



DERBY CITY COUNCIL

February 2009

Development Plan Document

Core Strategy Issues and Ideas Paper



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INTRODUCTION

WHAT IS A CORE STRATEGY?

1.1 In 2004 the government introduced a new development planning system to manage how, when and where new development takes place.

1.2 The current development plan is made up of the City of Derby Local Plan Review 2006^①, the East Midlands Regional Spatial Strategy (RSS) 2005^② and the saved policies from the Derby and Derbyshire Joint Structure Plan 2001. The RSS will continue to form part of the development plan but the Local Plan will gradually be replaced by the documents produced as part of the new planning system, known as the Local Development Framework or LDF.

1.3 The LDF together with the RSS will be the key policy documents that will shape the future of Derby to 2026.

The Core Strategy will be the main document of our Local Development Framework. The Core Strategy will:

- Establish our vision, objectives and proposals for what sort of place we want Derby to be by 2026,
- Set out the main locations for new development and how this will be delivered, and
- Set out a monitoring framework so that we can see how well we are delivering our strategy

1.4 Separate Core Strategies dealing with Minerals and Waste issues are being prepared jointly with Derbyshire County Council and, as such minerals and waste are not dealt with in this document.

^① Available from www.derby.gov.uk/environment/landuseplanning

^② Available from www.emra.gov.uk/what-we-do



INTRODUCTION...

ABOUT THIS CONSULTATION

1.5 These are our first thoughts on the main issues that the Core Strategy needs to address. We are seeking your views on these issues so that we can start talking to people about what form the Core Strategy will take.

1.6 You may want to raise other issues that we might have missed and comment on those too. In commenting we welcome your ideas as to how they might be addressed. We will then consider all the issues and start to identify options for addressing them.

1.7 The next stage will be to consult again on these alternative options before we draw up the draft Core Strategy for submission to the Secretary of State.

A response document is available to download from our website:

www.derby.gov.uk/Environment/Planning/LandUsePlanning/Core+Strategy.htm

1.8 The response document contains all the questions from each chapter and space for you to respond. We are encouraging people to return the response document to us by email at:

derby.ldf@derby.gov.uk

Please respond to as few or as many issues as you wish and raise others if you want to.

1.9 If you choose to respond separately via email or letter, please state clearly that you are commenting on the Core Strategy 'Issues & Ideas' document and indicate which issue or question you are referring to. If you do not wish to use email, you can write to us at:

LDF Support Officer

Core Strategy Issues & Ideas document
Plans & Policies
Derby City Council
Roman House
Friar Gate
Derby
DE1 1XB

1.10 You can also call the Plans & Policies section on 01332 255076 with any questions, to request hard copies of the documentation or to request further information.

1.11 If you feel your comments would be best discussed in person we will be holding a series of meetings which you can get involved in. Please contact us for more details.

1.12 All comments should be submitted by 5pm on Friday 1 May 2009.

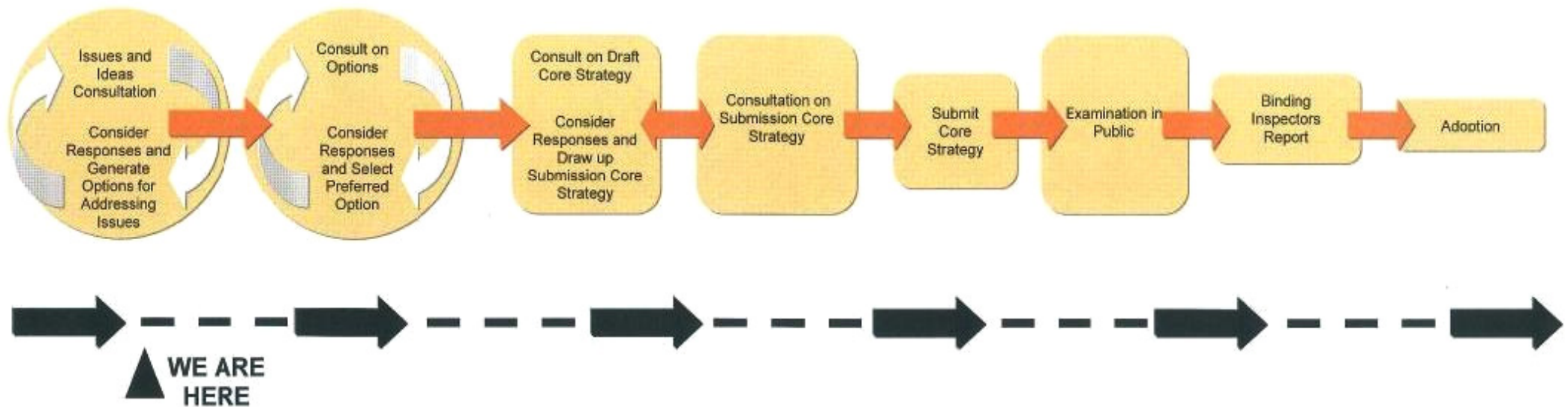
NEXT STEPS

2.1 Consultation on this Issues and Ideas document will be open until Friday 1 May 2009. This will enable us to talk to as many people as possible about what they think are the main issues the Core Strategy should address. Comments received after this point will be taken into account where possible in developing options for future development in Derby. There will, however, be further opportunities for people to have their say as we move through the process of writing our Core Strategy.

The next steps are outlined below:



Figure 1: The Core Strategy Process



PLANS, POLICIES & STRATEGIES

RELATIONSHIP TO OTHER PLANS, POLICIES AND STRATEGIES


3.1 In developing our ideas for the Core Strategy we have to bear in mind that we are not starting with a blank sheet of paper. The Core Strategy must be in line with a number of existing and emerging documents from the national to the local level. The key documents are National Planning Policy, the Regional Spatial Strategy (also called the Regional Plan) for the East Midlands and the emerging local Sustainable Community Strategy.

3.2 A key theme running through these different levels of guidance is facilitating and promoting sustainable development, in other words development that meets the needs of people now, without compromising the ability of future generations to meet their own needs. Sustainable development will have to underpin the development of our Core Strategy.

National Planning Policy	The Government sets out national planning guidance in the form of Planning Policy Statements (PPSs) and Planning Policy Guidance Notes (PPGs)⑤. The Core Strategy must conform to but not repeat these.
Regional Spatial Strategy (RSS)	<p>The Review of the East Midlands Regional Plan is at an advanced stage. The Secretary of State's Proposed Changes to it were published for consultation on 22 July 2008④. After considering responses to this consultation, the Government will then publish the final version of the Plan, probably in the early part of 2009. However, a further review of the Plan, for the period up to 2031, is proposed and will begin almost immediately. The Core Strategy will need to pay careful attention to this.</p> <p>Derby is covered by the Three Cities Sub-Regional Strategy within the RSS, forming a part of the Derby</p>

	Housing Market Area (HMA), which includes South Derbyshire District⑤ and Amber Valley Borough Councils⑥ as well as the City. Amongst other things, the RSS will establish a minimum figure for the number of new homes to be provided within each Local Authority.
Growth Point	Derby is one of a number of growth points that have been identified across the country. Under this scheme, the Government makes additional funding available to deliver higher levels of housing growth. Over the next 15 years or so, the city will grow and for the first time it is very likely that new housing needs will not be able to be met entirely within the administrative boundaries of the city. We need a clear strategy to plan for this growth in a sustainable manner and to ensure that any necessary physical, social and green infrastructure is put in place at the right time.
Local Plans, Policies and Strategies	The Core Strategy will need to have close regard to other plans, programmes and strategies, in particular the emerging Sustainable Community Strategy. To achieve this, we are working closely with Derby City Partnership as they prepare the new Sustainable Community Strategy. We will also need to take account of the Council's own Corporate Plan⑦ and other important plans and strategies, such as the Local Transport Plan⑧ and the housing strategy.
Sustainable Community Strategy	The Core Strategy will help to deliver the ambitions of the emerging Sustainable Community Strategy (SCS)⑨ prepared by Derby City Partnership. A vision has been established for this Strategy which is that by 2020;

PLANS, POLICIES & STRATEGIES...

	<p><i>"Derby will be a place where 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 safe and healthy lifestyle".</i></p> <p>Derby's local strategic partnership, Derby City Partnership, contains five theme groups, or cities, each of which has a responsibility for delivering aspects of this vision. These are:</p> <ul style="list-style-type: none"> • City Growth • City for Children and Young People • Cultural City • City for Stronger, Safer and Cleaner Communities and • Healthy City <p>The Core Strategy and emerging SCS have different roles, but it is important that they establish a consistent vision. The Core Strategy should deliver the spatial elements of the emerging SCS. As we prepare the Core Strategy, we will therefore need to consider the ambitions of all five 'Cities' and identify what the Core Strategy can do to help deliver their ambitions.</p>
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3.3 This Issues and Ideas document is set out under a number of key themes, which link to the '5 Cities' of Derby City Partnership. Unlike the draft SCS we have not used the 5 Cities headings alone, as in some cases, such as housing and the city centre the Issues and Ideas document needs to provide more detail than the emerging SCS.

3.4 The links between our themes and the 5 Cities of the Partnership are shown in Figure 2, overleaf. Throughout the document those

issues in the SCS that planning can help to address are highlighted with a ★ symbol.

3.5 Consultation on the SCS has already identified a number of issues. The key issues that were identified through consultation were:

- protecting Derby's cultural heritage and green spaces
- involving local people in decisions
- making the city centre attractive to investors and visitors
- helping people into jobs particularly in areas where there is high unemployment
- improving road safety
- reducing the numbers of children living in poverty
- promoting learning and achievement to make sure people from all neighbourhoods have the best opportunities
- ensuring the city centre and neighbourhoods are kept clean and tidy
- supporting small businesses

This feedback along with the evidence collected and analysed, has helped to shape the ambitions that are included in the SCS.

③ Available from www.communities.gov.uk

④ Available from www.emra.gov.uk/what-we-do

⑤ More information available from www.south-derbys.gov.uk

⑥ More information available from www.ambervalley.gov.uk

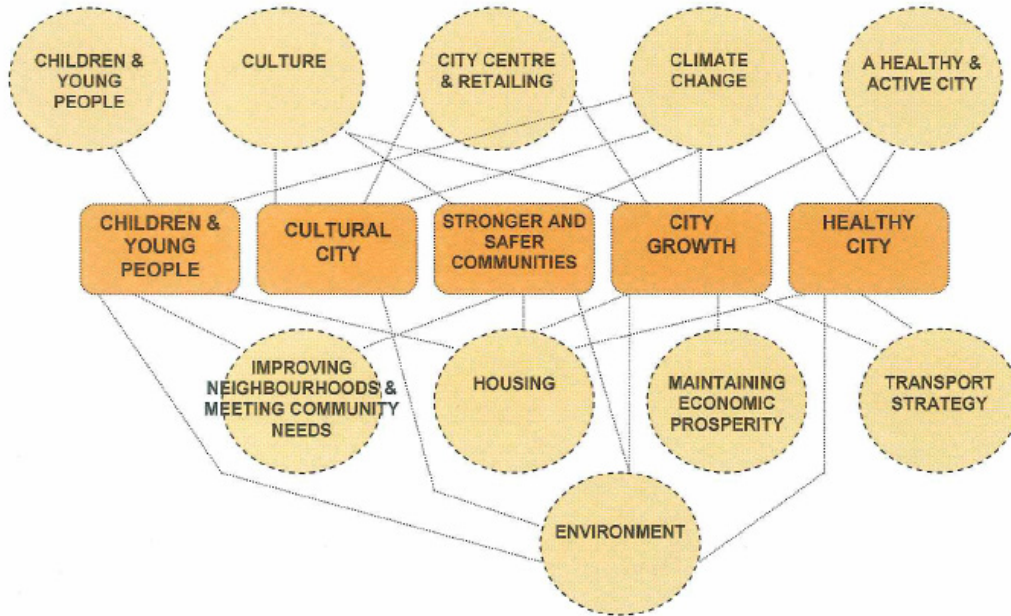
⑦ Available from www.derby.gov.uk/CouncilGovernmentDemocracy

⑧ Available from www.derby.gov.uk/TransportStreets/TransportPlanning

⑨ Available from www.derbycitypartnership.co.uk

RELATIONSHIP TO OUR NEIGHBOURS

Figure 2: Relationship between Core Strategy Chapters and Sustainable Community Strategy 'Cities'



RELATIONSHIP TO OUR NEIGHBOURS

4.1 Whilst the Derby Core Strategy will cover just the City of Derby, some of the issues will need to be considered jointly with the adjacent Local Authorities of South Derbyshire and Amber Valley. Together, these three Authorities make up the Derby Housing Market Area (HMA), which is the basis for many sub regional policies in the Regional Plan.

4.2 In particular, the RSS requires some of the housing to be built in both Amber Valley and South Derbyshire to be located on the edge of the city and a joined up approach will be needed to deliver this. We are

working closely with both of these Authorities to ensure that our Core Strategies complement each other.

4.3 We will also be working with Derbyshire County Council, who are responsible for education, highways and social services in the districts of Amber Valley and South Derbyshire.

Figure 3: Derby HMA



A SPATIAL PORTRAIT OF DERBY

5.1 This section is intended to show what Derby currently looks like and how it relates to its surrounding area. It is the starting point of describing where we are now and will help us to think about where we want to get to by the end of the plan period (2026).

5.2 Derby is a growing city of almost a quarter of a million people and around 105,000 homes. It lies on the River Derwent to the north of the Trent Valley and south of the Peak District. It is the third largest regional centre in the East Midlands, with links to nearby Nottingham and Leicester as part of the 'Three Cities' sub region. Derby provides jobs and services for a wide area outside its boundaries and has close connections with communities in the adjoining districts of South Derbyshire, Amber Valley and Erewash.

