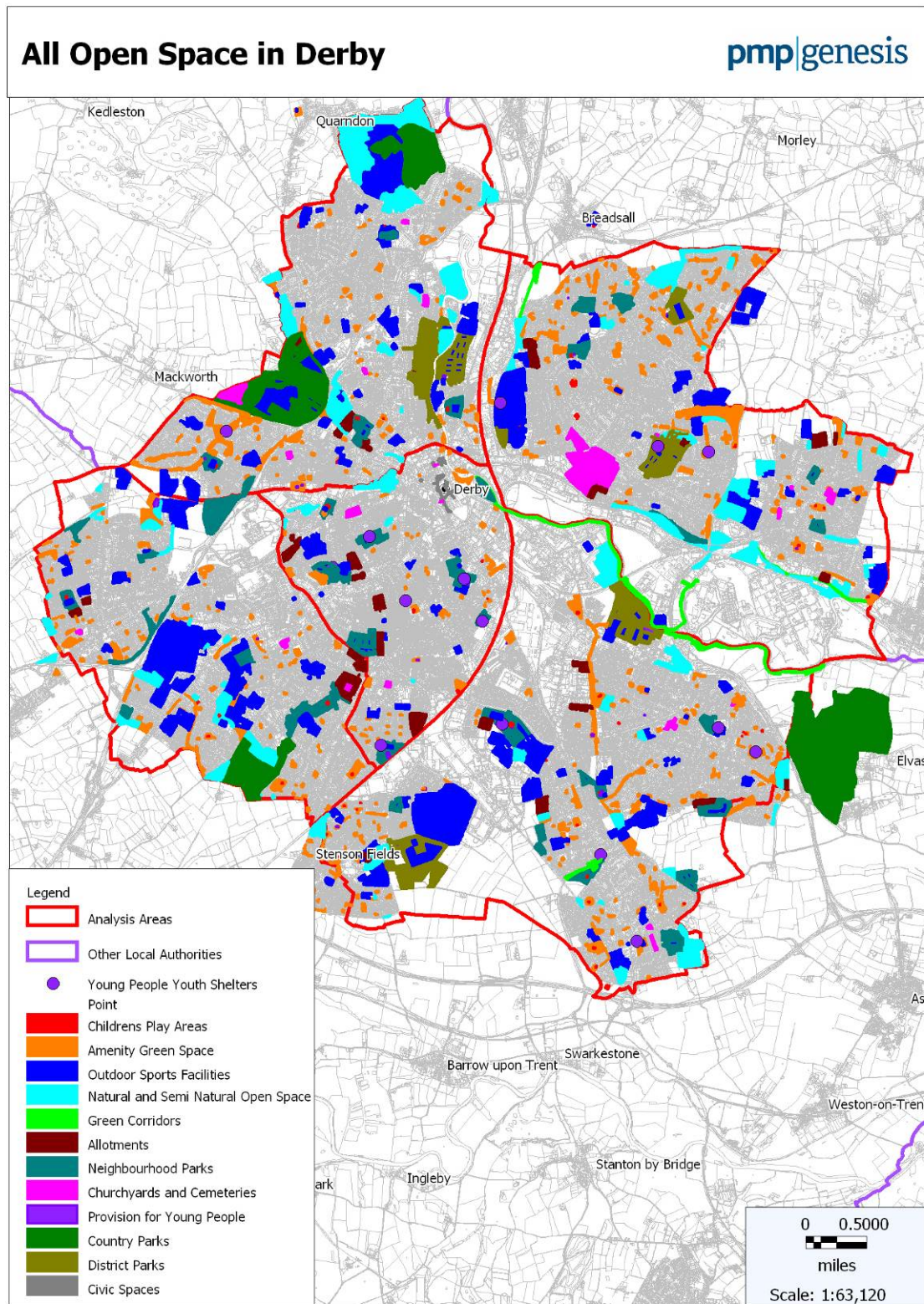
Table 14.1 – The role of open space in the achievement of local and regional priorities

Objectives for the future delivery of open space				
	Enhance the quality of open spaces across Derby	Ensure the quantity of open space is sufficient to meet local needs	Maximise access to existing open spaces	Promote, encourage and facilitate community involvement
Strategic Documents				
East Midlands Regional Plan	✓	✓	✓	✓
6 C's Green Infrastructure Study	✓	✓	✓	✓
Derby City Council Sustainable Community Strategy	✓	✓	✓	✓
Derby City Council Outline Leisure Facilities Study	✓	✓	✓	✓
Derby City Council Physical Activity Strategy	✓	✓	✓	✓

Framework for Policies and Action

- 14.18 This study provides a starting point for future proactive and reactive action to open space, sport and recreation facilities. It draws together the key issues highlighted in each of the typology specific sections and evaluates the implications for planning policies.
- 14.19 Map 14.1 overleaf illustrates the network of open space, sport and recreation facilities in Derby City.

Map 14.1 – Open Space, Sport and Recreation Facilities in Derby



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- 14.20 The priorities and issues outlined in this report are a result of the application of a series of local standards. These standards were set following an extensive programme of consultation and the key issues arising from consultation feed directly into the standards that have been set.
- 14.21 For each typology, the following standards were set:
- Quantity – amount of provision that can be expected per 1000 people
 - Quality – the key qualitative aspects expected for each type of open space
 - Accessibility – the distance that residents expect to travel to reach different types of open spaces
- 14.22 Table 14.2 summarises the local standards that have been set.

Table 14.2 – Recommended Local Standards

Type of Open Space	Quantity	Accessibility	Quality
Parks	<p>City Parks – No standard set, sites to be protected</p> <p>District Parks – 0.54 hectares per 1000 people</p> <p>Neighbourhood Parks – 0.66 hectares per 1000 people</p>	<p>City Parks – 10 minute drive time</p> <p>District Parks – 15 minute walk time</p> <p>Neighbourhood Parks – 10 minute walk time.</p>	<p>Essential – Clean and litter free, flowers, trees/shrubs, well-kept grass and seating.</p> <p>Desirable – parking facilities, footpaths, wardens and dog free areas. Cafes are also desirable in City and District Parks.</p>
Natural and Semi Natural Open Space	0.87 hectares per 1000 people	10 minute walk time	<p>Essential – Clean and litter free, footpaths, flowers/trees and shrubs.</p> <p>Desirable – Natural features, water features, well kept grass</p>
Green Corridors	No standard set	No standard set	<p>Essential – clean and litter free, accessible footpaths, natural features, perception of safety.</p> <p>Desirable– well-kept grass, flowers, trees</p>

Type of Open Space	Quantity	Accessibility	Quality
			and shrubs, level surface, continuity.
Amenity Green Space	0.83 hectares per 1000 people	5 minute walk time	<p>Essential – clean and litter free, well-kept grass, flowers, trees and shrubs.</p> <p>Desirable – Seating, litter bins, dog walking facilities and other recreational facilities, for example a playground.</p>
Provision for Children	0.44 facilities per 1000 people	10 minute walk time	<p>Essential – clean and litter free, appropriate facilities for the young (meeting LEAP criteria as a minimum). RoSPA Play Standards should also be met, well-kept grass and well maintained equipment, appropriate design and location, involvement of children in the design of facilities and appropriate site boundaries</p> <p>Desirable – dog free area, seating, secure and safe location, facilities for disabled children and appropriate main entrance</p>
Provision for Young People	0.34 facilities per 1000 people	<p>480 metres to local facilities (equivalent to a 10 minute walk)</p> <p>720 metres to larger facilities (equivalent to 15 a minute walk)</p>	<p>Essential – facilities for young (meeting NEAP criteria as a minimum). RoSPA Play Standards should also be met, clean and tidy, appropriate design and location</p>

Type of Open Space	Quantity	Accessibility	Quality
			<p>and Involvement of young people in the design of facilities.</p> <p>Desirable – lighting, appropriate main entrance, adequate site boundaries and challenging and exciting facilities.</p>
Outdoor Sports Facilities	1.54 hectares per 1000 people	<p>10 minute walk time to grass pitches, tennis courts and bowling greens</p> <p>10 minute drive time to synthetic turf pitches, golf courses and athletics tracks</p>	<p>Essential – clean and litter free, good site access, parking facilities and appropriately maintained.</p> <p>Desirable – appropriate specification for key users, changing facilities, toilets and accessible pricing.</p>
Allotments	0.30 hectares per 1000 people	15 minute walk time	<p>Essential – high quality boundaries, accessible water supply, clean, tidy and well maintained, safe and secure features.</p> <p>Desirable – parking facilities, notice boards at site entrances, toilets, access for disabled residents.</p>
Cemeteries and Churchyards	Not applicable although 3.38 hectares of burial space will be required up to 2026.	Not applicable	<p>Essential – clean and litter free, well-kept grass, flowers trees and shrubs.</p> <p>Desirable – footpaths, seating, disabled access.</p>

- 14.23 These standards provide a guide as to the appropriate amount of open space required in each area of the city. As well as facilitating a proactive approach to improving the overall provision of open space, sport and recreation facilities in line with local needs, these standards can be used to determine the additional demand that new developments will generate. This will be returned to later in this section.
- 14.24 It is recommended that these standards (and an accessibility led approach) are adopted by the Council and used to provide a framework for the future provision of open space, sport and recreation facilities across the City.