Figure 4: Derby in Context

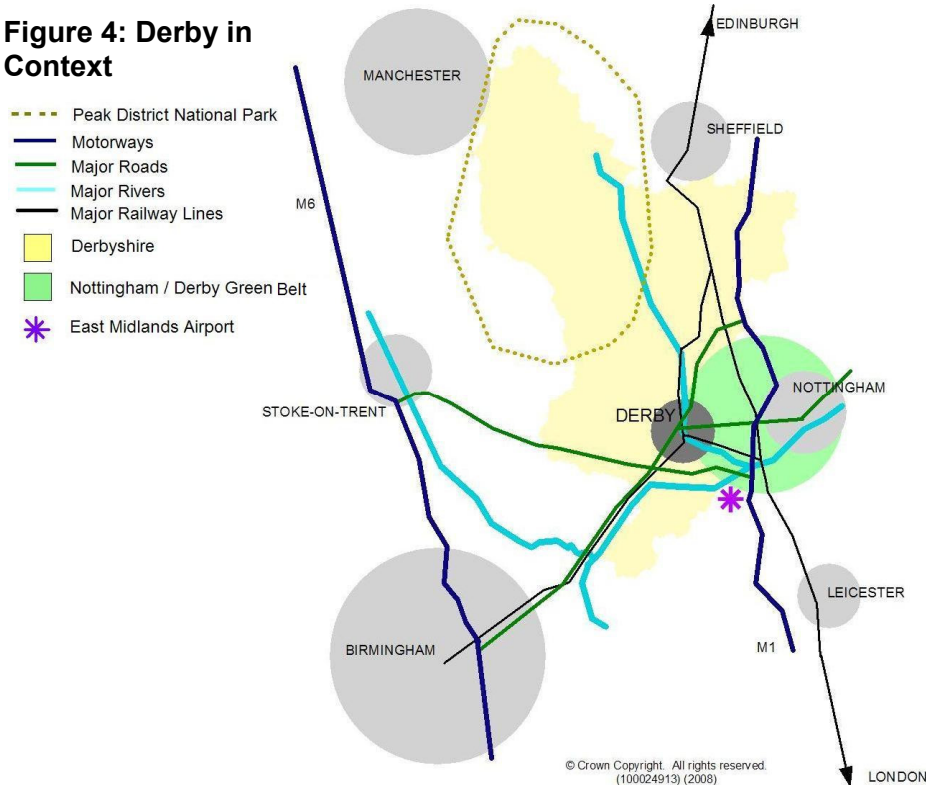
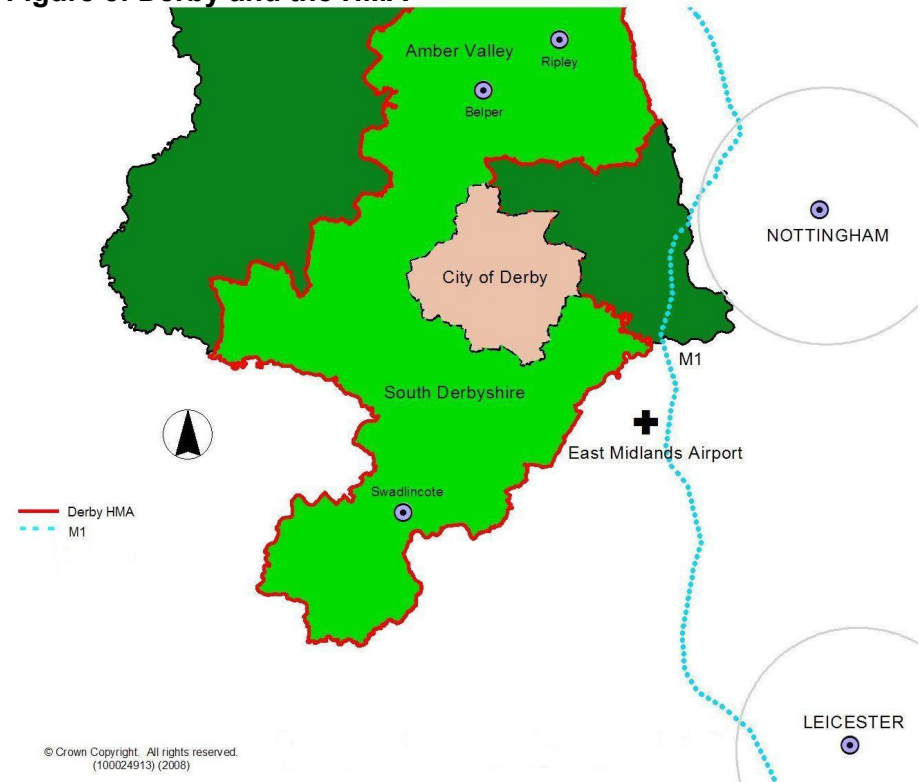


Figure 5: Derby and the HMA



5.3 Derby has grown to absorb several previously distinct villages. These now form suburban communities, such as Mickleover, Spondon and Allestree, with their own centres and identities. The limits of some of these communities are defined by 'green wedges' which are a distinctive Derby feature, providing open land linking to the countryside, with opportunities for recreation. The varying nature of the city's neighbourhoods is reflected in the different population densities across the city with Arboretum and Abbey wards having significantly higher densities than the average.

A SPATIAL PORTRAIT OF DERBY...

5.4 The city population has risen steadily on average by 0.48% each year since 2001. Derby is an increasingly diverse city, with one in eight of its population belonging to a non white ethnic group. There has also been significant recent immigration from eastern European countries. It is estimated that English is not the first language of some 6.6% of the city's population.

5.5 Derby has a younger than average population with 48% of the population under 35. However, the number of older people in the city is expected to grow significantly over the next 20 years.

5.6 Derby's early growth was based on manufacturing and this continues to be important, with large firms such as Rolls-Royce, Bombardier and Toyota. The fastest recent growth has however been in service industries, such as financial services, retailing and software development, supported by the ongoing development of Derby University.

5.7 Derby city centre has a wide catchment for its retail and leisure facilities. The city is experiencing significant new development, including the new Westfield shopping centre extension and the soon to be renamed Royal Derby Hospital. A Business Improvement District (BID) has been established in the historic Cathedral Quarter area of the city centre. The BID aims to improve the business environment of the Cathedral Quarter and make it a destination in its own right.

5.8 Local firms within the city have been successful – the rate of job growth is the fourth highest in the country. Despite this, unemployment is slightly above average levels and is much higher in some pockets. The city also performs poorly in terms of the numbers of new businesses that are created.

5.9 While some parts of the city are relatively prosperous, there are significant areas of deprivation with high crime and unemployment, lower life expectancy and low incomes. Worst affected are the older

housing areas to the south of the city centre, such as Abbey, Arboretum, Rosehill and Normanton and some neighbourhoods dominated by areas of social housing, such as Derwent and Osmaston. Although house prices in Derby rose faster than average over recent years, housing is still more affordable than in most parts of the East Midlands.

5.10 The city covers an area of 7,803 hectares, two-thirds of which is built up. The remainder is open and undeveloped, providing parks and green space, wildlife areas and farmland. The dominant natural feature is the Derwent Valley which runs through the heart of the city and results in 20% of the city's land area falling within the Environment Agency's Flood Zones 2 and 3.

5.11 The river is a further distinct feature of the city and is of cultural value as well as environmental importance. The Derwent Valley saw the birthplace of the factory system which resulted in the designation of 24 kilometres of the river valley as a World Heritage Site (WHS) in 2001. The southern part of the WHS lies within the city and covers the Darley Abbey Mills complex and the Silk Mill running into the heart of Derby city centre. Derby also has a range of important built heritage, including listed buildings, locally listed buildings, conservation areas and scheduled ancient monuments.

5.12 Derby has excellent transport links by road (A38, A50 and M1) and rail (direct links to St Pancras International) with good access to East Midlands Airport. However, congestion is an issue at key hotspots throughout the city, mostly around the inner and outer ring roads and on approaches to the city. Congestion is a major contributor to poor air quality within parts of the city. There is a good network of bus services on the main radial routes into Derby city centre and an expanding network of cycle routes and footpaths. Further detail on the make up of the city's neighbourhoods is contained in the 'Improving Neighbourhoods and Meeting Community Needs' chapter later in this document.

DEVELOPING OUR SPATIAL STRATEGY

6.1 The Core Strategy must set out a clear vision for what sort of place we want Derby to be in 2026. This is called 'Place Shaping'. The emerging Sustainable Community Strategy identifies the following vision for the city which the Core Strategy will need to take forward:

"Derby will be a place where 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 safe and healthy lifestyle".

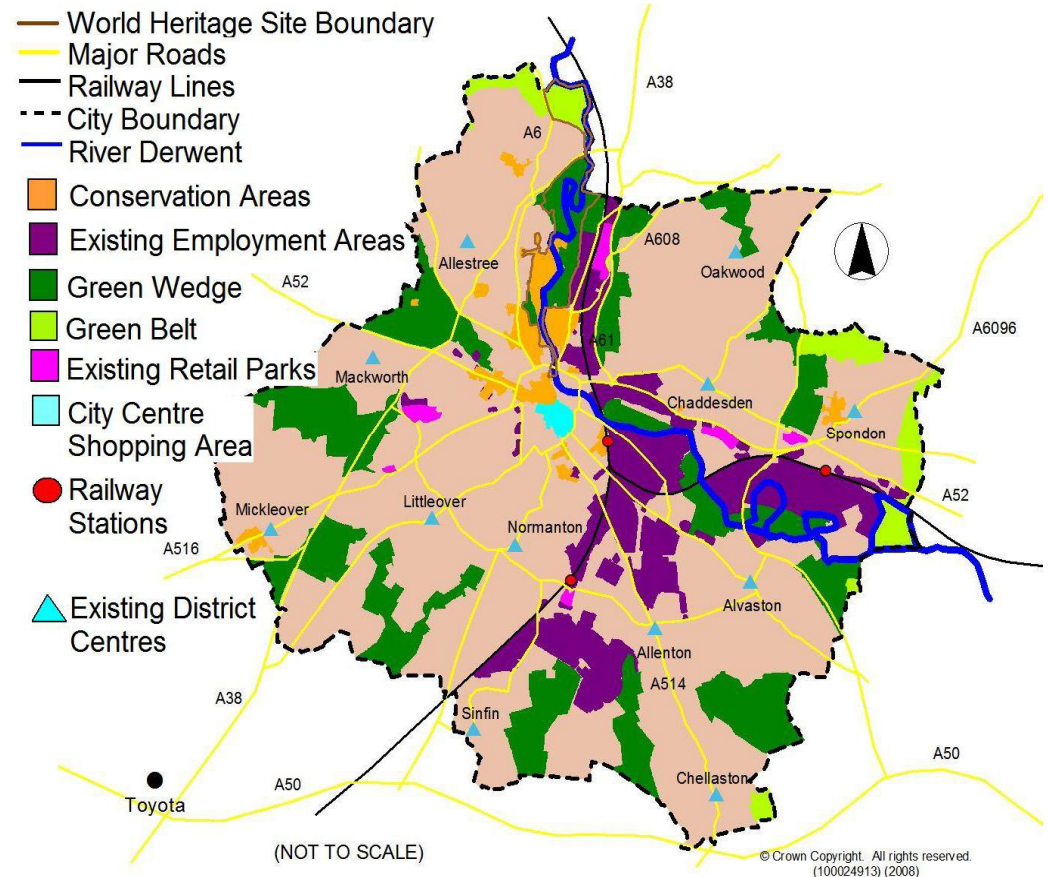
6.2 As part of this we want stakeholders to tell us what they think about Derby: what is good and what is not so good? This consultation will help us to better understand how Derby works as a place and how it relates to its surrounding area. We will use the Core Strategy to identify priorities for change, such as regeneration proposals. It will also help us to plan new development in a way that relates better to Derby as a place.



6.3 The Core Strategy will not start from a completely blank sheet of paper. It must conform to both national and regional policies that determine some of the strategic policy options that need to be addressed. For instance, national and regional policy emphasise sustainable forms of development, regeneration, reducing the need to travel and addressing climate change. The RSS also sets out minimum targets for the provision of new housing which the Core Strategy will need to deliver.

6.4 The Core Strategy will set out a plan for how much development should take place in the city and where and when it should happen; this is called a spatial strategy. To develop our spatial strategy we need to have a clear vision of what we want Derby to look like in 2026 and objectives for how we will deliver this change.

Figure 6: Key Features Within the City



6.5 In drawing up our spatial strategy for delivering new development, we will need to consider different options as to how we might achieve this. For instance, how much development should be accommodated within or near to the city centre, in areas of need of regeneration or elsewhere within the urban area? Also, how much development should be located on greenfield and suburban sites and what should be the role of green belt and green wedges?

DEVELOPING OUR SPATIAL STRATEGY...

6.6 The Core Strategy offers us the opportunity to make Derby a more sustainable place by including measures to help address climate change and encouraging people to adopt more sustainable lifestyles by using their cars less, walking and cycling more and increasing use of locally sourced resources. We need to consider how new developments will relate to the existing urban area, including shops, services, green spaces and what this means in terms of fostering social cohesion and community identity.

6.7 We will also need to set out how our spatial strategy will be delivered. This means identifying what physical, social and green infrastructure is needed, such as new roads, schools and open spaces, who will deliver this and when. In considering these issues, the Core Strategy must draw together the investment plans and strategies of partner organisations, such as the Highways Agency, the Primary Care Trust and the Environment Agency, and consider how these might complement each other to deliver the overall spatial vision.

6.8 The built-up area of the city is set to extend significantly beyond its current boundaries over the plan period. We therefore need to consider how these areas will relate to the rest of the city. It will be important to closely coordinate our Core Strategy with those being prepared for South Derbyshire and Amber Valley to ensure an integrated and comprehensive approach.

We think the main issues for the Spatial Strategy are:

- **Setting our Vision and Objectives**
- **Meeting our requirements to deliver new development**
- **Meeting the needs of the people and organisations living, working or visiting Derby** ★
- **Making Derby a more sustainable city** ★

- **Adapting and mitigating against climate change** ★
- **Ensuring good access to services, facilities and employment from existing and new development** ★
- **Getting the right social, green and physical infrastructure in place at the right time** ★
- **Ensuring our plans are capable of being delivered**

QUESTIONS TO CONSIDER:

1. **What should be included in the Core Strategy's vision and its key objectives for delivering this?**
2. **Which parts of the city should be the main focus of growth and how can proposals beyond its administrative area, in South Derbyshire and Amber Valley, complement the growth?**
3. **What is the most appropriate pattern of new development in order to make best use of existing infrastructure and deliver new infrastructure?**
4. **What major infrastructure will be required to serve new development?**



RESPONDING TO CLIMATE CHANGE

7.1 Addressing the cause and effect of climate change is a key national, regional and local priority. The Government believes that climate change is the greatest long term challenge facing the world today and that addressing this issue is their principal concern for sustainable development, as set out in the PPS1 Companion Guide.

7.2 This can be achieved through reducing overall fossil fuel use, minimising carbon dioxide emissions and encouraging the use of renewable energy. Derby residents consume lower amounts of electricity and gas than the national average but the same amount of water (136 litres per day). The Core Strategy will also need to consider how to reduce the amount of waste being produced and how to increase the re-use and re-cycling of existing materials. Derby already recycles and composts around 40% of domestic waste.

7.3 We need to consider what the Core Strategy can do to further help achieve these objectives and how it can help to ensure that new development in particular is more sustainable in terms of being more energy efficient through design, reducing water consumption and including measures to encourage the production of energy from renewable sources. It will also be important to consider integrating decentralised energy into all new development. This could contribute to improving the sustainability of new developments, reducing reliance on external energy sources and reducing fuel poverty for vulnerable households within the city.

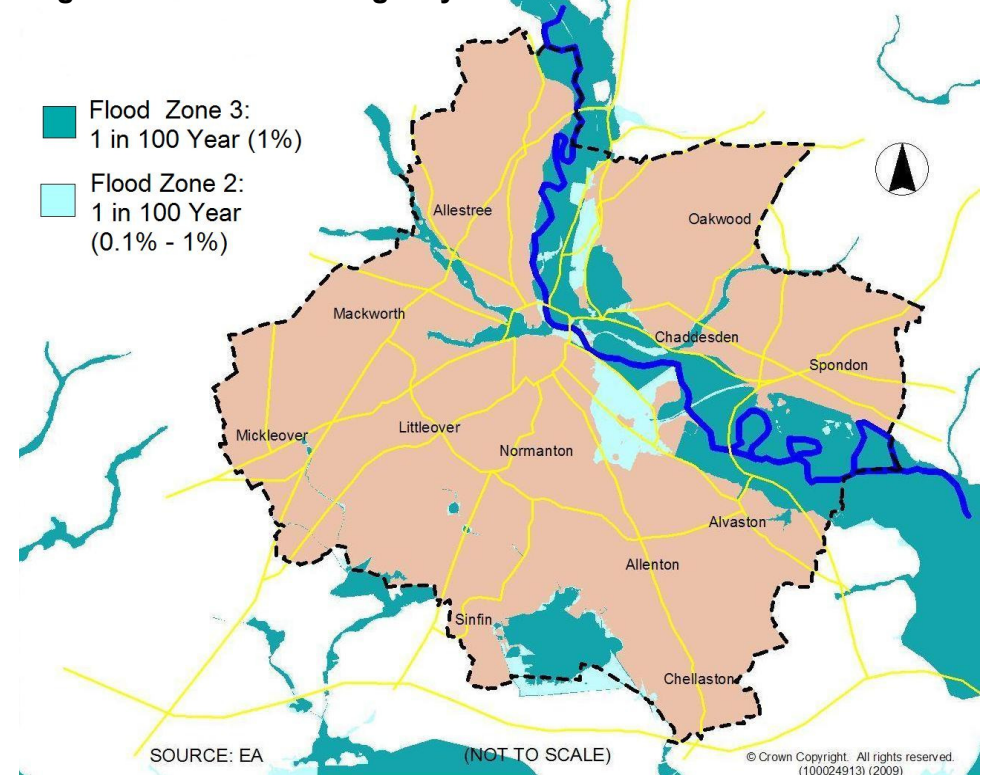
7.4 An important part of responding to climate change is adapting to the more extreme weather events we are likely to experience. One particularly important element of this is adapting to the increased risk of flooding.

7.5 The Environment Agency produces maps showing the degree of risk of flooding for different parts of the city. 20% of the city's land area falls within flood zones 2 and 3, the highest risk categories. The Core Strategy will need to take full account of flood risk in identifying

development sites. We have undertaken a Strategic Flood Risk Assessment which will give us a more detailed understanding of flood risk around the city than the current Environment Agency maps and these will be used to inform the selection of development sites.

7.6 The Lower Derwent river corridor, which includes parts of the city centre and areas to its north, are identified as being at high risk of flooding. Conditions in both 2000 and in 2007 came close to spilling over the existing flood defences in some areas. Climate change factors are increasing the risk of flooding. In addition to this, most of the existing flood defences are coming to the end of their design life.

Figure 7: Environment Agency Flood Zones



RESPONDING TO CLIMATE CHANGE...

7.7 A new scheme to address these specific flood issues is being drawn up by The Environment Agency, who have recently been asking for people's views. Their proposal involves works to Derby Junction bridge (5 Arches) and the building of new flood defences set back further from the river than is currently the case. This is known as the 'Blue Corridor' proposal. The City Council is considering its response to these proposals. If we support this approach we will need to consider how the Core Strategy can deliver these proposals, including developing a strategy for land that may be affected by the change to flood defences known as the 'Blue Corridor' which will in time no longer be defended from flooding.

7.8 The Core Strategy will also need to identify ways of delivering new development without having an adverse impact on the quality or availability of our water resources. This work will be informed by a Water Cycle Strategy for the Derby HMA, which is soon to be commissioned. The Water Cycle Strategy will identify the water infrastructure that is needed to allow future development in Derby. The Strategy will include measures to manage water supply and treatment in the area as well as taking account of the need to reduce water consumption and prevent flooding.

We think the main climate change issues are:

- **Ensuring new development takes place in sustainable locations** ★
- **Reducing energy use and natural resource consumption** ★
- **Setting targets for the use of low carbon, renewable and decentralised energy** ★
- **Supporting reuse, recycling, composting and waste reduction** ★

- **Minimising and mitigating the risk of flooding, including how to address the Environment Agency's Flood Risk Management Strategy** ★
- **Setting targets for the inclusion of sustainable design requirements in new development** ★

QUESTIONS TO CONSIDER:

5. **How can the Core Strategy help reduce energy use and water consumption and encourage the use of renewable energy?**
6. **How can the Core Strategy encourage the sustainable design of new developments?**
7. **How can the Core Strategy reduce the amount of waste being generated and encourage greater re-use and re-cycling?**
8. **How can the Core Strategy assist in adapting to climate change, in particular to the increased risk of flooding?**
9. **How should the Core Strategy address the Environment Agency's Flood Risk Management Strategy for the Lower Derwent Valley?**



HOUSING

8.1 There are around 105,000 homes in Derby, with an average of 2.4 people living in each household. 79% of houses are privately owned, 10% of which are privately rented. There is a higher proportion of social housing, in Derby, than in the rest of the East Midlands or nationally, with 7% belonging to housing associations and 14% to Derby Homes, who manage the city's Council owned houses.

8.2 The quality of the housing stock varies. There are greater numbers of houses in multiple occupation and higher levels of homes with poor thermal efficiency in the city compared to the national average. There is a particular need to ensure that the number of vulnerable people living in decent homes increases. There are also higher levels of vacant homes, almost 4% of privately owned homes are vacant, a third of which have been empty for more than 6 months.

8.3 Houses in Derby are more affordable than in other parts of the region. There are, however, 10,600 households currently on the housing waiting list and significantly more people are living in temporary accommodation (77 people) than the Council's target of no more than 45. The number of affordable units completed in 2006/07 was 224 and exceeded the annual target of 200 for the first time, although the monitoring year saw the highest ever number of total net annual dwelling completions with 1,104.



number of homes we need to build change through the partial review of the Regional Plan. It could also secure more affordable housing.

8.4 The Secretary of State's proposed changes to the Regional Plan require the provision of a minimum of 17,700 new homes within the city over the period 2001 to 2026. We need to consider whether the Core Strategy should set a higher figure than this minimum, as this would provide flexibility should the

8.5 Of the 17,700 homes, some 5,500 have already been built and a further 3,000 with planning permission are expected to be built by 2026. A supply of a further 6,400 dwellings is identified in the form of City of Derby Local Plan Review allocations, sites identified through Strategic Housing Land Availability Assessment work or as windfalls. If all of these were delivered then there is a need to identify sites to accommodate about a further 3,000 dwellings to meet the 17,700 requirement.

8.6 We will need to establish a strategy that shows how, when and broadly where the necessary homes will be delivered. It can also identify the main strategic sites that will achieve this strategy – although it does not have to do so. A further site allocations plan will be prepared to identify sites not brought forward through the Core Strategy itself.

8.7 The Core Strategy will need to set out what sort of new housing is needed to meet people's needs, such as the mix between larger and smaller homes and between houses and other properties such as flats. Some of the evidence for this will come from a Strategic Housing Market Assessment (SHMA) currently being prepared for the Council, but other evidence from stakeholders is welcomed. It will also need to consider how best to deliver more affordable housing and homes that are designed to be adaptable to people's changing needs over time, for example older people or people with young families. This could include the Lifetime Homes or Building for Life standards.

8.8 The Regional Plan also specifies the number of permanent pitches we need to provide for Gypsies and Travellers. The Secretary of State's proposed modifications to the Regional Plan require the provision of a minimum of 16 permanent pitches within the city. The Council has recently granted planning permission for a Gypsy and Traveller site on land in the Osmaston area of the city which, if successfully implemented, would meet this requirement.

HOUSING...

8.9 The provisional target in the emerging Regional Plan has been informed by a countywide Gypsy and Traveller Accommodation Assessment (GTAA). The GTAA also suggests that over the longer term, the number of pitches required in Derbyshire is likely to grow by about 3% every 5 years. However, it does not identify any particular figure or suggest how such future growth should be apportioned within the County. The Core Strategy will therefore need to set out criteria for assessing sites to accommodate population growth within the Gypsy and Traveller community. We also need to accommodate the needs of members of the Travelling Showpeople community.

8.10 Good design lies at the heart of good planning and we want to look at how we can raise standards and promote distinctive new development. The Government's advisor on architecture, urban design and public space is the Commission for Architecture and the Built Environment (CABE). The CABE Housing Audit (2007) identifies that the East Midlands has some of the poorest quality new housing development in the Country.

8.11 Design is not just about what a building, street or public space looks like. Good design can help improve people's well being and quality of life; it can improve people's health, cut crime and help tackle climate change through better energy efficiency and sustainable design. CABE are promoting the 'Building for Life' standard which aims to improve the quality of design for new homes and sets out an objective mechanism by which this can be assessed and monitored. The Core Strategy will need to clearly set out our approach to raising



design standards, including securing sustainable design and construction in all types of new development.

8.12 National planning policy, in PPS 3, states that housing sites should be developed to a density of at least 30 dwellings to the hectare. It also advises that Local Authorities may want to develop local housing density policies to respond to individual circumstances, such as protecting areas of character and local distinctiveness. This approach may result in different density policies for different parts of the city and for different sites. Local policies should be grounded in the local needs and circumstances of the city of Derby, such as the amount of suitable developable land and the size of houses that are needed. Higher densities mean that less land is needed, but care needs to be taken to ensure that a good quality environment is created and that the character of existing areas is not undermined.

8.13 The emerging Sustainable Community Strategy identifies that many of those who hold highly skilled jobs in Derby, commute in from outside of the city. To meet the aim of attracting highly skilled workers to live in the city, housing and other services will need to be provided that meets their needs and aspirations.

We think the main housing issues are:

- **Deciding on the number and location of new houses to be built**
- **Ensure that we provide sufficient affordable housing to meet the needs of people living in and moving to Derby ★**
- **Providing the right type of new housing to meet people's needs and aspirations in terms of size, design and adaptability ★**

HOUSING...

- Provide lifetime homes that are suitable for people of any age, that support people to live independently for longer and reduce accidents in the home ★
- Providing sufficient permanent pitches to meet the needs of Gypsies, Travellers and Travelling Showpeople
- Raising design standards and encouraging local distinctiveness
- Securing sustainable design and construction in all new developments
- Ensure new design is inclusive and creates places that are safe and accessible, can be used by everyone, and that minimise the opportunity to commit crime ★
- Ensuring that the design and density of new housing is locally specific and respects or improves the character of the part of the city in which it is located

QUESTIONS TO CONSIDER:

10. Should the Core Strategy set a higher target for housing provision than the minimum figure set out in the draft Regional Plan, and if so, what should this be and why?
11. What should the balance be between different types of dwellings, in terms of size and tenure? Do any parts of the city have particular needs, and if so, what are these?

12. Should the Core Strategy apply different density requirements to different locations and, if so, what evidence should inform this?
13. What should the Core Strategy's approach be to lifetime homes and affordable housing, including the targets it should set for their provision?
14. What criteria policies should the Core Strategy adopt for the location of sites for Gypsies, Travellers and Travelling Showpeople?
15. What measures should we incorporate into the Core Strategy to increase the quality of design and enhance local distinctiveness in new development?
16. What measures should be incorporated into the Core Strategy to encourage sustainable design and energy resource efficiency in new developments?

THE CITY CENTRE

9.1 The city centre is Derby's main commercial, shopping, business and cultural centre. The quality of the city centre, including its commercial and cultural offer, plays a large role in attracting investors and tourists to Derby.

9.2 Derby Cityscape Ltd, the urban regeneration company for the city centre, was established to respond to the city's relative underperformance in social and economic terms. Its role is to coordinate the physical, environmental, economic and social regeneration of the city centre. To help achieve this, it published a Masterplan that reflects Cityscape's aims of promoting high quality development, transforming the overall quality of the environment and public realm, enhancing its historical assets, introducing city living within the central area and creating a city centre with a broad appeal for the whole community as the focus for economic, civic and cultural life.

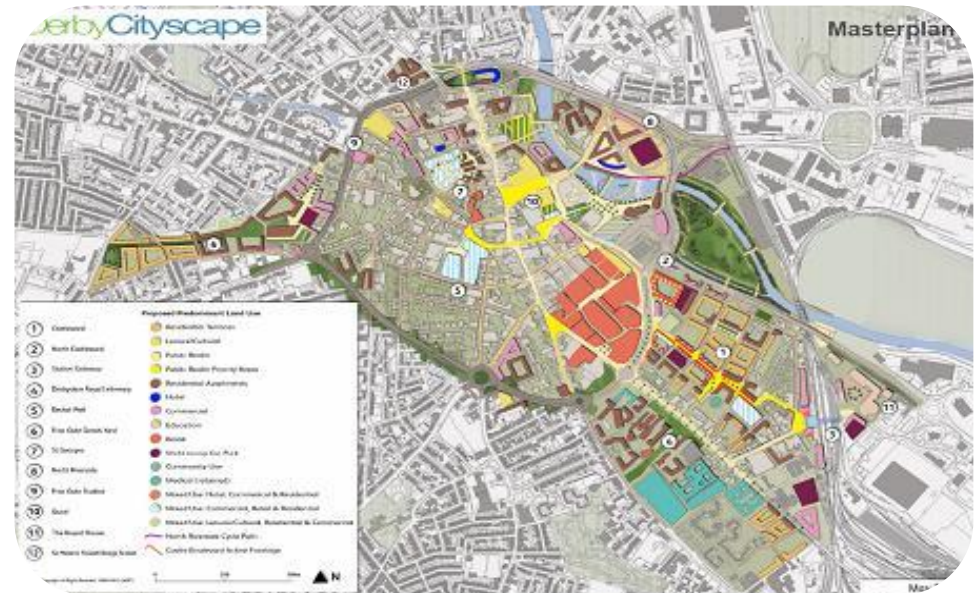
9.3 Derby Cityscape Ltd are also represented on the City Centre Management Group (CCMGroup), which is made up of representatives from public and private sector organisations from across the city. The aim of the CCMGroup is to,

'To set a partnership vision and strategy linked to the DCP 2020 vision for a prosperous, successful commercial centre as the economic heart of Derby and then oversee its delivery in a timely, cost effective and creative manner'.

The Core Strategy will need to take account of this vision and help to deliver its aims.



Figure 8: The Derby Cityscape Masterplan



9.4 We will need to consider how the Core Strategy can continue to support Derby Cityscape's objectives of improving the city centre as a place to live, work and spend our recreational time, particularly in light of the current economic conditions.