PLAN 1	Adopt the recommended local standards and use these standards to guide the future provision of open space, sport and recreation facilities across the city. These should update the standards currently set out in the local plan.
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Overarching Issues – Priorities arising during the study

- 14.25 Several issues relating to the management of open spaces across the City were highlighted during the course of consultation. In order to maximise the efficiency and effectiveness of the delivery of open space across the City, the following issues should be considered as part of the future delivery strategy:
- there is a need to ensure that open spaces and sport and recreation facilities are designed and managed in such a way that is sustainable and to facilitate ongoing and continuous improvement. Voluntary sector groups are able to access different types of external funding and there are many opportunities for bodies such as Friends Groups and allotment associations to invest their time and effort improving open spaces. Creation of, and empowerment of such voluntary groups would improve the ongoing sustainability of parks and open spaces across the City. The support of voluntary groups has been particularly successful across the city in recent years, with the majority of allotment sites now run by associations and a high number of friends groups facilitating ongoing improvements at parks;
 - there is a need to maximise the use of resources in order to provide local facilities in all parts of the city. School facilities provide an important opportunity to improve the quantity of facilities;
 - there are many examples of good practice across the City and it will be essential to create a culture of knowledge sharing and partnership working to ensure that such facilities and spaces can be replicated. In particular, knowledge sharing between associations, friends groups etc will be of particular significance; and
 - the increasing importance of sustainable transport, as well as the compact urban nature of Derby City, mean that green linkages and greenways are an essential component of the open space network. In many parts of the city, access routes between residential areas, public areas and existing open spaces were as important, if not more important, than the provision of new open spaces.

PLAN 2	Seek to ensure that both planning policy and future proactive green space planning considers the key issues outlined above.
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The Way Forward – The Local Development Framework

- 14.26 The plan led system ensures that local planning authorities clearly define requirements for contributions and the type of development that will be permissible.
- 14.27 This PPG17 study should be used as a supporting evidence base for Local Development Documents and the policies within them. The key findings from the local consultation and audit of provision should inform the Core Strategy and Allocations Development Plan Documents (DPD's) as well as updates to the Planning Obligations Supplementary Planning Documents (SPDs).
- 14.28 DPDs, open space designations and allocations should include general policies on open space, sport and recreation facilities that are supported by the findings of this study and other relevant documents.
- 14.29 DPDs should also consider the principles and use of planning obligations. For example, matters to be covered by planning obligations and factors to take into account when considering the scale and form of contributions.
- 14.30 Planning obligations can be in-kind or in the form of financial contributions. Policies on the types of payment, including pooling and maintenance payments, should be set out within Local Development Frameworks and developers should be able to predict as accurately as possible the likely contributions they will be asked to pay. Many local authorities now include a S106 contributions calculator on their website ensuring that the system is transparent to all developers.
- 14.31 More detailed policies applying the principles set out in the Development Plan Document, for example, specific localities and likely quantum of contributions, ought to then be included in Supplementary Planning Documents (SPD) – potentially as part of an update to the existing Planning Obligations SPD.
- 14.32 In broad terms, it is therefore likely that the following areas will need to be addressed within policies in the Local Development Framework:
- open space and outdoor sports facilities
 - indoor sports facilities
 - green links
 - developer contributions.
- 14.33 Table 14.3 overleaf summarises the key issues and priorities for each type of open space and highlights the potential implications for the Local Development Framework. As highlighted, these key issues and priorities arise from the application of local standards. Further detail on the suggested policy approach can be found later in this section following Table 14.3.

Table 14.3 – Key issues and implications for the Local Development Framework

Typology	Key Issues and Priorities	Implications for LDF Policy
Parks and Gardens	<p>Parks are highly valued open spaces in Derby. They are the most frequently used type of open space in the City by both residents and people travelling outside of the city.</p> <p>There are a variety of parks in Derby providing a number of functions. Sites range from those which contain many facilities and serve a primarily recreational function to those which are more natural in type and provide recreational and environmental benefits.</p> <p>Parks, particularly larger parks, were perceived to be of high quality. Sites were perceived to be well maintained however, the need for increased infrastructure, particularly at parks which attract a large number of visitors, was identified as an area for improvement.</p> <p>Accessibility mapping reveals that there is a good distribution of parks in Derby with the majority of residents having access within a 10 minute walk time (480 metre), as well as access to some of the larger city wide sites.</p>	<p>Consider including parks within a policy on open space. Such a policy should recognise the environmental and recreational benefits of parks.</p> <p>In addition to protecting existing open space, some new parks are required. Allocations in the current City of Derby Local Plan Review (policy L4 (9), (10) and (13)) would be of particular benefit in addressing some of these identified deficiencies. Many of the other existing allocations would support the Council in addressing the quantitative deficiencies that will be generated as a result of population growth.</p> <p>The Local Development Framework should facilitate contributions towards improvements to the quality of parks as well as to the provision of new parks. Consideration should be given to including the local planning standards as well as providing guidance on the key quality criteria that should be taken into account in the creation of new parks and improvement of existing parks.</p>
Natural and Semi Natural Open Space	<p>Natural and semi natural open space is one of the most frequently used types of open space in Derby and provides both recreational and environmental for residents in the City. The need to protect natural and semi natural open space from development was a key theme throughout consultation. It is important that in addition to enhancing the recreational opportunities providing by</p>	<p>Consideration should be given to including natural and semi natural open spaces within an overall policy on the protection of open spaces. This policy should extend to natural open spaces of recreational value as well as those with specific designations such as SSSI, LNR, SINC and should</p>

Typology	Key Issues and Priorities	Implications for LDF Policy
	<p>natural open space this should be balanced with conserving and promoting biodiversity.</p> <p>Natural and semi natural open space is predominantly located in close proximity to the City boundary. This means that a large number of residents in the Central area are outside the catchment of a site. Areas of deficiency are also evident in Mackworth, Chaddesden, Mickleover and Littleover. Incorporating natural open space within other types of open space, such as parks, will be key to reducing deficiencies in the City. In some parts of the city, more innovative solutions may be required, including green walls, green roofs and the provision of street trees.</p> <p>The quality of natural and semi natural open space in the City is varied and there are a number of sites that require significant qualitative enhancement. Improving the basic infrastructure of sites, particularly the provision of footpaths, will be important.</p> <p>In addition to increasing the provision and enhancing the quality of natural open space, increasing access to existing sites is also a key priority. This may include the development of the green infrastructure network, such as the River Derwent greenway and the enhancement of both sustainable transport and public transport routes. The Lower Derwent Flood Risk Management Strategy (Environment Agency, 2008) seeks to pull back defences in this area, meaning that there will be a significant opportunity to enhance open spaces along this watercourse.</p> <p>The Green Wedges prevent the coalescence of settlements and also provide significant recreational, ecological and environmental opportunities. As the population of the city increases, their role</p>	<p>cover as a minimum sites of 0.5 hectares or above.</p> <p>The Local Development Framework should facilitate towards improvements to the quality of natural and semi natural open spaces as well as new spaces where these are required.</p> <p>In addition to the protection and improvement of natural and semi natural open spaces, the green wedges should also be protected through the Local Development Framework.</p> <p>Consideration should also be given to promoting the improvement of existing, and creation of new, linkages between residential areas and existing open spaces within the Local Development Framework.</p>