9.5 There have been several major new developments in the city centre over recent years, including the Westfield Centre, a new Magistrates' Court, the Joseph Wright Centre, Friar Gate Studios and the recently opened Quad. Other significant developments are in the pipeline, in particular Derby Riverlights which will provide almost 15,000m² of new leisure, office and retail floorspace as well as a new bus station.

9.6 The Core Strategy will need to identify what approach to take to the development of offices within the city. Evidence indicates that the

THE CITY CENTRE...

city centre, in particular, needs more modern office floorspace to be competitive. The quality of city centre office supply has been recognised as being poor for some time, however some of the planning permissions in the pipeline will help to address this problem if they are developed. Derby Cityscape's masterplan also identifies several other exciting opportunities for development, including areas within the Cathedral Quarter and Castleward. In line with wider considerations about economic prosperity and land supply (see next section), we will need to consider whether other opportunities should be identified in the Core Strategy and what approach should be taken to office development outside of the city centre. Should it, for instance, restrict office development elsewhere to promote city centre development?

9.7 There has been a concerted effort in recent years to promote the city centre as a place to live. This is seen as important in terms of promoting sustainable patterns of development, improving people's access to facilities and services and helping to improve the city centre's economy, vibrancy and safety. The Derby Cityscape Masterplan identifies a number of large sites that could accommodate a significant number of new homes, including the Derbyshire Royal Infirmary site, Castleward and Friar Gate Goods Yard. As with employment land, it will be important to assess what contribution the city centre can make to meeting our housing needs.

9.8 The majority of residential development built in the city centre recently has been apartments. As noted elsewhere, as well as considering the number of dwellings that can be provided in the city centre, the type, size and tenure will also have to be thought through. Whether apartments should continue to be the priority or whether other types of housing should be promoted will be an important issue. Research such as the Strategic Housing Market Assessment (SHMA) will be important here.

9.9 The city centre is also the focal point for the city's transport network. There are a number of key transport related schemes

currently underway in the city centre. The most significant is Connecting Derby. Connecting Derby is a Government funded integrated transport project which aims to improve transport links in and around the city centre for people who live, work or visit the city.

9.10 The first phase of the project was completed in 2004. It removed unnecessary traffic from Victoria Street and Albert Street, leaving the centre free for buses, taxis, cyclists and pedestrians. On St Alkmund's Way, a new traffic signal junction with Cathedral Road has allowed easier access to car parking in Bold Lane and St James's Street.

9.11 Now the project is entering its next phase. In October 2008, the Department for Transport announced that the scheme is approved and works have now begun on the new section of the inner ring road.

9.12 Work is currently underway on the new bus station as part of the Riverlights scheme, whilst Derby Cityscape are proposing significant improvements to the railway station frontage. A draft masterplan has been published putting forward proposals to enhance the public transport interchange and making the station more accessible and easier to use.

9.13 This is being combined with a number of other planned improvements to the public realm that will enhance the environment for pedestrians and cyclists. Improvements to Full Street, Corporation Street and the Morledge as part of the Transforming Streets and Squares project and the proposed 'Castleward Boulevard' are key examples of this. Within these areas priority will be given to pedestrians. These transport improvements all form part of the bigger picture covered in 'The Transport Strategy' section starting on page 24. However, any further strategic improvements that might be needed or any needs in terms of new transport infrastructure, should be addressed as part of the Core Strategy work.

THE CITY CENTRE...

9.14 In terms of shopping, the Westfield Centre has added a significant amount of new high quality retail floorspace to the city centre and had a positive overall impact on its vitality and viability. As was expected, there is a period of adjustment while existing stores relocate to the new centre. This, combined with wider economic circumstances, has had an impact, particularly in the Cathedral Quarter to the north of the city centre. A Business Improvement District (BID) has been established within the Cathedral Quarter to help improve the business environment within this area of the city centre.

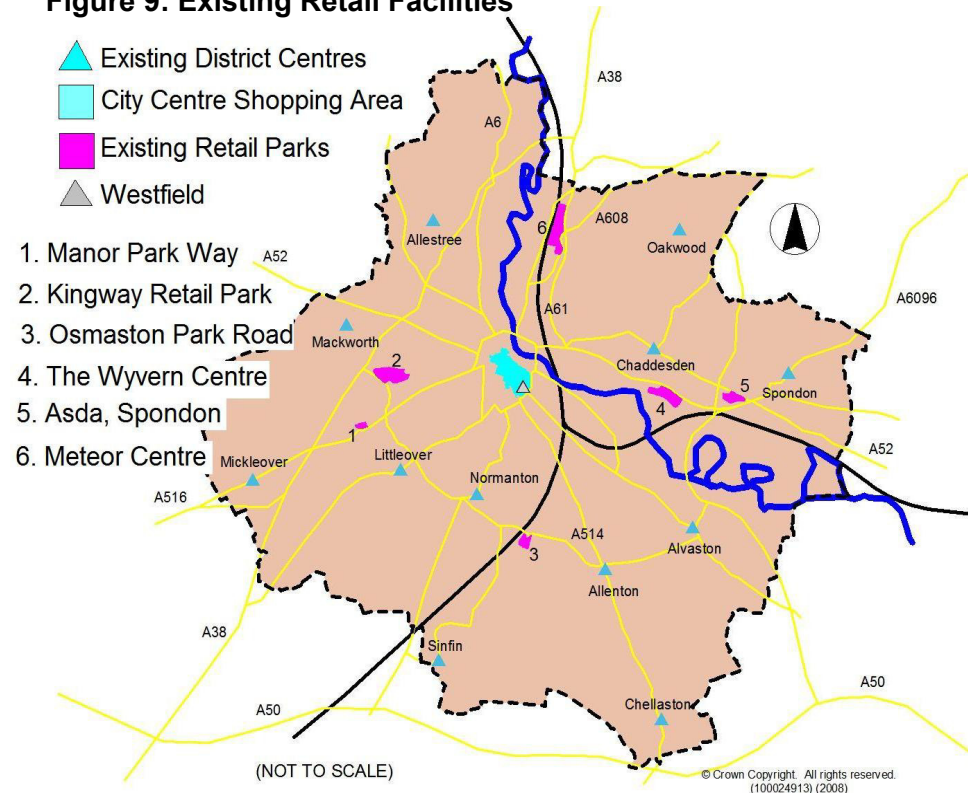
9.15 Although the opening of Primark and Tesco Metro will help to support the north of the city centre, it is recognised that there are still challenges that need to be addressed, not least the future of the Duckworth Square / Becket Well area. This area provides a significant opportunity to improve the vitality and viability of the city centre.

9.16 The Core Strategy will have a role in helping to support the vitality and viability of the city centre as a whole, but there also needs to be a judgement as to whether there are areas that need more support than others. These could include Sadler Gate, Iron Gate and the rest of the Cathedral Quarter, as these have seen the most significant impacts but provide the most opportunity to further improve the quality retail offer.

9.17 The City Council have commissioned consultants to consider retail needs for the city as a whole. This work is not yet finalised, but will advise on the amount of new retail development that might be required and broadly where this might go. Issues to consider will be where any identified 'need' for retail should be accommodated. Existing policies seek to focus large scale new non-food retail in the city centre and it needs to be decided whether this should continue to be the strategy, or whether new facilities should be spread between the city centre, district centres and retail parks.



Figure 9: Existing Retail Facilities



9.18 Underlying all of this is the issue of design quality and heritage. The city centre contains a number of conservation areas and their preservation and enhancement will continue to be an issue. The quality and style of new development is also critical. To this end a 'Tall Buildings Strategy' is being devised. How the findings of this strategy can, or should, be integrated into the Core Strategy is an issue for further thought.

THE CITY CENTRE...

We think the key issues for the city centre and retailing are:

- Maintaining a vibrant, competitive, balanced, safe and attractive city centre ★
- Improving the transport network and encouraging people to use means of transport other than their cars to get to the city centre ★
- Pursuing opportunities for regeneration
- Identifying the city centre's role in providing a sustainable location for large scale development
- Scale and role of city centre office development
- Help extend the range of evening and early evening activities by improving the safety of the city centre environment and improving public transport access ★
- Scale, role and type of city centre residential development
- Quality of the environment and design standards and the strategy for tall buildings ★
- Improving the vitality and viability of the northern half of the city centre

QUESTIONS TO CONSIDER:

17. Should the city centre continue to be the focus for new retail development or are there alternative strategies to consider?
18. How can the Core Strategy assist in enhancing the vitality and viability of the city centre and what areas should be given priority for action?
19. What should be the Core Strategy's approach be to the location of office development? Should the city centre be the main focal point for new development?
20. Is the city centre a suitable location for housing development and, if so, what form should this take?



MAINTAINING ECONOMIC PROSPERITY

10.1 Derby has benefited from a successful and vibrant economy over recent years which we want to continue and help more people to benefit from. Currently, three quarters of people work in the service sector, with 20% working in manufacturing and 4.5% working in construction.

10.2 Despite the relative success of the city, 21% of the working age population have no qualifications and unemployment remains slightly above the national average (2.8%), although long-term unemployment is lower than average. The average gross annual pay of Derby residents, at £19,761, is significantly below the national average of £24,908.

10.3 People who work in Derby are better paid than those living in Derby (£22,581 compared to £19,761), suggesting that people with higher paid jobs tend to live outside of the city and commute in. This raises a number of issues around the skills of the resident Derby population, the choice of housing available within the city and the impacts of commuting on congestion.

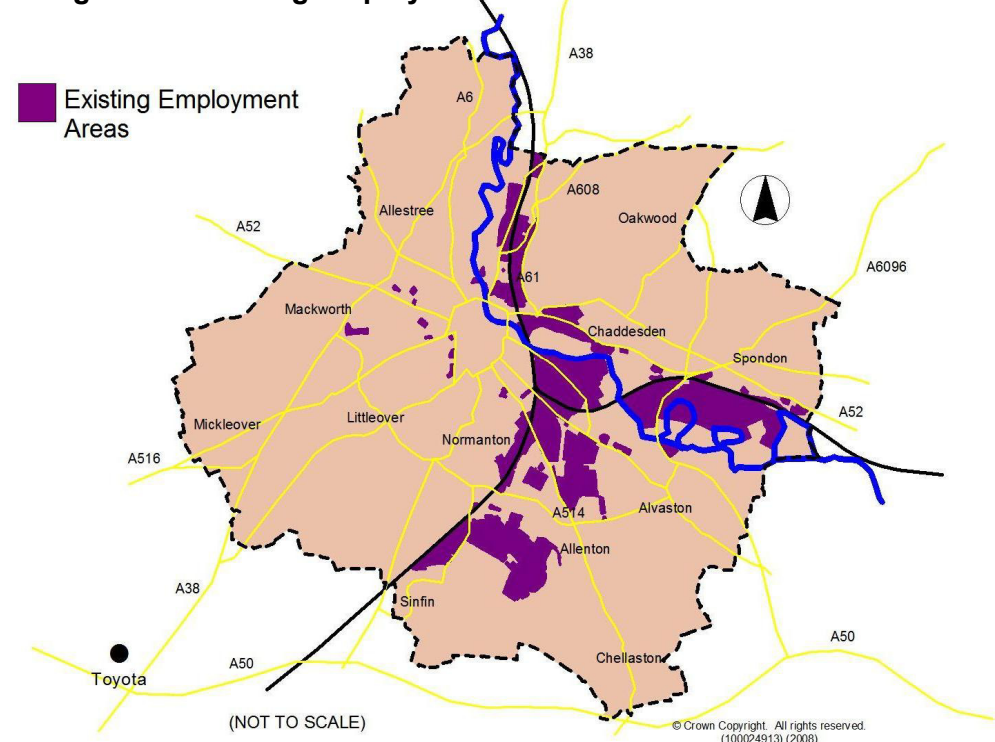
10.4 Derby has the fourth highest annual employment growth rate of all cities in the country, at 2.4%, (1995-2005). Derby has the highest proportion of people in employment per head in high technology industries and has the largest GVA (Gross Value Added) in the Region. Derby also has the highest visible exports per head of population in the UK. These figures demonstrate a high level of performance and the Core Strategy provides an opportunity to seek ways to continue this.

10.5 Derby City Partnership's City Growth Strategy sets out a clear vision for the city's economy. This recognises that Derby is one of the UK's most important centres of high value manufacturing, with world class companies such as Rolls-Royce and Bombardier. It aims to exploit this and build the city's portfolio of higher value, knowledge based employment. It also aims to capture the economic potential of all

communities and increase the opportunities of disadvantaged neighbourhoods and groups to contribute to the economic life of the city.

10.6 A key role of the Core Strategy will be to ensure a healthy supply of the right sort of employment land in the right locations. A review of the quality of employment land within the Derby Housing Market Area has been prepared by consultants. This found that the existing supply of land is greater than we are likely to need based on the amount of employment land developed each year. However, it also concluded that the existing strategic sites should be retained because of Derby's important role in the region's economy and that the existing supply

Figure 10: Existing Employment Areas



MAINTAINING ECONOMIC PROSPERITY...

provides land for uses not easily accommodated elsewhere, for example car showrooms.

10.7 The Core Strategy will need to identify how much land should be provided overall, where this should be provided and what its role in the economy should be. This will include the role of the city centre, particularly for office development. It will also need to take account of current and long term economic forecasts.

10.8 National planning policy supports the redevelopment of existing employment land for housing as an effective way of reusing previously developed land. Substantial areas have already been redeveloped for housing, but there may come a point where employment land should be protected. The Core Strategy will need to strike an appropriate balance between these two policy objectives.

10.9 Derby University has a vital role to play in developing higher value, knowledge based employment and an economy that is more creative and innovative. Links between the academic world and the world of business and commerce are growing in importance and need to be fostered. We need to consider what role the Core Strategy can play in identifying and addressing skills gaps in the local population and in ensuring that the right communications technologies are in place to support these types of industries, for example integrating broadband / WiFi connectivity into new development. We also need to consider how we can support existing attempts to retain more highly qualified and imaginative people who study at the University.

10.10 Derby is close to the East Midlands Airport (EMA) which is the UK's busiest freight handling airport and an important source of employment. The EMA Masterplan (2006 – 2030) states that most new business activity not directly related to the airport should be located within or on the fringes of the main urban centres rather than within the existing airport business zone. The Core strategy will

therefore need to consider how best to facilitate this and also how best to ensure Derby people benefit from it.

10.11 The emerging Regional Plan identifies a regional requirement for a large scale rail connected strategic warehouse and distribution facility of at least 50 ha within the Derby Housing Market Area. The three Local Authorities within the Derby HMA, Derby, Amber Valley and South Derbyshire will need to work together to identify a suitable location for this.

We think the key issues relating to economic prosperity are:

- **Making the city an attractive location for investment, particularly for our key businesses (Rolls-Royce, Bombardier etc) and other high value and knowledge based employers ★**
- **Making sure that there are the right sites and buildings available, in terms of quantity, quality, type and location, to encourage new city business start ups and attract new businesses / businesses relocating to the city ★**
- **Securing high quality new office space, particularly in the city centre**
- **Getting the right balance between the amount of employment land we need to retain and the amount of employment land that could be redeveloped for other uses**
- **The need for a large scale rail connected strategic warehouse and distribution facility within the HMA**
- **Helping to ensure peoples skills are matched to jobs ★**
- **Encouraging high earners and graduates to live within the city ★**

MAINTAINING ECONOMIC PROSPERITY...

- Helping to deliver a 21st Century electronic communications infrastructure network ★

QUESTIONS TO CONSIDER:

21. Should there be a reduction in the amount of employment land currently allocated for development? If so, why?
22. What should be the key strategic locations for employment land? What land uses should they provide for and how should these sites relate to other land uses, particularly housing?
23. How can the Core Strategy complement the City Growth Strategy¹⁰, particularly the objective to support higher value and knowledge based employment?
24. Where in the Derby HMA could the regional requirement for a strategic rail facility be located?
25. How should the Core Strategy approach the redevelopment of employment areas for housing?
26. How can we encourage people with higher paid jobs to live in the city?

¹⁰ Available from www.derbycitypartnership.co.uk



THE TRANSPORT STRATEGY

11.1 A well performing transport system is essential to enable growth, economic prosperity, and a good quality of life for people living and working in Derby. Derby has excellent transport links by road and rail, with direct routes to major cities including London and enjoys good access to East Midlands Airport.

11.2 Several significant transport schemes are now being delivered in the city. These include 'Connecting Derby' the integrated transport scheme which replaces the existing southern part of the inner ring road, the building of the new bus station and improvements to key transport corridors.

11.3 However, rising travel demand is causing serious strain on the system with estimated national costs of congestion of up to £28 billion by 2025. This rise in travel demand is occurring faster in the East Midlands than the overall national trend. Within this, Derby has an even higher rate of traffic growth than the neighbouring cities of Nottingham and Leicester.

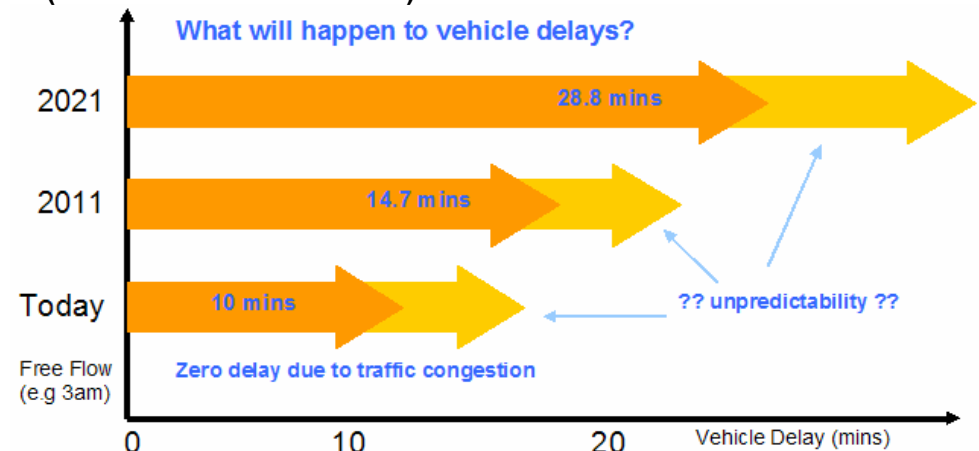
11.4 This is due to a number of factors including population growth, increased car ownership and the falling cost of motoring when compared with rising public transport costs. Reliance on the car is demonstrated by the fact that over 60% of people travelling to work in Derby commute by car. This causes congestion on the main routes into Derby, particularly at their junctions with the inner and outer ring roads.

11.5 Without action, congestion is likely to increase, causing further delays to all road users and making bus journeys less reliable. This discourages people from using public transport, making them more likely to travel by car and adding further to the congestion.

11.6 Congestion also results in stop/start driving conditions which lead to increased vehicle exhaust emissions. This is a major contributor to air quality concerns. There are two Air Quality Management Areas

(AQMA) in Derby city that are closely associated with congestion. These are around the inner and outer ring roads and a section of the A52 in Spondon (see Figure 12).

Figure 11: The impact of traffic growth on average journey times (based on data from LTP2)

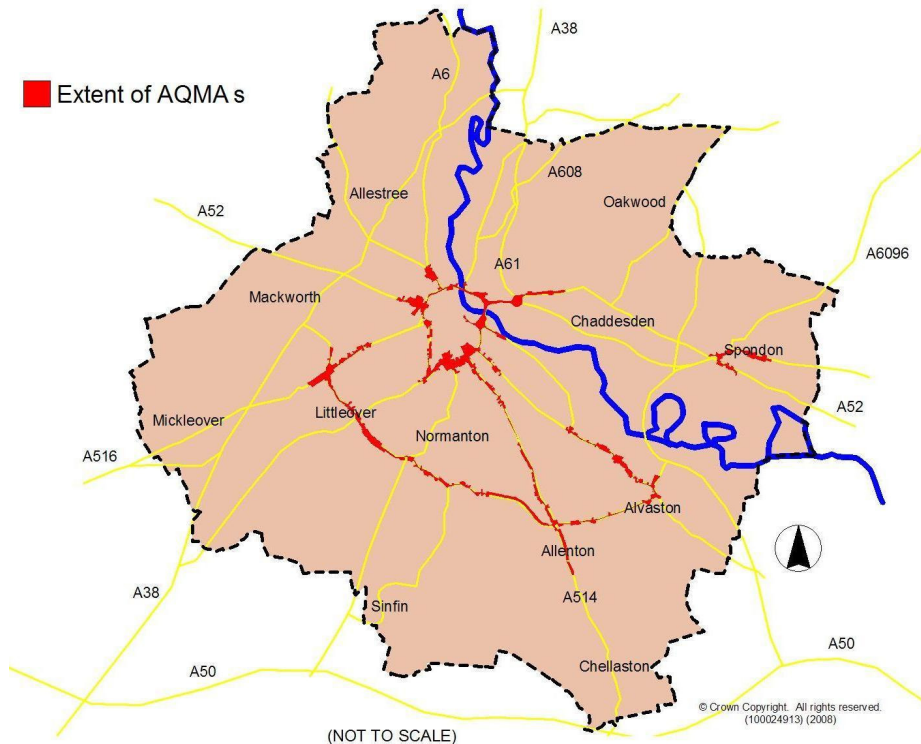


11.7 Research indicates that, without intervention, delays due to congestion will add over 14 minutes to an average journey by 2011. This delay will increase to over 28 minutes per journey by 2021 (see Figure 11).



THE TRANSPORT STRATEGY...

Figure 12: Extent of AQMA s



11.8 The Derby Joint Local Transport Plan 2006-2011 (LTP2) sets out the transport strategy for the city and the surrounding travel to work area. This includes substantial parts of South Derbyshire and Amber Valley and was prepared in partnership by the City and County Councils.

LTP2 also outlines our transport vision, which aims to,

“Develop and maintain an integrated transport network which promotes safety and sustainability and contributes to creating a better quality of life for people living, working or visiting the LTP area”.

11.9 To achieve this, LTP2 sets out a long term transport strategy to 2021, comprising the following six main elements:

Land use - putting new developments in the right places, in particular the city centre, and ensuring that more major trip attractors are located there.

Smarter choices – support and promote measures to encourage people to make more sustainable and ‘smarter’ transport choices, especially through better education, marketing and more travel plans.

Local safety and accessibility improvements – enhance local neighbourhood, district and village centres with improved pedestrian and cycling facilities and seek to ensure that bus services provide access to such centres.

Strategic public transport improvements – improve bus services and routes into the city centre. This will include effective bus priorities, new park and ride sites, segregated bus routes and innovative city centre shuttle services.

Strategic traffic management and demand restraint – continue to make the best use of the existing road network by better management of road works, addressing congestion hotspots, introducing decriminalised parking enforcement and considering car restraint measures.

Maintenance of transport infrastructure – ensuring value for money and minimising disruption to users of the network.

11.10 To date our transport strategy has delivered many successes which have helped to manage traffic growth and provided benefits for travel in Derby. For example, there is a good network of bus services on the main radial routes into Derby city centre. All of the suburbs in

THE TRANSPORT STRATEGY...

the city have at least a 15 minute frequency bus service during the day from Monday to Saturday and a half hourly service in the evening and on a Sunday. In the surrounding rural area, the large towns and villages have a half hourly daytime service during the week and an hourly service in the evening and on Sundays. To help bus journeys to be more reliable, we have begun to install bus priorities on key routes. This has reduced bus journey times and significantly increased bus passenger numbers on those routes.

11.11 The overall number of cycling trips in the city rose by 9% between 2003/04-2007/08. In October 2005, it was announced that Derby had been chosen by Cycling England to be one of six Cycling Demonstration Towns. The £1.5 million of funding associated with this was match funded by Derby City Council. In 2008 Derby was successful in having its period as a Cycling Demonstration Town extended for a further 3 years this included further funding at a similar rate. This is being used to make Derby more cycle friendly, improve cycling facilities, to offer safety training and encourage more people to cycle, especially young people and their families.

11.12 There are 45 kilometres of known public rights of way within the city, although many more may be in existence. The Rights of Way Improvement Plan (ROWIP) 2007-2012 aims to identify eligible routes and to update the definitive map or rights of way to make the network more identifiable and easier to use.

11.13 Fundamental to addressing our transport issues will be the need to identify which achievements to build on. We must also make the most of opportunities to improve public transport interchanges and linkages between the city centre and the rail station. However, in planning for the future of Derby we first need to ensure that we have identified the key transport issues within the Core Strategy, so that we can develop appropriate solutions.



We think the main transport issues are:

- **Managing increased travel demand resulting from continued growth**
- **Identifying the new, or upgraded infrastructure required to deliver the level of development set out in the Core Strategy ★**
- **Tackling congestion, particularly by making the best use of the existing road network and providing good alternatives to single occupancy car travel ★**
- **Delivering accessibility and ensuring new journey attracting development takes place in accessible locations ★**
- **Providing safer roads and improving the safety and attractiveness of walking, cycling and public transport so that they are a realistic alternative to car travel ★**
- **Ensuring that increased travel demand minimises impact on local air quality and transport's contribution to climate change ★**
- **Acknowledging funding constraints and identifying affordable solutions**
- **Adapting to future developments in regional and national transport policy**

THE TRANSPORT STRATEGY...

QUESTIONS TO CONSIDER:

27. Any transport solution will involve a balanced approach, tailored to meet the specific needs of the area. However, to deal with the predicted traffic growth, should our priority be:
- meeting demand, for example, building capacity through new or improved infrastructure?
 - managing demand, for example, making better use of the network or using demand restraint measures?
 - reducing demand, for example putting developments in the right places and improving sustainable travel options?
28. Given limited resources, how can we best ensure that the impacts of development on the transport system are mitigated?
29. How can transport infrastructure support key development and contribute to regional prosperity? For example, how should we develop integrated transport links within the city, including the train station, and beyond the city to important developments such as East Midlands Airport?



IMPROVING NEIGHBOURHOODS AND MEETING COMMUNITY NEEDS

12.1 The Government's White Paper 'Strong and Prosperous Communities' highlights the importance of communities and social cohesion. Derby has a strong identity as a city, but also has a number of different neighbourhoods each with its own identity and character, often based around district and neighbourhood centres. The emerging Sustainable Community Strategy sets out a vision for Derby's neighbourhoods to be cohesive, where people from different backgrounds get on well together and people feel, safe and proud of where they live.

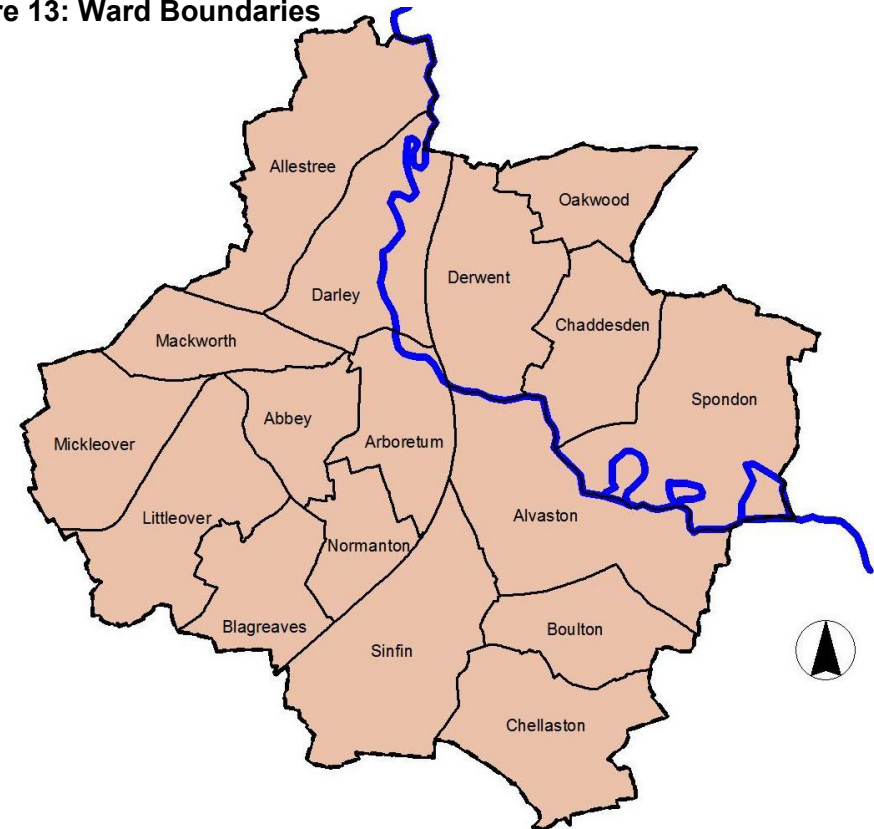
12.2 There are 17 electoral wards in Derby, each of which now has its own neighbourhood forum. Neighbourhood profiles are being prepared for each of these. Many of the ward boundaries relate well to neighbourhoods as local people perceive them. Some wards relate less well and some wards contain more than one different neighbourhood. The Core Strategy provides an opportunity to consider these neighbourhoods, their role and function within the life of the city and what key issues and opportunities are affecting them. The Core Strategy can include policies and proposals to address neighbourhood specific issues, such as regeneration or integrating new development.



regeneration schemes. The Normanton Road area contains a strong

12.3 Derby has grown up from a core area around the city centre and a number of outlying villages. The 19th Century inner city areas of Rosehill^[1], Peartree^[2] and Normanton lie just to the south of the city centre in the wards of Arboretum and Normanton. Rosehill, in particular, is a very diverse neighbourhood but some of its residents experience disadvantage and poor quality, older housing. It has benefited over the years from investment by both public and private sectors and the Council is currently drawing up a masterplan that will include

Figure 13: Ward Boundaries



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and vibrant district centre. This provides a focus for the local communities and an opportunity for social interaction and integration.