Typology	Key Issues and Priorities	Implications for LDF Policy
	will become increasingly important.	
Amenity Green Space	<p>The value of amenity green space was recognised during consultation. This type of open space was perceived to offer local access to informal recreational opportunities and is frequently used by residents in Derby with a quarter of residents using this amenity green space at least once a week. The aesthetic / landscape value of such sites was also recognised.</p> <p>Application of the quantity, quality and accessibility standards indicate that there is a need for significant qualitative enhancements to this type of open space in Derby and that in the short-term, improvements to quality are likely to be more beneficial than additional provision. Opportunities for increased provision should however be considered in light of the significant expected future shortfall of amenity green space in the City.</p> <p>Increasing the provision of amenity green space in a dense urban environment like Derby, in particular the City Centre, will be extremely challenging and therefore alternative solutions such as green roofs, green walls, home zones and street trees will need to be considered.</p>	<p>The Local Development Framework should facilitate contributions towards improvements to the quality of amenity green spaces as well as new spaces where these are required. Local standards should be used to determine the amount of space required as part of new development and consideration should be given to incorporating these into guidance. Amenity green space will be required in addition to (and not instead of) provision for children and young people.</p> <p>Consideration should be given to the inclusion of strategic amenity green spaces within any overall policy on the protection of open space. It may also be necessary to allocate new sites in areas of identified deficiency. Some of the existing allocations in Policy L4 of the City of Derby Local Plan Review will help to address deficiencies in areas of need.</p>
Provision for Children and Young People	<p>The value of children's play areas and facilities for young people was highlighted throughout consultation, with these types of open space being key discussion points during local consultation. The need to increase the provision of facilities in addition to enhancing the quality of existing facilities was highlighted. Specifically, the need to provide inclusive, high quality and exciting facilities for children and young people was identified.</p> <p>Areas of deficiency where new provision is required include</p>	<p>Consider both the provision for children and facilities for young people as separate entities within Local Development Framework policy. Provision for children and young people should be required in addition to amenity green space (in that, it is not interchangeable).</p> <p>The Local Development Framework should consider taking on board the standards</p>

Typology	Key Issues and Priorities	Implications for LDF Policy
	<p>Chaddesden, Allestree and Mickleover.</p> <p>The quality of facilities in the City is varied and site assessments reveal that there is a need for qualitative enhancements to a number of sites in Derby, as well ensuring that a variety of play opportunities are provided. Involvement of children and young people is particularly important.</p> <p>As well as increasing the provision of facilities for children and young people, public transport links should be maximised and it will also be necessary to develop the green infrastructure network in order to encourage the use of sustainable transport and promote movement between and within different parts of the city.</p>	<p>recommended and should seek to promote a strategic approach to play provision, requiring either new facilities for both children and/ or young people depending on local need and aspirations or qualitative improvements to existing facilities.</p> <p>Consideration should be given to the incorporation of design guidance which promotes the development of a variety of different facilities, including the provision of challenging and innovative facilities where appropriate, as well as traditional play provision. Current facilities are varying in terms of the quality. It is important to ensure that all new facilities offer high play value. Where appropriate, policy should allow for children to be involved in the design of facilities.</p>
Allotments	<p>There are currently 26 allotment sites across Derby City, 18 of which are owned by Derby City Council. These facilities are dispersed across Derby City. All but three of the allotment sites are managed on a day to day basis by constituted allotment associations.</p> <p>Consultation and analysis of waiting lists indicate that provision is insufficient to meet local demand. Demand has risen steadily in the City in recent years and the number of inquires about new allotment plots has grown significantly. 42% of respondents to the household survey stated that they would be interested in using an allotment but do not currently rent one. This highlights the value of existing allotments to residents, and there is a need to protect such sites from residential development.</p>	<p>Consider including a policy within the Local Development Framework which protects allotments from development.</p> <p>In addition to protecting existing sites, new allotments are required to meet current and future demand.</p> <p>The Local Development Framework should therefore consider either allocating sites for allotment provision or alternatively should include a policy permitting the conversion of appropriate sites for allotment use as well as protecting existing sites. Site allocations in Mackworth,</p>

Typology	Key Issues and Priorities	Implications for LDF Policy
	<p>The demand led nature of allotments means that the need for new provision should be determined through consultation and evidence of latent demand, as well as the application of local quantity, quality and accessibility standards. The key priorities for new provision in Derby are currently in Mackworth, Littleover and Oakwood. There is also evidence of latent demand in Allestree, Cheddleston, Boulton Moor and Mickleover (all of which are also deficient when measured against the local standard).</p> <p>While new provision is a key priority in some areas, there are also qualitative improvements required at some sites, in particular updates to the infrastructure and provision of a water supply is a key priority at many sites.</p>	<p>Littleover and Oakwood are of particular priority.</p> <p>Consideration should be given to ensuring that policy includes a requirement towards allotments from new development.</p>
Cemeteries and Churchyards	<p>Cemeteries and churchyards are important natural resources in Derby, offering both recreational and conservation benefits. This type of open space is valuable in Derby and this is highlighted by the fact that 13% of residents in Derby visit cemeteries and churchyards once per week or more.</p> <p>Given the nature of cemeteries and churchyards, local standards for accessibility have not been set. Despite this, it remains important to consider the future delivery of cemeteries and churchyards anticipating future demand as well as assessing the current level of provision.</p> <p>Site visits indicate that the quality of existing cemeteries and churchyards is high and a generally positive perception regarding the quality of this type of open space was portrayed throughout local consultation.</p> <p>In addition to offering a functional value, many cemeteries and</p>	<p>New provision is not likely to be required over the LDF period, however, pressure on smaller sites was identified and demand should therefore be monitored. As a minimum, it will be necessary to consider the need for new provision towards the end of the planning period to ensure that provision is sufficient into the 2030's.</p>

Typology	Key Issues and Priorities	Implications for LDF Policy
	churchyards have wider benefits including heritage, cultural and landscape values.	
Green Corridors	<p>Green corridors provide opportunities close to peoples' homes for informal recreation, particularly walking and cycling, as part of every day activities, for example, travel to work or shops. Therefore the development of a linked green corridor network will help to improve the health and well being of the local community. In this way, green corridors can be integral to the achievement of targets for increased active recreation.</p> <p>Consultation indicates that they are well used and are a key priority for both residents. The network is however relatively restricted and there are gaps across the city, particularly in the more central areas and inner suburbs. Consultations reveal that residents believe that increasing the amount of public rights of way is important, and that new footpaths, cycleways and bridleways are required. Residents wish to travel into the city centre, as well as sustainably access the natural countryside on the periphery of the city.</p> <p>In addition to addressing gaps in the existing network, future improvement should also encompass qualitative improvements to existing corridors. The quality of existing corridors was perceived to be relatively good, although issues with safety, uneven surfaces, litter, dog fouling and maintenance were identified.</p> <p>While green corridors are well used, there are opportunities to further promote these facilities and capitalise on the role that they can play in improving levels of physical activity and contributing to reducing the reliance on the private car.</p>	<p>Consider the inclusion of a policy promoting the development of a green network within the Local Development Framework. This should link with policies promoting sustainable transport principles. Existing corridors should be protected and policy should promote the provision of new corridors.</p> <p>Ensure that policy permits contributions towards the improvement of green corridors in lieu of on site provision of other types of open space where considered appropriate.</p>

Typology	Key Issues and Priorities	Implications for LDF Policy
Outdoor Sports Facilities	<p>Outdoor sports facilities are a wide ranging category of open space which includes both natural and artificial surfaces for sport and recreation. Facilities can be owned and managed by the Council, sports associations, schools and individual sports clubs, with the primary purpose of participation in outdoor sports. Examples include:</p> <ul style="list-style-type: none"> • playing pitches • athletics tracks • bowling greens • tennis courts. <p>A local standard has been set for outdoor sports facilities in terms of quality, quantity and accessibility. Whilst the key issues with regards to each type of facility are considered at an overview level, the demand-led nature of outdoor sports facilities means that specific studies (such as a playing pitch strategy) should be undertaken in order to accurately define shortfalls and surpluses. The local quantity standard should be used for broad planning purposes only.</p> <p>The key issues arising from analysis of the current provision and consultation with regards to outdoor sports facilities are as follows:</p> <ul style="list-style-type: none"> • Tennis Courts: Not all residents have access to a tennis court within the recommended catchment. There would be merit in increasing public access to facilities on school sites. Demand for more publicly accessible tennis courts was highlighted from consultation; • Bowling Greens: Not all residents have access to a bowling 	<p>Consider the inclusion of a policy protecting outdoor sports facilities. This policy should ensure that detailed assessments of demand are required prior to the disposal of any site. For pitches, the criteria set out in Sport England Planning guidance should be included.</p> <p>Consideration should also be given to the inclusion of policy that promotes improvements to existing sites, for example by ensuring policy permits provision of ancillary accommodation.</p> <p>Consider the implementation of policies that require contributions towards either the creation of new / improvement of existing outdoor sports facilities as part of new development. This should draw on the recommended standards.</p>