12.4 To the east of Rosehill and Peartree, on the other side of the railway, is the Osmaston^[3] area. This is a mainly early 20th century and interwar housing area, built to accommodate workers at the nearby Rolls-Royce works. These factories have now been relocated to a site further south on Wilmore Road, Sinfin^[4]. A masterplan process is underway, which presents an opportunity to consider regeneration

IMPROVING NEIGHBOURHOODS AND MEETING COMMUNITY NEEDS...



proposals for the area as a whole. As well as physical regeneration proposals, the masterplan will consider how to improve linkages between this area and the rest of the city.

12.5 The St Luke's ^[5] area lies to the west of the city centre in Abbey ward. Much of this area was cleared and rebuilt in the 1970s as part of regeneration

programmes of that time. Despite this, it lacks a clear district centre as a focus for the community and parts of the area continue to suffer from poor quality housing and environment. North of the St Luke's area is the West End ^[12] which is a diverse area and in more recent times has become home to a large student population.

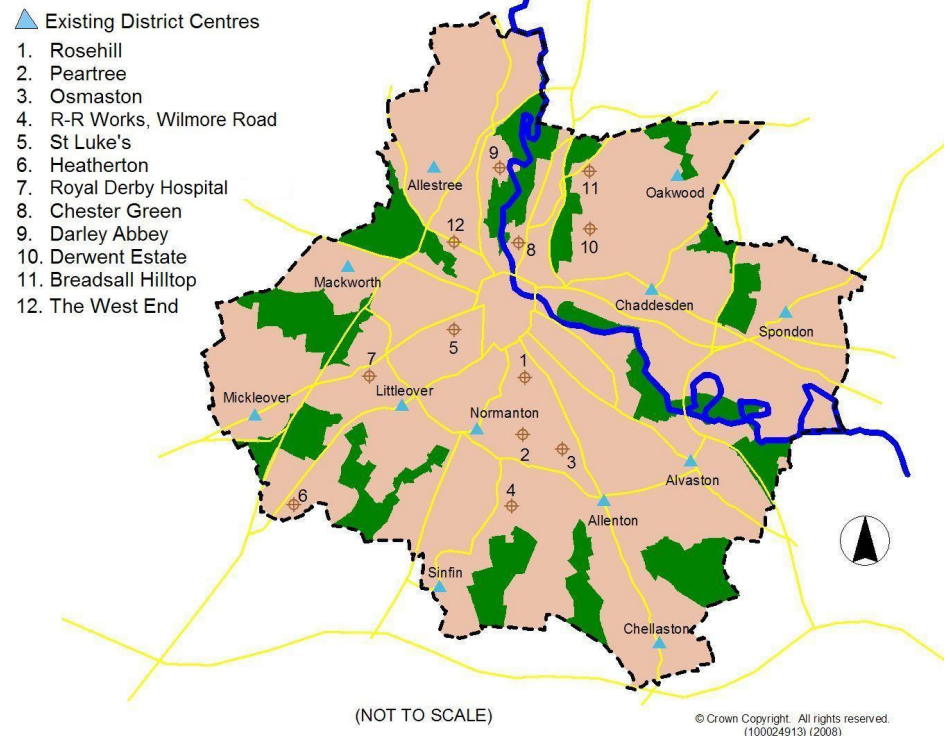
12.6 Littleover village lies to the south west of St Luke's on the south side of the ring road. Focussed on a historic core around the district centre it has gradually expanded, most recently with the development of Heatherton ^[6] to the south. The soon to be renamed Royal Derby Hospital ^[7] lies to the north west of the historic core of Littleover on the boundary with neighbouring Mickleover and is seeing significant investment as it is turned into Derby's main hospital.

12.7 Immediately to the north of the city centre are a number of smaller neighbourhoods, many of historic importance, such as Chester Green ^[8] and Darley Abbey ^[9]. These have a strong sense of identity linked to their location along the Derwent Valley. One issue affecting these communities is flood risk and the emerging Environment Agency management strategy to manage this risk.

12.8 The city grew rapidly in the interwar and post war periods. The previously separate villages of Allestree, Mickleover, Chellaston,

Littleover, Chaddesden and Spondon eventually became connected to the main urban area. The post war period also saw the development of new, mainly public sector, estates in Derwent, ^[10] Breadsall Hilltop, ^[11] Mackworth and Sinfin. Some of this development took place to rehouse people previously living in areas of poor housing that were cleared in the 1960s and 1970s. The interwar Derwent Estate has received investment under the Government's New Deal for Communities programme. During the 1980s and early 90s there was further development in the northeast of the city with the construction of the predominantly private sector housing estate of Oakwood.

Figure 14: Location Map



IMPROVING NEIGHBOURHOODS AND MEETING COMMUNITY NEEDS...

12.9 Many of Derby's neighbourhoods are served by good quality district centres which provide a focus for community identity and for local shopping and services. As part of our Core Strategy work, we would like to look at how these centres relate to their surrounding communities and how this role can be strengthened. We would also like to look at those communities that do not have their own district or neighbourhood centre. In particular, we would like to consider how to provide a better sense of community focus in such areas and examine the role other centres might play in this or whether new centres could be provided.



12.10 We will also need to consider any major gaps in shopping and service provision in the existing centres and whether any should be expanded to accommodate recent and planned growth. In addition to the physical nature of our neighbourhoods, we want to explore more about social, economic and environmental issues that they face. Different neighbourhoods will face different issues and have different priorities depending on local circumstances.

12.11 Some neighbourhoods will be more concerned about the quality of housing stock or the quality of their environment, others will be more concerned about social issues such as health, crime and employment. Some will be concerned about changes to the character of their area,

such as those resulting from infill development of housing on garden land. To help us address these issues, we will be approaching all of Derby's Neighbourhood Forums to speak to people directly about their communities and what role the Core Strategy might play in improving them. This will help us to build up a better picture of how different parts of the city work, what issues they face and how they relate to each other.

We think the main issues for our neighbourhoods are:

- **Establishing a vision and a spatial strategy for what role our neighbourhoods should play within the city as a whole**
- **Identifying and addressing the main social, economic and environmental issues facing our neighbourhoods ★**
- **Ensuring our neighbourhoods are sustainable and meet people's day to day needs for shops and services ★**
- **Maintaining and improving neighbourhoods' individual identity and character ★**
- **Tackling inequality and regenerating deprived neighbourhoods ★**
- **Ensuring our neighbourhoods are safe, welcoming and attractive places that people feel proud of, increasing a sense of belonging and reducing anti-social behaviour ★**
- **Providing for our increasingly diverse population ★**
- **Ensuring that new development provides key facilities, such as areas to play, shops, businesses, community facilities and public services, to serve the needs of our new and expanding neighbourhoods ★**

IMPROVING NEIGHBOURHOODS AND MEETING COMMUNITY NEEDS...

QUESTIONS TO CONSIDER:

30. What should be our vision for the future of our neighbourhoods and their role within Derby?
31. Have we identified the right priorities for regeneration and investment within our neighbourhoods?
32. What key facilities should be available locally in order to encourage more sustainable communities?
33. How can we help our neighbourhoods to fulfil their potential as sustainable locations that can encourage a strong sense of community and social cohesion?
34. Are there any parts of the city that need, or will need as a result of future growth, expanded or new local centres?
35. Should we seek protect the existing character of mature suburbs by resisting more intensive residential development within them. How should we do this?
36. How can the Core Strategy help to reduce crime and the fear of crime?
37. How can the Core Strategy help to define and strengthen the distinctiveness of different neighbourhoods?
38. What other issues facing our neighbourhoods should the Core Strategy address?

CHILDREN AND YOUNG PEOPLE

13.1 Derby City Partnership has identified the vision of,

'Building a brighter future for children and young people that provides a healthy, safe and happy childhood, with the opportunity to achieve their full potential'.

13.2 Currently 14.8% of children are living in poverty within the city and addressing this issue was identified as a key priority during consultation on the emerging Sustainable Community Strategy. Educational attainment, in terms of GCSEs, is lower than the national average, although this masks significant differences across the city. There are also higher levels of permanent exclusion from schools within the city, in 2006/07 this stood at 0.24% of pupils, double the national average of 0.12%.

13.3 The Core Strategy can help achieve the Partnership's vision and corporate objectives in a number of ways. It can help to support the provision of quality education, particularly through programmes such as Building Schools for the Future (BSF). It may be able to help in the provision of better and more integrated services for disadvantaged children and young people, especially where investment in new



facilities is being planned. It can help build stronger, safer communities and good quality environments for children and young people to grow up in and help to provide places for them to play, socialise and pursue leisure activities. It can help provide safe routes for young people to walk or cycle to areas of play and to school, which will promote more sustainable and healthier lifestyles. This will contribute towards the aim of increasing children's physical activity and halting the year on year rise in childhood obesity. It will also help to achieve some of the aims of the Governments recently published Play Strategy.



CHILDREN AND YOUNG PEOPLE...

The Core Strategy can also help improve employment opportunities to help reduce the number of children living in poverty.

We think the key issues for children and young people are:

- **Supporting investment in education facilities, especially the Building Schools for the Future programme to create school environments where young people can fulfil their potential ★**
- **Ensuring there are safe, accessible and interesting places for children and young people to play, socialise and be active to help improve their health and well being ★**
- **Providing safe and attractive open spaces, leisure facilities and walking and cycling routes to encourage physical activity, including walking to school ★**
- **Ensuring that school place planning is coordinated with areas of new housing ★**
- **Providing appropriate community, leisure and school facilities close to where people live, including locating children's support services within the community ★**

QUESTIONS TO CONSIDER:

- 39. How can the Core Strategy best support improved school and higher education provision in Derby?**
- 40. How can the Core Strategy strengthen the links between education and employment, particularly to promote innovation and encourage more graduates to remain in the city?**

41. How can the Core Strategy help provide good quality housing areas and safe, open spaces and facilities for young people to play, socialise and exercise?

42. How can the Core Strategy promote safer, healthier and more sustainable travel patterns between where children live and where they go to school and college?

A HEALTHY AND ACTIVE CITY

14.1 Being healthy is a major component of people's overall well being and quality of life. Healthy communities are also stronger communities. Health is determined by a wide range of factors including biological, economic, environmental, psychological, cultural and spiritual. The cross cutting nature of health issues is recognised in Derby City Partnership's Healthy City Strategy (2007 – 2009). Several of the other themes set out in this Issues and Ideas document will address these factors, including housing, economic prosperity, environment, culture and transport. However, we believe that health is sufficiently important to be addressed as a theme in its own right.

14.2 Life expectancy for Derby residents is very similar to the average for England. However, this masks significant differences between more affluent and deprived wards. Premature deaths (under 75) are more common in Derby than in England as a whole, with heart disease being notably above the national average. It is estimated that 35,000 people in Derby drink above sensible levels with 6,000 people dependent on alcohol. The Primary Care Trust's 10 year strategy outlines that more people in Derby are likely to smoke (27.3% of the population) and are less likely to eat healthily (21.8% of the population compared to 23.8% nationally). In 2006/07 27.5% of Derby residents are classed as obese. Only, 20.4% of adults participate in sport and active recreation for at least 30 minutes, three times a week (Sport England's Community Sports Profile 2008).

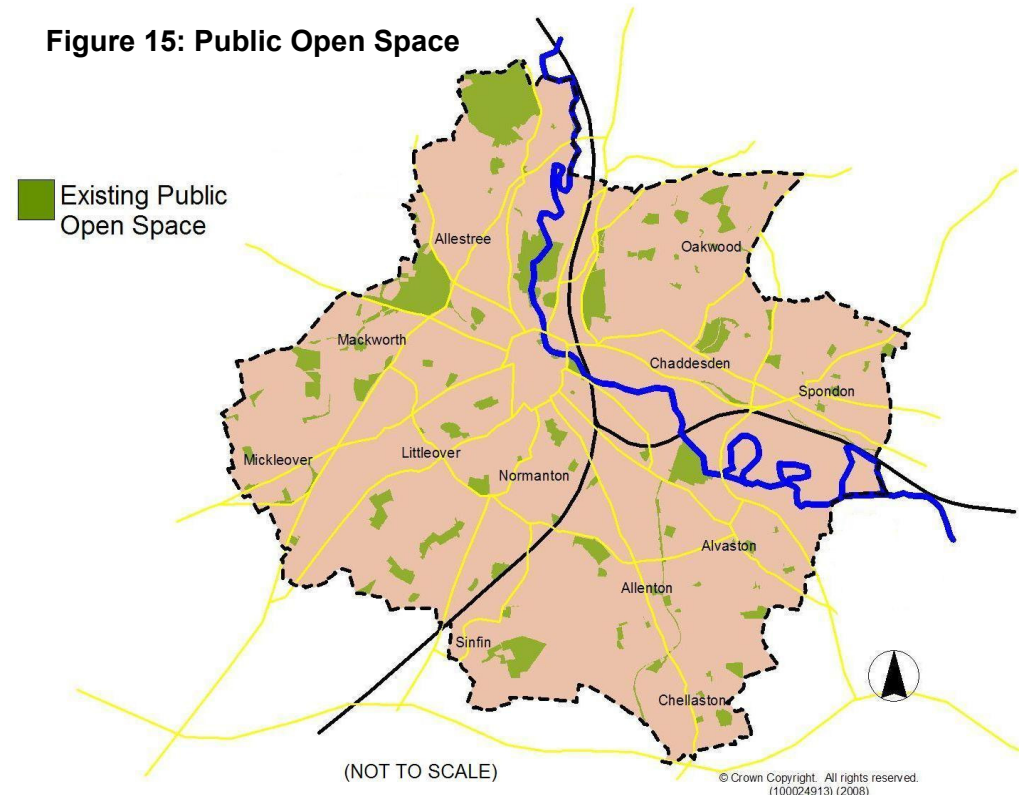
14.3 The emerging Sustainable Community Strategy aims to improve overall health and reduce health inequalities between different neighbourhoods. It aims to save 2,000 premature deaths in the next 10 years, which would halve the number of deaths of people under 75.

It aims to do this by:

- reducing adult and child obesity by promoting physical activity and weight management services

- reducing the number of smokers
- preventing and reducing the number of early deaths from cardiovascular disease
- improving mental health and emotional well being
- reducing harmful alcohol consumption, teenage pregnancies, and accidents
- tackling health inequalities between neighbourhoods

Figure 15: Public Open Space



A HEALTHY AND ACTIVE CITY...

14.4 The Core Strategy will not be able to directly address all of these issues. However, it will be able to help promote physical activity by securing a high quality public realm and through the provision of local parks and places to play, sports and leisure facilities and cycling and walking facilities, which are essential to the health and wellbeing of the population. Such facilities will help communities to be naturally active and contribute to achieving the aim of increasing adult participation in physical activity by 1% each year.

14.5 There is an average of 2.43 hectares of public open space per 1,000 Derby residents. This is not evenly distributed. 31.3% of people live within a 20 minute walk of 3 different sporting facilities. In addition, there are almost 70 hectares of allotment space within the city, equalling almost 2000 plots. There are few vacant plots and the waiting list for plots is growing.

14.6 The Sports Facility Strategy for Derbyshire recognises that there is a lack of facilities suitable for the higher levels of performance sport, that current facilities are not capable of staging or supporting major sporting events and that much of the supply of local sports provision is of a low quality and in need of modernisation and investment.

14.7 The Sports Facilities Strategy for Derbyshire identifies Derby as the preferred location for the development of four strategic priorities that include:

- a 50 metre pool, and
- indoor and outdoor athletics, including the replacement / upgrading of the existing Moorways facility

14.8 In addition to this, the strategy recommends that Derby looks into the feasibility of providing indoor bowls and additional indoor tennis facilities. The Core Strategy can assist with delivering ambitions for higher quality sports facilities in the city.

14.9 Promoting physical activity will help people lead healthier lifestyles and reduce the occurrence of cardio-vascular disease and obesity related illnesses. The Core Strategy may also be able to help improve equality of access to services by supporting the provision of new facilities where these are proposed. For instance, it may be able to help Derby City Partnership's aim to improve GP services in the Normanton/Rosehill-Peartree area.

14.10 Parks and other public open spaces can play a very important role in improving people's health. This can be by providing space for formal and informal play areas to help increase activity levels, by providing attractive natural landscapes and stimulating environments to improve people's mental health and emotional well being. Providing new allotments as part of major new developments can improve both activity levels and encourage healthier eating.

14.11 The Council is undertaking a wide ranging study of open space which should help formulate policy options for them.



A HEALTHY AND ACTIVE CITY...

We think the key issues in creating a healthy and active city are:

- Promoting physical activity through the design and location of development to make walking and cycling more attractive ★
- Providing health services within neighbourhoods and making it easier for people to access them safely ★
- Providing and maintaining a 'green infrastructure' network including different clean and healthy types of green space, places to play, allotments and walking and cycling routes to encourage activity and improve wellbeing and quality of life ★
- Encouraging sporting activity through the quality of our built sports facilities ★

QUESTIONS TO CONSIDER:

43. How can the Core Strategy help to increase physical activity within the city?
44. Does the quality and quantity of public open space need improvement? If so, what should be our priorities? What open space standards should we set and should these vary for different parts of the city or different types of development?
45. How can we make better use of our parks and public open spaces to improve healthier lifestyles? What should the Core Strategy's policy be for existing public open space and parks?

46. Are there any major new leisure and sports facilities needed and what are these?

47. How can the Core Strategy encourage new developments that improve people's quality of life, including their mental health?



ENVIRONMENT

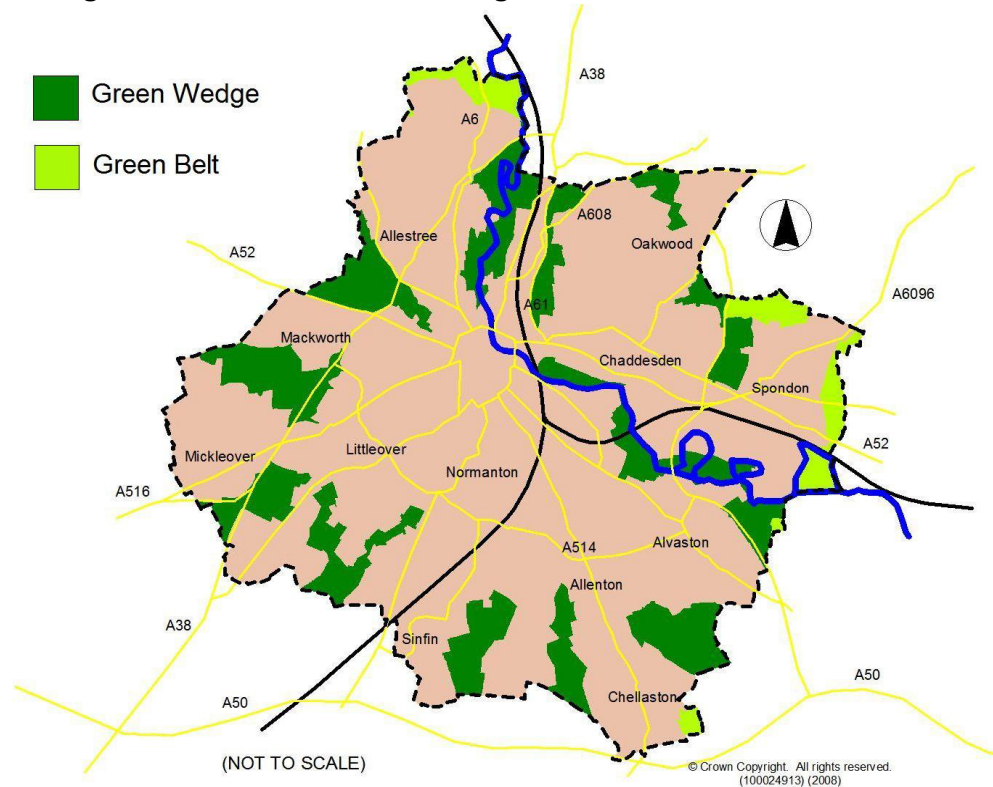
15.1 The city's environment is an essential part of its character, its attractiveness and a key element in the community identity of different parts of the city. Derby has unique features in its built and natural environment that make it distinctive. These include the River Derwent, the World Heritage Site, green wedges and the city centre's historic conservation area. Protection and enhancement of our natural and built environment is a key element in producing a better quality of life for people living, working in and visiting our city.

15.2 About a two-thirds of the city is built up, the remainder is undeveloped, including large areas of green space. Nearly 10% of this green space is designated as green belt and just over half is currently designated as green wedge.

15.3 The green belt within the city amounts to 245 hectares and is part of the wider South-East Derbyshire green belt running north and eastwards from the city preventing development merging with Nottingham and maintaining the separate identities of Derby, Duffield and towns and villages in the Erewash Valley. The purpose of green



Figure 16: Extent of Green Wedge and Green Belt



belt is to keep land within it permanently open and their boundaries, once defined, should only be changed in exceptional circumstances. The proposed changes to the Regional Plan make clear that the principle of the Nottingham-Derby green belt will be retained.

15.4 Green wedges are areas of largely undeveloped land that extend into the built up area of the city from the countryside. There are 1,385 hectares of green wedges which currently define and enhance the character of the city's neighbourhoods, providing wildlife corridors and recreational opportunities. The close relationship between green

ENVIRONMENT...

wedges and the built up area makes them vulnerable to development pressures. As green wedges do not have the permanence of green belt, we will need to review the extent and role of green wedges within the city as part of the Core Strategy.

15.5 There is a great variety in the type of green space within the city, including parks, nature reserves, allotments, golf courses and playing fields. Parks surveys show that over 64% of the population visit the city's parks once a month. Collectively this green space is known as 'green infrastructure' and includes the network of green spaces, routes and natural areas that run through and connect spaces within our city. High quality green infrastructure has wide ranging benefits for the city in terms of biodiversity, sport and recreation opportunities, cultural experiences, health improvements, food production, education, sustainable drainage and flood defences. The Core Strategy will have a key role to play in protecting, better managing and providing new green infrastructure.

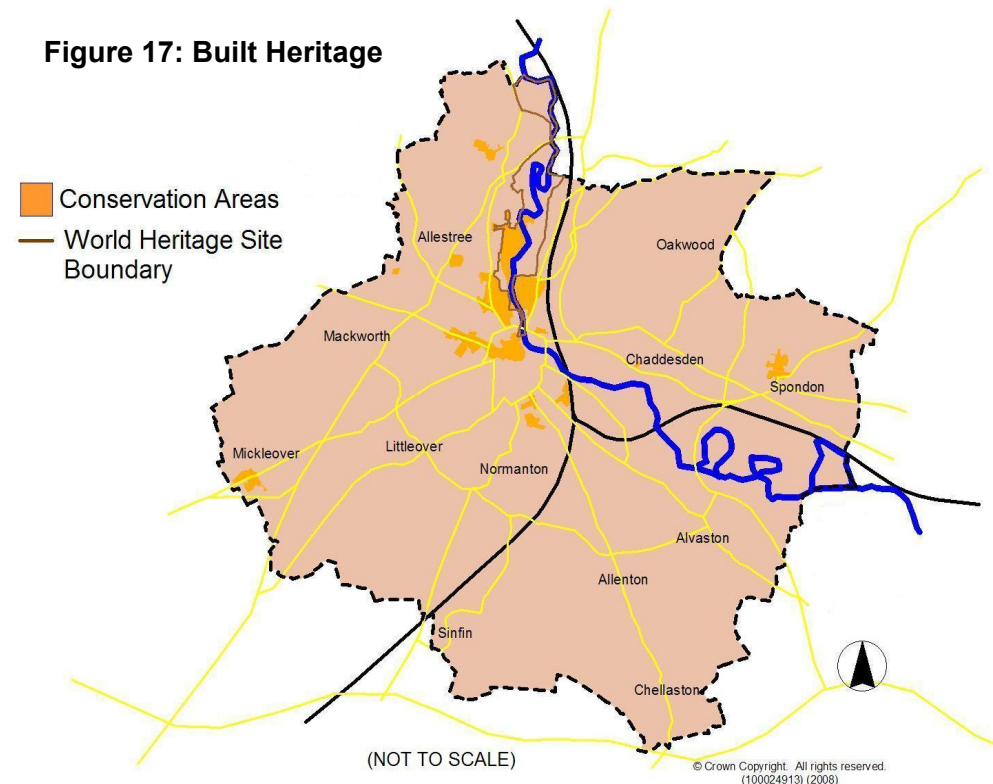
15.6 One large scale green infrastructure project is the ongoing ambition to restore the former Derby Canal as a navigable waterway, between the Erewash Canal at Sandiacre to the Trent and Mersey Canal at Swarkestone via central Derby using, where possible the original route. Previous local plans have protected the route and restoration would reconnect Derby to the national canal network. This is a large scale project that would be complicated to deliver. Restoration has the potential to provide environmental, recreational, transport and tourism benefits, which the Core Strategy could help to secure.

15.7 Derby also contains a number of areas that are protected for their nature conservation value, including a site of special scientific interest on Boulton Moor, 8 regionally important geological sites, 7 local nature reserves and 62 wildlife sites of local importance. There are 99 areas of woodland within the city, of which two are ancient woodland. However, these are mostly quite small and taken together only make

up about 1% of the city's land area. The RSS confirms that the East Midlands is recognised as being one of the most deficient regions in the Country in terms of the amount of legally designated nature conservation or geological sites. The Core Strategy will need to include measures on improving biodiversity to address this.

15.8 The dominant natural feature is the Derwent Valley which runs through the heart of Derby. The River Derwent and its tributaries are recognised as areas of important wildlife sites. 24 kilometres of the river valley, is also designated as a World Heritage Site (WHS). Within the city boundaries this includes Darley Abbey, the mill complex, the historic village and its church, Darley Abbey Park and the flood plain of the River Derwent.

Figure 17: Built Heritage



ENVIRONMENT...

15.9 Derby has 15 designated conservation areas, located throughout the city and a programme of character appraisals for these areas is underway. There are 7 scheduled ancient monuments and 387 statutorily listed buildings; 9 of which are Grade 1 and 40 Grade 2*.



English Heritage consider 6 of Derby's Grade I and Grade II* buildings to be at risk. There are also 292 locally listed buildings. There are 3 registered historic parks and gardens within the city, the Arboretum Park and the Nottingham and Uttoxeter Road cemeteries. In addition, there are three historic parks and gardens just outside the city at Kedleston Hall, Locko Park and at Elvaston Castle Country Park. The Core Strategy will have a role to play in securing the ongoing protection and enhancement of our built and archaeological heritage.

We think the key issues for the environment are:

- **Protect and promote the quality of our natural environment, particularly biodiversity** ★
- **Ensuring that the quality of the built environment creates communities that are linked by safe, accessible and attractive green infrastructure** ★
- **Protecting the green belt**
- **Defining the role and extent of green wedges** ★
- **Protecting and enhancing our historic built environment, making sure that new buildings enhance their character, creating a high quality environment** ★

QUESTIONS TO CONSIDER:

- 48. Are we doing enough to protect our natural and built environments? If not, what should our priorities be?**
- 49. How can the Core Strategy help to improve the public realm and especially the development of an improved network of green infrastructure across the city?**
- 50. Should the Core Strategy support the restoration of the Derby and Sandiacre Canal?**



CULTURE, ARTS, ENTERTAINMENT AND TOURISM

16.1 A thriving city should be able to offer a wide range of cultural activities, including theatre, performance and exhibition space alongside high quality museums and libraries. The Core Strategy will have a role in protecting and enhancing our existing facilities and assessing if there is a need for any new facilities that the Core Strategy can help deliver.

16.2 Derby has a great number of cultural attractions, including our museums, galleries and libraries, arts events and tourist attractions that allow for our communities to come together and enhance the quality of life for residents and visitors alike.

16.3 In 2007/2008 targets for the number of arts events and number of events organised for education, training or taking part were exceeded. Events included the annual Darley Park Concert and Derby Jazz Week. This involved 37,217 people taking part in arts and cultural events managed or funded by the Council. However, this fell somewhat short of the target of 70,295. Other more recent events have included Derby Feste and One Big Place, celebrating the handover of the Olympics to Great Britain.

16.4 Events take place in a variety of locations and venues ranging from the Market Place and the city's parks and open spaces to dedicated venues such as The Assembly Rooms, Derby Dance, the only dedicated dance house in the East Midlands, and the recently opened Quad. Activities also take place at more informal venues around the city including schools, churches and community centres.

Derby LIVE

16.5 A survey carried out by the Derby New Theatre Association (2005), showed that Derby had more amateur theatre groups and more people involved in amateur theatre than any similar sized city in the UK. However, the Council's Arts Strategy identifies an ongoing issue relating to the quality and affordability of existing facilities with the city. The strategy identifies the

need for additional performance space within the city for both music and performing arts events. This issue also relates to the development of the evening and early evening economy in the city centre. There is also an identified lack of exhibition space within the city.

16.6 The city falls slightly below the national target for the number of active library borrowers and the number of residents living within 1 mile of a library building. New library space in Allenton, Chellaston, Oakwood and Mackworth should help address this shortfall.

16.7 Much of the tourism in Derby relates to the city's cultural heritage, including the Derwent Valley World Heritage Site and associated attractions at Darley Abbey and The Silk Mill along with Royal Crown Derby, the country's oldest china manufacturer.



CULTURE, ARTS, ENTERTAINMENT AND TOURISM...