Typology	Key Issues and Priorities	Implications for LDF Policy
	<p>green within the recommended accessibility standard. However, consultation suggested that the current quantity of bowling greens is sufficient to meet demand and the quality of existing provision is good;</p> <ul style="list-style-type: none"> • Synthetic Turf Pitches: The quantity of STPs in the City is in line with what would be expected of an authority of this type. Demand for additional provision in the future should be monitored; • Athletics Tracks: There is one dedicated athletics track in Derby at Moorways. This needs to be either refurbished or replaced within the next 1-2 years; • Golf Courses: There are no golf courses located in the east of the City which means that a large number of residents in this area of Derby are outside the catchment of a site. However, residents are generally satisfied with current provision of golf courses; and • Grass Pitches: The current provision of grass pitches is perceived to be adequate with a good spread of pitches across the city. Future improvements should focus on qualitative enhancements. 	
Indoor Sports Facilities	<p>This section draws on the key findings of the Options Appraisal of Indoor Leisure Facilities (2009) in Derby as well as consultation carried out as part of this PPG17 assessment. It summarises the current position and sets local standards for indoor provision, which should be used to determine the levels of contribution required from new housing developments across the City.</p> <p>The following facilities are considered:</p> <ul style="list-style-type: none"> • Sports halls • Swimming pools 	<p>Consider including policy which protects valuable indoor facilities from development and that facilitates improvements to existing sites, for example by ensuring policy permits provision of ancillary accommodation.</p> <p>In light of the number of additional facilities that are required, consideration should be given to allocating specific sites within the allocations DPD.</p> <p>Consider incorporating policy that requires contributions towards indoor sports facilities as</p>

Typology	Key Issues and Priorities	Implications for LDF Policy
	<ul style="list-style-type: none"> • Health and fitness facilities • Indoor bowls • Other sports specific provision. <p>The Council's current leisure assets are well used and provide an important community service, however, many have reached the end of their economic life and are no longer fit for purpose. The city provides 'traditional' facilities that no longer meet modern day requirements and there is a lack of regionally significant facilities. Consultation undertaken as part of this PPG17 assessment, as well as the 2008 options appraisal indicates that additional (and different) facilities are required.</p> <p>The current situation has led to a significant decline in the satisfaction with sport and leisure facilities of more than 20% from 2006 to 2008. A perception that facilities are poor quality and deteriorating was also evident during the consultation for this PPG17 assessment.</p> <p>The key facility needs identified are as follows:</p> <ul style="list-style-type: none"> • 50 metre pool – new • network of smaller pools to replace ageing stock – new and refurbished • large sports hall (10-12 courts) – retention of or replacement of Moorways • network of smaller sports halls to replace ageing stock – new & refurbished (via BSF) • health & fitness provision – increase in size of public sector provision • velodrome - new 	<p>part of new development. The Sport England facility calculator should be used to determine the impact of new development. Design guidance (as well as the quality features outlined in this report) should be used to ensure that any new facilities provided are of the required quality.</p>

Typology	Key Issues and Priorities	Implications for LDF Policy
	<ul style="list-style-type: none"> • closed road cycling circuit – new • athletics track and associated facilities - retention of (and upgrade) or replacement of Moorways • indoor bowls hall – new. 	

Overarching Policies – Core Strategy

- 14.34 The following recommendations relating to developer contributions and policy are based on best practice, however there are many other alternative approaches which could be pursued. As with recommendations throughout this report, the suggested approach provides a guideline only and does not constitute policy. The recommendations however build upon the key issues arising from the analysis of open space, sport and recreation provision across Derby and the implications for the Local Development Framework arising from these priorities that were set out in Table 14.3.

Towards a new set of policies

1. Open space and outdoor sport policy

- 14.35 This should cover the following points, either in the policy itself or in the supporting text:
- open space should be qualitatively and quantitatively protected and/or enhanced in light of recommendations contained within this study to protect against development for other uses;
 - redevelopment of open spaces should only be considered where clear justification can be proved in-line with this study. In other words, where a surplus can be shown or equivalent replacement open space can be provided within acceptable walking distance (drawing on accessibility standards to define this distance). This report outlines the key areas of surplus in each typology. Identification of surplus sites should consider the application of the quality, quantity and accessibility standards in conjunction with each other (and across typologies) and should not evaluate the application of one standard in isolation;
 - residential development should make provision for the open space, sport and recreation needs that they generate. Needs should be calculated using the quantity, accessibility and quality standards set out in this study.
- 14.36 In addition, policy should also encourage the proactive improvement of green spaces and outdoor sports facilities.

2. Indoor sports facilities policy

- 14.37 Whilst it will normally be appropriate to allocate developer contributions to open spaces within or surrounding a development site, the pooling of funds to improve indoor sports facilities should be considered. This can facilitate refurbishment and/or new provision and help to lever funding from elsewhere. An indoor sports facilities policy should cover the following points, either in the policy itself or in the supporting text:
- indoor sports facilities should be qualitatively and quantitatively protected and/or enhanced in light of recommendations contained within this study to protect against redevelopment;
 - re-development of indoor sports facilities should only be considered where clear justification can be proved in line with this study. In other words, where a surplus can be shown or equivalent replacement indoor sports facilities can be provided within acceptable walking/public transport distance. This report supports the key recommendations of the Outline Business Case;
 - developments will normally need to make financial contributions to indoor sports provision based on the recreation needs that they generate. In the case of large developments, provision may be required as part of the development – for example for a community hall. Needs created as part of new development should be calculated using the Sport England Facility Calculator; and

- in addition, policy should also encourage the proactive improvement of indoor sports facilities.

3. Green links or infrastructure policy

- 14.38 This should build on the priorities of the 6Cs Green Infrastructure Study as well as draw on the issues set out in this document and should cover the following points, either in the policy itself or in the supporting text:
- green links should be protected from any development which would hinder the delivery of the routes;
 - where developers are not able to make provision for open space on site, financial contributions to off site open space may be used to deliver part of the green infrastructure network, bearing in mind the benefits that will accrue to new residents, existing residents and wildlife;
 - priority should be given to those parts of the network which have the potential for creating the highest levels of use.
- 14.39 In addition, policy should also encourage the proactive improvement of green links and green infrastructure.
- 14.40 The above principals should be included within overarching policies relating to open space and sport and recreation facilities in the Local Development Framework.

PLAN 3	Seek to ensure that policies protect existing green spaces, sports facilities and green linkages and that they encourage proactive approaches to site improvements.
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Developer Contributions

- 14.41 In addition to general policies relating to open space, there is also a need to ensure that the Local Development Framework sets out specific policies relating to Developer contributions towards open space and sport and recreation facilities. It may be possible to incorporate this within future revisions of the Derby City Council Planning Obligations SPD. The existing local plan sets out standards of provision for open spaces. As highlighted earlier in this section, these should be replaced with standards recommended as part of this assessment.
- 14.42 The key features of this document may change following the provision of formal guidance on Community Infrastructure Levy (CIL). Based on current principles and best practice, the following relating to developer contributions should be included, preferably in a separate Supplementary Planning Document:
- contributions should be made on a 'per resident' basis;
 - policy should identify the types of open space that contributions will be required towards and should outline the minimum number of dwellings that will stimulate the contribution;
 - the value of any off -site contributions should be based on the amount of open space which would have otherwise have been required on site (or the balance after on site provision has been made). Local standards should be used to estimate the requirements from the residential development;

- financial contributions may be used to deliver qualitative improvements to existing open spaces, where those improvements would benefit the residents of the new development;
- a commuted sum for maintenance should also be sought; and
- contributions may be pooled to deliver 'strategic' open space, sport and recreation facilities including indoor sports facilities and a green infrastructure network.

14.43 The key principles behind some of the above issues are elaborated upon in more detail below and overleaf.

Minimum size of development to trigger the policies

- 14.44 Consideration should be given to the minimum size of development that triggers requirements. There is justification to seek developer contributions from all residential developments, regardless of size. This is because the cumulative impact of small proposals not contributing to open space can be detrimental to the achievement of sustainable communities. Furthermore, no evidence is available to suggest that requiring contributions for minor schemes will make development unviable.
- 14.45 Local standards within this PPG17 assessment should be applied to most new dwellings, including flats and conversions to residential use. However, the standards should not necessarily apply to all new residential developments, with some likely exceptions including replacement dwellings, extensions and annexes which will not necessarily increase the demand for open space, sport and recreation facilities.
- 14.46 Where the proposed development is for specialist housing which will not create a demand for all or some of the elements of the open space, sport and recreation, no requirement will be sought. For example, housing for elderly people will not generate a significant requirement for outdoor children's equipped play space or casual/informal play space, thus no such provision should be sought.
- 14.47 In general, best practice approach taken to affordable housing is to include a statement within the guidance stating that affordable housing schemes will require the same level of provision as open market housing but where it can be demonstrated that this would lead to the scheme being unviable, the level of provision required might be reduced. However the justification for reducing contributions needs to be robust because the tenants of affordable housing may be less likely to be able to access alternatives eg have resources to join a gym or travel further afield to reach required open space.