We think the main issues relating to culture are:

- Improving the quality and range of existing performance and exhibition space
- Incorporating public art into new development ★
- Provide good transport links to cultural venues so that more people can take part in activities ★
- Supporting the role of local libraries in the community ★
- Enhancing the role of the city as a Tourist destination ★



QUESTIONS TO CONSIDER:

51. How can the Core Strategy help support improvement to performance and exhibition space?
52. What type and size of new performance and exhibition space(s) is required and where should it be located?
53. What can the Core Strategy contribute in terms of ensuring Derby is a high quality tourist destination?

GLOSSARY OF TERMS

Affordable Housing

Affordable housing is considered to be housing which is affordable to those householders who cannot either rent or purchase housing on the open market. It is defined as rented accommodation as well as low cost and subsidised housing.

AQMA: Air Quality Management Area

Air quality targets have been set by the Government for the protection of health. Councils must check air quality against these targets every 3 years. Where targets are unlikely to be met councils must designate Air Quality Management Areas and draw up plans to try and make sure these targets are met in the future.

Brownfield Land

Brownfield land is land that has been previously developed.

Building for Life Standards

'Building for Life' is the national standard for well designed homes and neighbourhoods. The award scheme is led by the Commission for Architecture and the Built Environment (CABE) and the House Builders Federation (HBF). Awards are given on an annual basis to new housing projects that demonstrate a commitment to high quality design and good place making.

Building Schools for the Future (BSF)

Building Schools for the Future (BSF) is the biggest-ever school buildings investment programme. The aim is to rebuild or renew nearly every secondary school in England.

CABE: Commission for Architecture and the Built Environment

Commission for Architecture and the Built Environment. A public body acting as a champion of good design in England.

City of Derby Local Plan Review

The City of Derby Local Plan Review (CDLPR) replaces the 1998 City of Derby Local Plan and forms the current basis for most decisions on land use planning affecting the city. The majority of the CDLPR has now been 'saved' as part of the development plan, but it will be progressively replaced by new Development Plan Documents, as part of the emerging Local Development Framework.

Corporate Plan

The Council's Corporate Plan for 2008-11 describes the city that the Council wants to help Derby become and explains how performance and resources are managed. The Council's priorities and key outcomes provide the basic framework for the Council's performance management system, business plans, budget process and service development more generally. The plan describes each priority in detail and outlines what is intended to be achieved in the future. It also shows what the Council will do to take forward Derby City Partnership's vision for the city and how we will work with our partners to achieve this.

Decentralised Energy

Decentralised energy is energy that is produced near to where it is used, therefore reducing wastage. Forms of decentralised energy include combined heat and power (CHP) units and micro generation linked to individual buildings and / or communities.

GLOSSARY OF TERMS...

Derby Cityscape Ltd

Derby Cityscape Ltd is a not-for-profit urban regeneration company which is responsible for driving forward the physical regeneration of Derby's city centre. It is funded by the East Midlands Development Agency, Homes and Communities Agency (formerly English Partnerships) and Derby City Council.

DCP: Derby City Partnership

An alliance of organisations working together to improve the quality of life for the people of Derby. There are members representing the public sector, the community, local people and the private sector.

Development Plan Document (DPD)

Development Plan Documents (DPDs) are prepared by local planning authorities and outline the key development goals of the local development framework.

DPDs include the Core Strategy, site-specific allocations of land and, where needed, Area Action Plans. There will also be an adopted proposals map which illustrates the spatial extent of policies that must be prepared and maintained to accompany all DPDs.

All DPDs must be subject to rigorous procedures of community involvement, consultation and independent examination, and adopted after receipt of the inspector's binding report. Once adopted, development control decisions must be made in accordance with them unless material considerations indicate otherwise. DPDs form an essential part of the Local Development Framework.

EA: The Environment Agency

The public body charged with protecting and improving the environment in England and Wales.

Greenfield Land

Greenfield land is land that has not been developed before or that has returned to a natural state after being developed.

Green Infrastructure

Green infrastructure is the physical environment within and between cities, towns and villages. It comprises a network of multi-functional open spaces, including formal parks, gardens, woodlands, green corridors, waterways, street trees and open countryside.

Gross Value Added (GVA)

GVA is predominantly a measure of output. It measures the value of the goods and services produced in the economy. It is primarily used to monitor the performance of the national economy however it can also be used to measure the overall economic well-being of an area. GVA is similar to Gross Domestic Product (GDP) however GVA excludes taxes and subsidies.

GTAA: Gypsy and Traveller Accommodation Assessment

The assessment of Gypsy and Traveller accommodation need is a statutory requirement under s.225 of the Housing Act 2004.

Gypsies and Irish Travellers are distinct ethnic groups under Race Relations case law and all the duties on public bodies under Race Relations legislation apply. The accommodation needs of all Gypsies and Travellers, including the above groups as well as "New Travellers",

GLOSSARY OF TERMS...

should be identified, understood and addressed through the planning framework and housing strategy on the same basis as other sectors of the community. Only in this way can the needs of each sector of the community be understood and appropriate allocation of resources be ensured. This will help to ensure that future planning and investment decisions are based on well informed and accurate data.

Houses in Multiple Occupation (HMO)

A house is a HMO if it is the only or principal residence of three or more qualifying persons from three or more families.

In this context, 'house' includes any building, or any part of a building occupied as a separate dwelling. This includes shared houses, flats and bedsits and also hostels, student halls of residence and staff accommodation in hotels or hospitals.

Separate units within a building which share use of a toilet, personal washing facilities or cooking facilities, are taken to form part of a single house. For example, a house with six rooms which each have their own en-suite bathroom, but share a kitchen, would be treated as one HMO with six occupants.

HMA: Housing Market Area

A sub-regional policy area designated in the Regional Plan. The Derby HMA is made up of three local authority areas, including Derby City Council, Amber Valley Borough Council and South Derbyshire District Council.

LDF: Local Development Framework

The Local Development Framework (LDF) is the term used to describe a folder of documents, which includes all of the local planning authority's local development documents, which will gradually supersede the existing City of Derby Local Plan Review. An LDF is comprised of:

- Development Plan Documents (which form part of the statutory development plan);
- Supplementary Planning Documents;

The local development framework will also comprise of:

- the Statement of Community Involvement
- the Local Development Scheme
- the Annual Monitoring Report
- any Local Development Orders or Simplified Planning Zones that may have been added

LDS: Local Development Scheme

The LDS sets out the Council's programme of work on the Local Development Framework over the next 3 years and provides more detailed background information on the Local Development Framework system.

Lifetime Homes

A lifetime home is defined as a dwelling which is designed with built in flexibility that makes it easy to adapt to suit people's changing life circumstances from families with young children through to frail older people and those with temporary or permanent disabilities.

GLOSSARY OF TERMS...

Local Development Document

Local Development Documents are the set of documents within the Local Development Framework (LDF) that describe the local authority's strategy for development and use of land in their area.

LTP: Local Transport Plan

All local transport authorities produce local transport plans. LTPs set out the strategies and proposals for improving transport in the local area. The second Derby Joint LTP, LTP2, covers the period 2006 to 2011, and sets out our longer term approach to travel and transport in Derby and the surrounding rural area, helping to meet everyone's travel needs, making roads safer and providing viable alternatives to the car for more journeys. The document is produced in partnership with Derbyshire County Council.

PPG: Planning Policy Guidance

Issued by central government setting out its national land use policies for England on different areas of planning. These are gradually being replaced by Planning Policy Statements.

PPS: Planning Policy Statement

Planning Policy Statements (PPSs) 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 their development plan documents. The guidance may also be relevant to decisions on individual planning applications and appeals.

PPS1 Companion Guide

This Planning Policy Statement (PPS) sets out how planning, in providing for new homes, jobs and infrastructure needed by communities, should help shape places with lower carbon emissions and resilient to climate change.

RSS: Regional Spatial Strategy

The RSS or 'Regional Plan' provides a long term development strategy for the East Midlands over a 15 to 20 year period. The RSS is published by the East Midlands Regional Assembly (EMRA).

SCS: Sustainable Community Strategy

The SCS is produced by Derby City Partnership (DCP) who are the Local Strategic Partnership (LSP) in Derby.

Derby City Partnership's Sustainable Community Strategy (2020 Vision) is a long term plan to improve the quality of life for everyone in Derby both now and for future generations. It sets out what they aim to achieve for Derby's communities, economy and environment, and what steps we be taken to get there.

SHLAA: Strategic Housing Land Availability Assessment

Strategic Housing Land Availability Assessments are a key component of the evidence base to support the delivery of sufficient land for housing to meet the community's need for more homes. These assessments are required by national planning policy, set out in Planning Policy Statement 3: Housing (PPS3).

GLOSSARY OF TERMS...

The primary role of the Assessment is to identify sites with the potential for housing, assess their housing potential and assess when they are likely to be developed.

SHMA: Strategic Housing Market Assessment

Strategic Housing Market Assessment's should provide a fit for purpose basis upon which to develop planning and housing policies by considering the characteristics of the housing market, how key factors work together and the probable scale of change in future housing need and demand.

The document will form an important part of the evidence base that will be needed to support the development of Development Plan Documents.

Social Cohesion

Social cohesion is a term used to describe the bonds that exist within a community or society as a whole.

Tall Building Strategy

Consultants have recently produced a Tall Building Strategy for Derby city centre. The Strategy provides a coherent three dimensional urban design led framework to help assess the suitability or otherwise of tall building proposals. The framework identifies areas of the city that are more suitable for such developments whilst providing a basis for protection to more sensitive areas of the city and key vistas in and out of the city.

Thermal Efficiency

Thermal efficiency is a measure of how well a property retains heat and is therefore an indicator of the energy efficiency of a property. Insulation is a way of improving the thermal efficiency of a property.

Urban Regeneration Company

Derby Cityscape Ltd is a not-for-profit urban regeneration company which is responsible for driving forward the physical regeneration of Derby's city centre. On the board of the URC are representatives from the private and public sector.

WHS: World Heritage Site

In recognition of its international significance, UNESCO inscribed the Derwent Valley Mills on the World Heritage List in December 2001.

The Derwent Valley Mills World Heritage Site extends approximately 24 kilometres along the River Derwent, from Masson Mill, Matlock Bath, to the Industrial Museum, formerly Lombe's Silk Mill, at Derby. It includes Darley Abbey: the mill complex, the historic village and its church, Darley Abbey Park and the flood plain of the river Derwent.

The Derwent Valley has been described as the 'Cradle of the Factory System'. It represented a seminal development of the Industrial Revolution. It served as the model for planned factory villages in the United Kingdom and abroad.

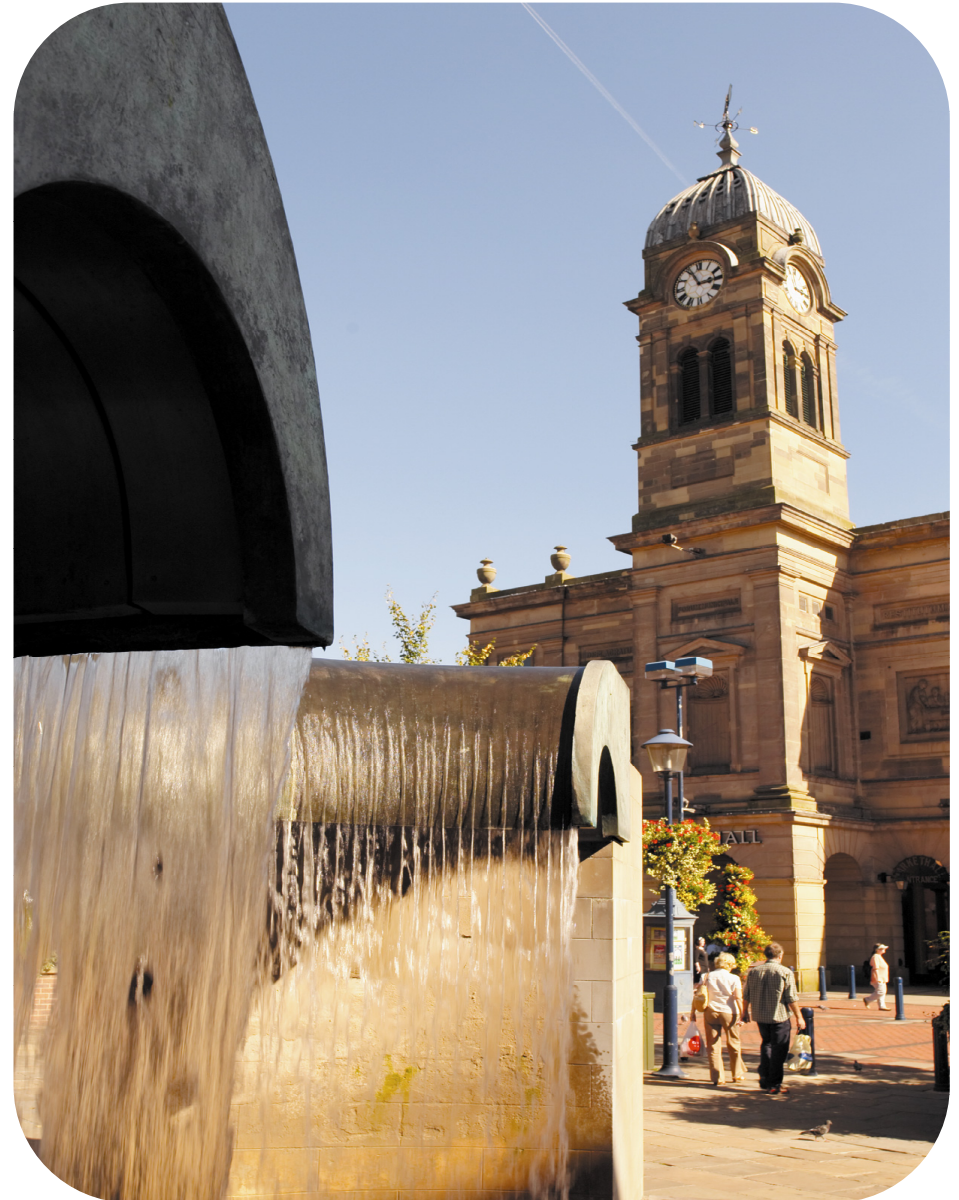
WiFi

A form of wireless internet connectivity.

GLOSSARY OF TERMS...

Windfall Site

A site not specifically allocated for development in a development plan, but which unexpectedly becomes available for development during the lifetime of a plan. Most "windfalls" are referred to in a housing context. They tend to be very small sites for one or a small number of homes, however occasionally larger windfall sites may become available.



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Hindi

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Punjabi

ਇਹ ਜਾਣਕਾਰੀ ਅਸੀਂ ਤੁਹਾਨੂੰ ਕਿਸੇ ਵੀ ਹੋਰ ਤਰੀਕੇ ਨਾਲ, ਕਿਸੇ ਵੀ ਹੋਰ ਰੂਪ ਜਾਂ ਬੋਲੀ ਵਿੱਚ ਦੇ ਸਕਦੇ ਹਾਂ,
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Urdu

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