Estimating the requirements from residential development

- 14.48 The first stage in assessing the quantitative need for new open space, sport and recreation facilities is to estimate the number of residents living in the proposed development. This should be calculated by setting out assumed occupancy rates (relating to the number of bedrooms in the house) within SPD / DPD. Where applications are received in outline and this is not known, the open space requirement should be estimated by applying the average density of the surrounding area and an average household size. This initial figure should in all circumstances be updated by a detailed calculation based on the number of bedrooms, once a reserved matters application is submitted.

Determine whether the open space can/should be provided on-site

- 14.49 To ensure the provision of useable areas of open space which can be easily and economically maintained, open space should not normally be provided on site if the levels required fall below

the minimum size standards for each open space type. This will address the identified issue of small open spaces and the need to pool contributions required as part of small developments. Following the principle of minimum size standards for on site provision, in most cases, on site provision is likely to be limited to amenity green space and provision for children and young people. The number of people that will be housed in the proposed Sustainable Urban Extensions means that a wider variety of provision is likely to be required.

- 14.50 Suggested minimum size thresholds (derived from best practice examples including CABE Space and GLA Guide to the Preparation of Open Spaces) are included below in Table 14.4.
- 14.51 Using these suggested minimum size thresholds, and applying them to the recommended local standards, the number of people required in a development to achieve the recommended minimum size threshold (and therefore require on site provision) can be calculated.

Table 14.4 Recommended minimum size thresholds

Typology	Minimum Size (hectares)
Parks and gardens	0.4
Natural and Semi Natural Open Space	0.05
Amenity Green Space	0.1
Provision for children and young people	0.04 + buffer (20 – 30 metres from nearest dwelling)
Outdoor sport facilities	0.28
Allotments	0.05

- 14.52 This approach is the most common approach used in SPD / DPD and reduces the need for site area multipliers, which add complexity to the process.
- 14.53 The content of the space provided (on site) should be based on local need and design guidance.

Non residential development

- 14.54 Regarding non-residential developments, we suggest that contributions are sought towards public open space provision from all applications for business development. This would correspond to the expected number of net additional employees that would result from the proposal, based on the proposed use and the amount of floor space. This approach would be consistent with that recommended for residential developments.
- 14.55 Paragraph 23 of PPG 17 refers to the use of planning obligations relating to new development “especially housing”, thus not ruling out uses other than housing. A number of authorities seek contributions in relation to employment uses. Key principles that emerge from these examples are:
- planning obligations can relate to office, shop, retail and warehouse uses;
 - local authorities normally employ cut off points, a common one being 1000 square metres of gross floor space;
 - assumed or actual occupancy is taken from local survey figures;

- authorities may request full contributions (for example Windsor and Maidenhead) or reduced contributions based on percentage of employees from outside the area (for example South Northamptonshire) or the percentage of the day assumed to be spent in the area (London Borough Camden); and
- other uses from which contributions may be sought include hotels, hostels and halls of residence, holiday parks and static caravan sites.

14.56 Commercial developments put pressure on existing recreational facilities at lunchtime and after work, particularly those in the city centre where many offices and workplaces are located. Users of these areas are not always residents of the City and additional burdens are put on resources as a result. Assuming that the workers commute a distance which is greater than the accessibility standards in this PPG17 assessment, then they will contribute towards an increased level of demand on existing provision within that locality which means that a developer contribution is justifiable.

Maintenance costs and commuted sums

14.57 Where a type of open space is provided on site, the developer will need to demonstrate that the space will be appropriately managed and maintained. If the space is to be adopted by the council, the developer will normally be required to pay a commuted sum to cover the costs of future maintenance.

14.58 Where a type of open space is provided off site, and the majority of the use is by residents of the new development, the developer will normally be required to pay a commuted sum to cover the cost of future maintenance over a defined period. This is intended to avoid situations where open spaces become neglected and deteriorate to an extent that their functions are harmed.

14.59 Where facilities for open space are to be provided by the developer and will be adopted by the Council, the council must be satisfied that the required open space is laid out and completed satisfactorily and in accordance with approved plans

- the developer should be required to maintain the open space for 12 months, or other reasonable period for 'establishment';
- a commuted sum payment should be payable on transfer of the land covering cost of maintenance for a defined period. Analysis of current policies relating to open spaces across the country suggests that most Councils request maintenance for between 10 and 20 years. There is no formulae that can be used to calculate the appropriate maintenance period and the Council should develop a robust justification to move from the established maintenance period to a longer one;
- the commuted maintenance sum should be calculated using current maintenance prices to manage open space (provided this is sufficient to meet the quality standard), by either:
 - multiplying the typical cost of maintaining a hectare of provision (to the required standard) by the number of years for which maintenance is required
 - or by calculating the net present value of the anticipated revenue payments.
- different levels of maintenance contributions may be required for different types of open space, as the cost to maintain a space is dependent upon the facilities and landscape features present within the site; and

- where the current maintenance prices are insufficient to meet the quality standards, appropriate figures should be set out by the Council to take into account the additional budget required to meet the standard.

Pooling of contributions for new provision and quality improvements

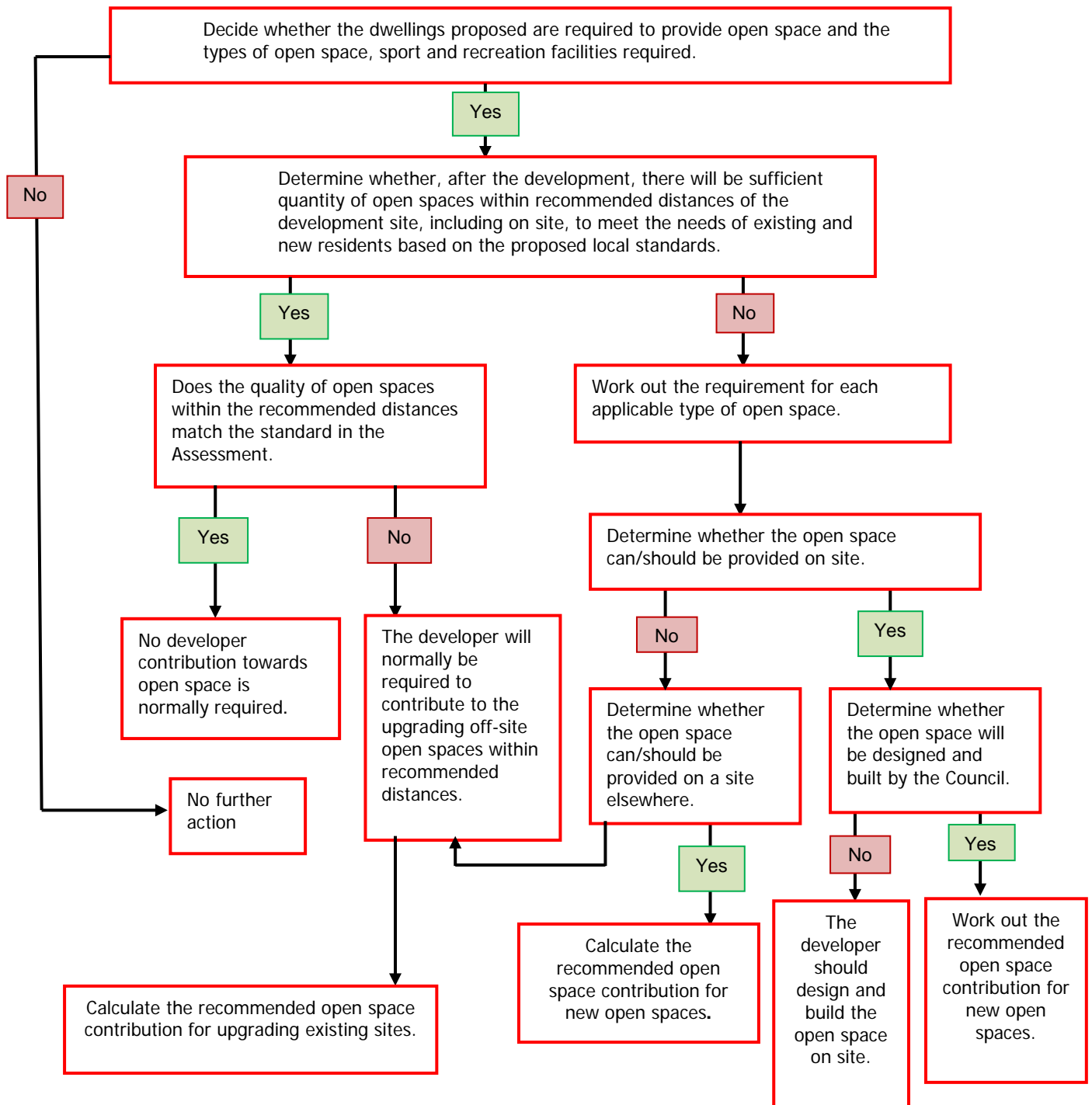
- 14.60 The local quantity standards within this study indicate that there are already deficiencies in different types of open space in many parts of the city. The growing population will exacerbate these deficiencies and as a consequence, much new development will need to provide or contribute towards new open space provision.
- 14.61 For some developments, there may be a requirement for developers to make a contribution towards off site provision. The pooling of these contributions will enable the Council to improve the quality and capacity of existing open space, sport and recreation facilities, where a facility can serve the new development appropriately.
- 14.62 Facilities should only be considered for improvement where they are within the local accessibility catchment – generally 10 to 20 minutes walk from the edge of the new development in question or further in the instance of indoor sport and recreation facilities.
- 14.63 The Companion Guide to PPG17 states that the need for the enhancement of existing provision arises when there will be a sufficient quantity of provision within the distance threshold of the development site after the development, but some elements of this provision fail to meet the adopted quality standard / vision.
- 14.64 The same principle can apply for delivery of ‘strategic’ facilities, such as a green infrastructure network.
- 14.65 Standard costs for the enhancement of existing open space and provision of new open spaces (across all typologies) should be clearly identified and revised annually. Consideration should be given to the specific landscape costs / features that are incorporated into a development and the likely impact on the proposed maintenance contributions. The level of contributions towards off-site provision will depend on whether it includes the costs of land acquisition.
- 14.66 The formulae for outlining developer contributions for each type of open space is therefore as follows:

Open space requirement =
 Number of people in development **X** level of open space per person (ha)
(X (C) cost of open space per person (£))

Open Space requirement = (A x B) x C for each type of open space.

- 14.67 The key decisions which need to be evaluated in order to determine the appropriate contributions towards open space, sport and recreation facilities are set out in Figure 14.1 overleaf.

Figure 14.1 – Process for determining Open Space Contributions



PLAN 4**Ensure that policy requires contributions towards open space, sport and recreation facilities from developers.****Looking to the future: Community Infrastructure Levy**

- 14.68 Proposed changes to the planning system may see the introduction of Community Infrastructure Levy (CIL). This forms part of a wider package of funding for infrastructure to support housing and economic growth and is expected to make a significant contribution towards the infrastructure required and ensure that development is delivered in a sustainable way.
- 14.69 Changes to the planning system following the Planning Act 2008 enabled the Community Infrastructure Levy (CIL). Local Authorities are empowered but not required to introduce this levy. CIL forms part of a wider package of funding for infrastructure to support housing and economic growth and is expected to make a significant contribution towards the infrastructure required and ensure that development is delivered in a sustainable way.
- 14.70 CIL is a standard charge decided by designated charging authorities and levied by them on new development. CIL extends further than transport and strategic infrastructure and include elements that contribute to the quality of life in a neighbourhood.
- 14.71 From 2012, S106 is to be scaled back, but will remain to cover mitigation or impact and used strictly under the terms of Circular 05/2005 (which will be made statute). As such it is envisaged that Local Authorities will decide what types of infrastructure would fall under a local CIL rate. Examples may be transport, schools, health centres, flood defences and importantly, play areas, parks and other green spaces.
- 14.72 The detailed legislative framework for CIL gained parliamentary approval on 17th March 2010 and came into force on 6th April 2010.
- 14.73 CIL charges will be based on simple formulae which relate the size of the charge to the size and character of the development paying it. If CIL is to come into force, the process suggested with regards determining the levels of contribution required as part of S106 agreements should be fed into the calculations of the proposed CIL tariff. Decisions regarding the type of open space required in each development would follow a similar process to that outlined above.
- 14.74 There will be new guidance on the use of planning obligations and DCLG are consulting on a new policy for planning obligations which will reflect the introduction of CIL and related reforms. The current guidance however does not identify how levels of CIL are to be set and how priorities between sport and other infrastructure needs are to be established. In its final form, this policy document is intended to replace the Government's current policy contained in Circular 5/05.
- 14.75 The current advice is that infrastructure planning should continue, however authorities should be aware of the potential for the need to convert to a CIL based approach once new guidance is released and existing documentation is replaced. Any revisions to the planning obligations SPD should take into account the requirements expressed in this open space, sport and recreation study.
- 14.76 Some of the key implications of the regulations include:
- payment by instalment is allowed;

- payment in kind is permitted – developers can pay all or part of their liability by transferring land where the authority agrees;
- up to 100% relief can be accorded by a local authority for individual cases subject to independent viability assessment;
- the regulations allow for 100% exemption for affordable housing;
- local authority admin costs can be recouped from receipts of the Levy;
- from April 2010 it will be unlawful for a planning obligation to be taken into account in a planning decision on a development which is capable of being charged CIL, if the obligation is not directly relevant and reasonably related in scale and kind to the proposed development; and
- limited pooling only is allowed.

Priorities for new provision – Site Allocations

- 14.77 As well as informing general policies and developer contributions, this PPG17 assessment will also aid in the development of the Site Allocations DPD.
- 14.78 Based on the key priorities outlined in Sections 4 - 14, and taking into account the proposed patterns of growth across Derby City, the ongoing relevance of each of the sites allocated as potential open space in the City of Derby Local Plan Review (CDLPR) are reviewed below. These allocations are listed in Policy L4 of the CDLPR. It can be seen below that the majority of these allocations provide a good opportunity to address existing deficiencies if they were carried over to the Allocations DPD within the Local Development Framework.

Typology	Allocation	Area	Comment
Neighbourhood Parks	1.04 hectares of land adjoining the existing public open space north west of Harrow Street, Wilmorton		
Neighbourhood Parks	8.6 hectares east of Acorn Way – Spondon	North East	Deficiencies of neighbourhood parks are identified in this area in terms of both quantity and accessibility and the allocation of the site should therefore be supported. This new site alone insufficient to ensure area meets quantity standards.
Neighbourhood Parks	13.2 hectares to link Oregon Way Recreation Ground and Windmill Hill Plantation –	North East	Deficiencies of access to neighbourhood parks are identified in Chaddesden and the allocation of this site should therefore be supported. There are also overall deficiencies in the north east.

Typology	Allocation	Area	Comment
	Chaddesden		
Other Areas	1.6 hectares of land as an extension to the Waterford Drive Play Area, Chaddesden	North East	Some deficiencies are identified in Chaddesden and the allocation of this site may enable Waterford Drive to function as a neighbourhood park.
City Parks	7.9 hectares to form extension to Markeaton Park	North West	Consultation and analysis demonstrates the importance of Markeaton Park both in terms of providing for local residents and also for visitors to Derby. This proposed extension will increase the capacity of the park to accommodate projected population growth.
City Parks	2.4 hectares to form an extension to Allestree Park	North West	Consultation and analysis demonstrates the importance of Allestree Park in the overall network of green space in the city. Extensions to this site should maintain the existing character of the park. This proposed extension will increase the capacity of the park to accommodate projected population growth.
District Parks	12.2 hectares to form an extension to Mackworth Park	North West	Mackworth Park is currently one of the poorer quality parks in the city. Any extension should include quality improvements to the existing parkland. Provision already above minimum quantity standard.
Neighbourhood Parks	11.5 hectares incorporating Darley Abbey Tip, Nutwood and Land adjoining South Avenue – Darley Abbey	North West	Some deficiencies in both quantity and access identified in this area means that these proposals should be supported.
Other Areas	5.9 hectares of land to extend southwards of the existing public open space, Allestree	North West	
District Parks	25 hectares in Sinfin and	South East	Provision is above minimum quantity standards but site would improve access

Typology	Allocation	Area	Comment
	Shelton Lock which would absorb Whitehouse Farm Open Space and Fullen's Lock Park		for residents.
District Parks	12.5 hectares south of Moor Lane, Sinfin to form an extension to Sinfin Park	South East	Sinfin Park is currently one of the poorer quality parks in the city. Any extension should include quality improvements to the existing parkland. Quantity not required to meet minimum standards however would improve access to provision.
Neighbourhood Parks	8 hectares to form an extension to Pit Close Lane Rec, Chellaston	South East	Deficiency identified in this area and the allocation of the site should therefore be supported. This extension alone would mean that provision in the South East was sufficient.
Other Areas	0.6 hectares of land at Holloway Road, Alvaston	South East	Deficiencies of neighbourhood parks are identified in Alvaston.
City Parks	46 hectares to East of Moorway Lane, Littleover	South West	New city park in this area would be particularly valuable to meet both existing deficiencies accessibility deficiencies and also to address the needs of the projected future population.
District Parks	12.4 hectares in Mickleover	South West	Deficiencies in this area in terms of both quantity and quality mean that this allocation should be supported. Creation of this site alone would mean that quantity of provision would still be below minimum.
District Parks	6.9 hectares to form an extension to King George V Playing Fields / Clemson's Park – Littleover	South West	Deficiencies in this area in terms of both quantity and access mean that this allocation should be supported. Creation of this site alone would mean that quantity of provision would still be below minimum.
Neighbourhood Parks	8.9 hectares of land north of Allan Avenue and adjoining Mickleover Golf	South West	Deficiencies in provision identified in Mickleover with regards access. South West already over minimum quantity standard.

Typology	Allocation	Area	Comment
	Course		
Other Areas	3 hectares of former railway land, Mickleover	South West	Deficiencies identified in Mickleover. Many of the proposals above would rectify these deficiencies.

- 14.79 If all of the above allocations were to be taken forward, in accessibility terms there would be few additional deficiencies remaining for parks. In quantitative terms;

Neighbourhood Parks

- provision in the North East and North West would exceed the minimum standard at the current time, however may fall below the standard following population growth; and
- provision in the South East would be above minimum standards now and following potential population growth.

District Parks

- provision in the South East would still fall marginally below the quantity standard.

- 14.80 Alvaston and the Central Area would be the only areas where new parks should still be considered.

- 14.81 In addition to the above allocations for parks, several other deficiencies and areas where new provision is required were identified in typology specific sections 4 – 13. These recommendations should be used to inform the Allocations DPD. Key deficiencies identified include:

- amenity green space - to the north of Nottingham Road Cemetery and in Allestree (Policy L4 (18) would address this issue);
- facilities for children and young people in Allestree, Chaddesden and Mickleover; and
- allotments - Mackworth, Littleover, Oakwood. There is also evidence of latent demand in Allestree, Chaddesden, Boulton Moor and Mickleover.

The Future – Population Growth

- 14.82 The East Midlands Regional Plan requires Derby City Council to make provision for a minimum of 14,400 homes between 2006 and 2026.

- 14.83 In January 2010, the Council began consulting on the Options for the Core Strategy. These options include two alternative approaches to the broad strategy that will guide the location of new development over the next 15 to 20 years, specifically:

- Option A: Concentrating development in the urban area - This option would seek to locate all new City development, apart from sites that are already allocated or have planning permission, within the urban area on previously developed land; and

- Option B: Regeneration with greenfield expansion - This option would still seek to regenerate the City Centre and areas such as Osmaston, but with less emphasis on high density redevelopment. It would include significant development on greenfield land on the edge of the city, including parts of some green wedges. Some sites could form part of larger strategic allocations across the boundary including land in South Derbyshire and Amber Valley.
- 14.84 The option selected will have significant implications on the requirements for open space, sport and recreation provision in different parts of the city and may also create pressure on existing open spaces in the city. In the event of significant population growth occurring in the city centre, green linkages will become particularly important. It is in these areas where land is at a premium and there will be more limited opportunities for the on site provision of new open space. Exacerbating this, the density of the housing proposed in this area is high, meaning that public open space is likely to be of greater importance to local residents. Links to existing open spaces, and the provision of new space where at all possible will therefore be essential.
- 14.85 If Option B is selected, there will be more opportunities for the provision of on site green space, due to the proposed lower densities of housing and the location of more development on the periphery of the city.
- 14.86 Option B will however result in the loss of some parts of the green wedges. The wedges between Spondon and Chaddesden, Allestree and Mackworth, Littleover and Mickleover and Alvaston and Chellaston are particularly important in terms of preventing coalescence of neighbouring communities. Many of the other wedges separate residential and business / industrial communities, while the Lower Derwent Valley wedge seeks to maintain and enhance the open river corridor.
- 14.87 While the majority of the green wedge does not currently provide formal recreational opportunities or fall directly into one of the typologies of PPG17, as well as maintaining settlement identify, these areas provide access to natural space. Although the loss of these spaces would therefore not impact on the achievement of the quantity standards, many of these wedges are located in areas of existing open space deficiency and may therefore be required to provide structured forms of open space. Current policy indicates that allotments, cemeteries and playing fields are acceptable forms of development in the Green Wedge. In addition, as highlighted in Section 5 (recommendation NSN 6), improved access to natural open space is also a key priority. The Green Wedges will be a key component of this.
- 14.88 The loss of such spaces would therefore have a detrimental impact upon the potential to increase the amount of natural recreational space available to residents and may also sever important wildlife corridors. Furthermore, as highlighted, the increasing population will place higher pressure on natural open spaces, meaning that the allocation of at least part of the green wedges for recreation will be essential.
- 14.89 Whichever growth option is chosen, such large scale population growth will have implications for open space, sport and recreation provision in that:
- the need to find locations for additional homes will place extra on existing open spaces;
 - the higher number of residents in the area will generate increased demand for open space, sport and recreation facilities; and
 - it will provide opportunities to increase and improve existing provision and ensure that it is tailored to the needs and aspirations of local communities.
- 14.90 This highlights the importance of ensuring that recommendations earlier in this section relating to the collection of developer contributions are taken into account (Recommendation Plan 4).

Decision Making for Development Control

- 14.91 As well as using the application of standards to inform policy, identify the key city wide priorities, the standards and inform the contributions required as part of new development, the standards set in this assessment of open space, sport and recreation facilities can be used as a basis for development control decisions in terms of whether specific open space, sport and recreation provision is surplus to requirements.
- 14.92 The processes that should be applied are set out in brief below.

Determining the value of existing open spaces

- 14.93 In order to determine the value of a site, local standards for quality, quantity and accessibility should be applied individually and then together. These steps should be evaluated both including and excluding the site in question in order to determine the overall value of the site to the local community and consequently, the acceptability of the proposed development. The key phases in this application are detailed below:

Applying Standards Individually

Quantity standards

- 14.94 Quantity standards can be applied to any area where the population is known for example wards, Super Output areas. For the area in question, the current provision per 1000 population should be compared with the expected provision (measured by the local standard) to determine whether there is a shortfall or surplus. Areas falling below the minimum standard are considered to be deficient.
- 14.95 For detailed site specific queries, application of the quantity standard should be calculated in small areas (for example Super output areas) where possible to give a localised understanding of the quantity of open space. The most accurate means of calculating requirements / surpluses and deficiencies is to use the catchment area of that particular open space for example, for parks, 600 metres.

Accessibility standards

- 14.96 Accessibility standards are applied using the GIS system. They enable the identification of areas where residents are outside of the catchment for existing provision. Areas which are outside of the recommended catchment for the type of open space in question can be considered deficient.
- 14.97 It is also important to consider the impact of natural barriers to access eg main roads and railway lines. For example, where the catchment of a park crosses a railway line, in reality the railway line is likely to reduce access to the site for residents on the other side.

Quality Standards

- 14.98 The quality standard provides a percentage score which each site should achieve (based on the findings of site assessments). Sites scoring below this require improvement.

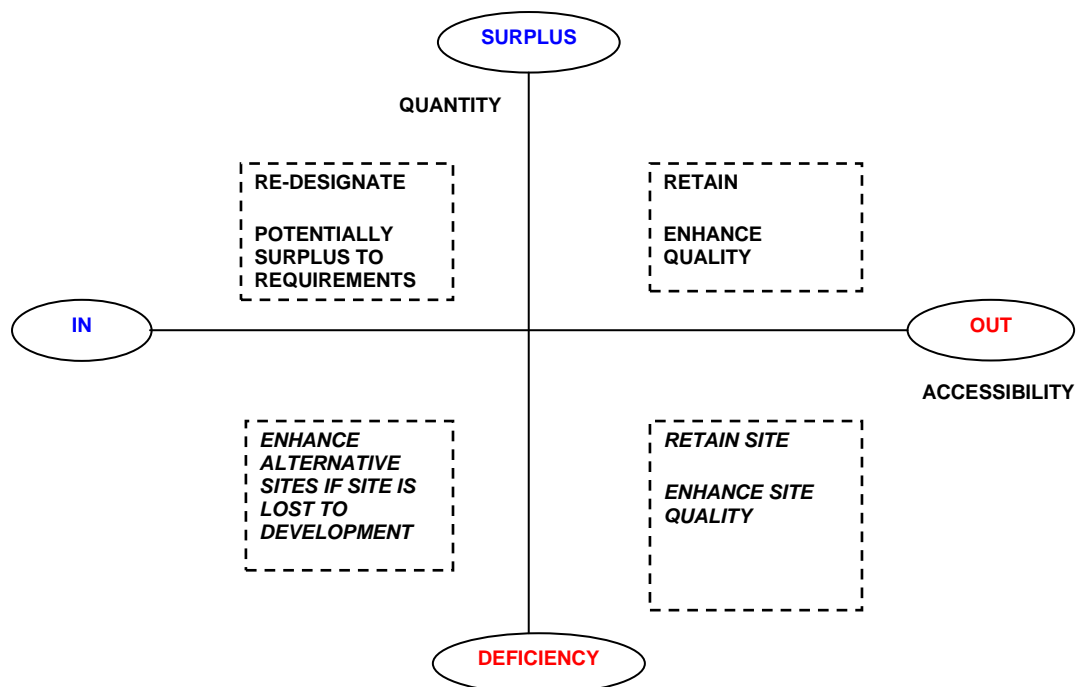
Applying the standards together

- 14.99 Following the application of the standards individually, it is important to consider the interrelationship between the standards in order to evaluate the impact of removing the site. Some of the scenarios that may arise include:

- if there are quantity shortfalls but no gaps in accessibility, it is likely that the area is served by small sites. These may not have the capacity to serve residents. New / redesigned provision may therefore be required and the existing site may be valuable, despite the fact it is not serving a unique catchment. Qualitative improvements to the site would maximise the capacity of the site to meet the needs of residents;
- in the event of quantitative shortfalls and gaps in accessibility when the site is removed, it is likely that the site is valuable as a green space;
- in areas where provision exceeds the quantity standards, if residents also have access to other nearby sites, qualitative improvements to nearby sites may be of higher priority than the retention of the existing green space; and
- in areas where the minimum quantity standard is met but removal of the site means that residents do not have access to the appropriate types of open space, the site should be retained as green space.

14.100 Figure 14.2 summarises some of the scenarios that may arise.

Figure 14.2 – Potential Scenarios



14.101 When considering site specific issues it is therefore important to consider:

- once the current situation has been established, what happens if that site is removed?
- what happens if new facilities are to be provided?
- as well as considering the role that the site currently plays in terms of its existing function, it is also necessary (in line with PPG17 guidance) to identify if the site is required to fulfil any other functions.

Summary

- 14.102 The open space, sport and recreation study provides an important part of the evidence base for the Local Development Framework, guiding the formulation and implementation of planning policies. This relates to both the protection and enhancement of existing open space and the framework for developing planning obligations.
- 14.103 The study provides the tools in which the value of an open space can be assessed on a site-by-site basis, as and when a development proposal is submitted for an existing piece of open space.
- 14.104 The study also facilitates proactive planning of open space, sport and recreation facilities across the City and will provide the foundations for the production of an updated Derby City Council Parks Strategy.

3G	Third Generation pitches – a type of synthetic turf pitch that is suitable for football and rugby.
Active People Survey	An annual survey of sports participation carried out by MORI on behalf of Sport England. The survey measures frequency of participation in a range of sports and also evaluates the level of volunteering, coaching and tuition in sports as well as satisfaction with Sports Facilities.
Active Places	This is a public database of sports facilities in England created and maintained by Sport England. It helps get people active by providing free information on where to take part and by showing them where to go on a map. It also contains some strategic planning tools
Biodiversity Action Plan	Promotes action to improve habitats and sites for particular species.
Commission for Architecture and the Built Environment (CABE)	CABE was established in 1999 and is a statutory body, sponsored by the Department for Culture, Media and Sport but also funded by Communities and Local Government.
DDA	Disability Discrimination Act
Department of Communities and Local Government	Government department responsible for planning – replaced the Office for the Deputy Prime Minister.
Facilities Planning Model (FPM)	The FPM is a computer model, developed and used by Sport England on license from Edinburgh University. It helps to assess the strategic provision of community sports facilities. So far the work has concentrated on the major community sports facilities of sports halls, swimming pools, synthetic turf pitches & indoor bowls centres. Development of the model is underway to include Indoor Tennis Centres.
Green Corridor	Footpaths, bridleways and cycle routes which can link residential areas, employment areas, green spaces and the countryside. Can also attract wildlife into built-up areas.
Green Flag	A quality award for green spaces given by the Civic Trust, for spaces that meet specific criteria to demonstrate they are well maintained, welcoming and part of the community

Greenspace	Greenspace consists of any vegetated land or structure, water or geological feature in an urban area.
Green Walls	These are walls that have plants growing up them. The most usual type of plants that grow on green walls are types of Ivy and vines.
Hectare (ha)	Unit of metric measurement equivalent to 100 x 100 metres or 2.5 acres.
Indices of Deprivation 2007	The Index of Multiple Deprivation 2007 is constructed by the Department for Communities and Local Government; it combines a number of indicators, chosen to cover a range of economic, social and housing issues, into a single deprivation score for each small area in England. This allows each area to be ranked relative to one another according to their level of deprivation.
Local Development Framework (LDF)	A LDF is a folder of local development documents which all local authorities are required to prepare (replacing Local Plans), it will outlines how planning will be managed in the city.
Local Government Association (LGA)	Created in 1997, the Local Government Association lobbies and campaigns for changes in policy, legislation and funding on behalf of member councils.
Multi Use Games Area (MUGA)	A hard area approximately 27m x 16m marked out for five-a-side football and basket ball with posts and nets and is surrounded by a fence to stop balls going astray.
National Indicators	The national indicators published by the Department for Communities and Local Government in October 2007 are the means of measuring national priorities that have been agreed by Government.
National Governing Body for Sport (NGB)	Organisation that has a regulatory function for a specific sport, for example the FA – Football Association.
Office of the Deputy Prime Minister (ODPM)	The government department responsible for Planning in 2002
Planning Policy Guidance Notes (PPGs)	Planning Policy Guidance Notes (PPGs) are prepared by the Government after public consultation to explain statutory provisions and provide guidance to local authorities and others on planning policy and the operation of the planning system. They also explain the relationship between planning policies and other policies

	which have an important bearing on issues of development and land use. Local authorities must take their contents into account in preparing plans. The guidance may also be relevant to decisions on individual planning applications and appeals.
Planning Policy Guidance Note 17	Planning for Open Space, Sport and Recreation (2002). Outlines the requirements, along with its companion guide, for the preparation of local assessments of need.
Planning Policy Statements	Planning Policy Statements are prepared by the Government and replace Planning Policy Guidance Notes.
Planning Policy Statement 3	Housing (2006)
Planning Policy Statement 6	Planning for Town Centres (2005)
Planning Policy Statement 9	Biodiversity and Geological Conservation (2005)
Planning Policy Statement 12	Local Spatial Planning (2008)
Planning Policy Statement 25	Planning and Flood Risk (2009)
Section 106 agreements	Section 106 (S106) of the Town and Country Planning Act 1990 allows a local planning authority (LPA) to enter into a legally-binding agreement or planning obligation with a landowner in association with the granting of planning permission. These agreements are a way of delivering or addressing matters that are necessary to make a development acceptable in planning terms. They are increasingly used to support the provision of services and infrastructure, such as highways, recreational facilities, education, health and affordable housing.
Sites of Importance for Nature Conservation (SINCS)	Sites of specific interest for Nature Conservation.
Sustainable Community Strategy – 2020 Vision	The 2020 Vision, Derby's Sustainable Community Strategy, was published by the Derby City Partnership. The document's aim is to improve the quality of life for everyone in Derby, now and in the future.
Sustainable Urban Extensions (SUE)	Large scale developments designed to minimise the impact on the environment. They are not eco towns, but

extensions to already existing urban areas.

The Woodland Trust

Founded in 1972, the Woodland Trust is a woodland conservation charity whose aims are; to preventing further loss of ancient woodland; restoring and improving woodland biodiversity; expanding the area of new native woods; and increasing people's understanding and enjoyment of woods.

**United Nations Education,
Scientific and Cultural
Organisation (UNESCO)**

A specialised organisation of the United Nations whose purpose is to contribute to peace and security by promoting education, science and nature.