



Derby City Council

October 2012

LDF: Core Strategy

Preferred Growth Strategy



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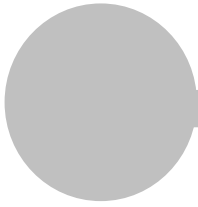
Site boundaries are indicative and may be subject to change





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About This Consultation

- 1.1 We are seeking your views on our preferred strategy for the amount and location of new housing and employment land in Derby up to 2028. The consultation sets out how much new housing we propose to plan for and identifies sites to meet this. Sites are identified on the basis that they are sufficiently large to be considered 'strategic' or that they are important to delivering the overall strategy, including that they are likely to come forward in the early part of the plan period.
- 1.2 We are calling this our 'Preferred Growth Strategy'¹ and it forms the next stage in the preparation of our Core Strategy.
- 1.3 Your views are important in shaping this strategy. We are inviting comments² up until 21 December 2012. We will take these into account in finalising our publication plan for formal consultation next year. This will then be submitted to the Planning Inspectorate for Independent Examination.
- 1.4 Whilst mainly about new housing and employment land, the consultation also includes our ideas for the Core Strategy's overall vision and its broad approach to a number of policy areas. It does not set out the detailed wording for these or cover every policy that the final plan will cover. But we are inviting comments on these principles to help us draw up detailed policies for further consultation next year.
- 1.5 Details of how you can respond are on page 59.
- 1.6 We know that Derby cannot meet all of its housing needs within its existing boundaries. We have therefore been working closely with Amber Valley Borough and South Derbyshire District Councils to address this. Amber Valley and South Derbyshire are consulting on their Preferred Growth Strategies at the same time as the City Council and these include proposals for urban extensions to the City. For convenience, we have shown these urban extensions in our consultation document.
- 1.7 If you want to comment on proposals outside the City's boundaries, you should send them to the relevant local authority³.



1. Further information on the Preferred Growth Strategy can be found at:

www.derby.gov.uk/environment-and-planning/planning/local-development-framework

2. The comments form can be found at:

www.derby.gov.uk/environment-and-planning/planning/local-development-framework

3. Amber Valley Borough Council:

www.ambervalley.gov.uk

South Derbyshire District Council:

www.south-derbys.gov.uk

About the Core Strategy

- 2.1 The preparation of a Core Strategy is a statutory requirement on the Council and once adopted will form an important part of the Local Development Framework, now known as the Local Plan. It will replace most of the policies of the current City of Derby Local Plan Review. A Site Allocations Document is also programmed to add detail to the Core Strategy and replace remaining CDLP Review policies.
- 2.2 The National Planning Policy Framework (NPPF) has introduced a new 'presumption in favour of sustainable development' and requires local authorities to set out a positive vision for future development and growth in their plans. In particular, it requires plans to meet 'objectively assessed needs, with sufficient flexibility to adapt to rapid change'.
- 2.3 Derby's population has grown over recent years and is set to continue growing. The City's economy has also grown over recent years and our objective is for this to continue. We need to plan for this and develop policies that will help steer this growth into the most appropriate locations and ensure that new development is high quality and meets wider sustainability objectives such as reducing reliance on the car and adapting to climate change. We also need to plan to ensure that the right infrastructure is put into place, in the right locations and at the right time. This might be road improvements, new or extended schools or new and improved public open space. There are limits to what we can practically achieve, but the Core Strategy will help to identify priorities and establish a mechanism for implementing these.
- 2.4 The Core Strategy still needs to be based on sound and up-to-date evidence. Links to the key studies and other evidence we have used throughout the document are provided to the right⁴. The evidence base will continue to grow as we move toward the Submission of the Core Strategy and new information will be placed on our websites as and when it becomes available.
- 2.5 The Localism Act has introduced a new 'Duty to Cooperate'. This means identifying strategic issues that we need to work with other local authorities and organisations to address. In particular, we have been working collaboratively with Amber Valley Borough, South Derbyshire District and Derbyshire County Councils.



4. Evidence base and supporting documents:

www.derby.gov.uk/environment-and-planning/planning/local-development-framework

About This Document

3.1 The document includes a number of different sections. The main areas are:

- ⇒ Our Strategy and Vision for Derby;
- ⇒ The Scale and Distribution of New Housing and Employment Land;
- ⇒ Sites Proposed for Development;
- ⇒ Our Justification for the Strategy;
- ⇒ Sites Not Being Proposed for Development.

3.2 You can comment on any part of the consultation document, quoting the relevant paragraph number or site reference. You can also comment on individual parts of our evidence should you wish to. However, we have identified a number of key issues throughout the document that we would be particularly interested in your views on. These are:

- ⇒ Do you agree with our strategy and vision for Derby?
- ⇒ Do you agree with the distribution of development across the Derby Housing Market Area between the Derby urban area and the rest of South Derbyshire and Amber Valley?
- ⇒ Do you agree with the number of homes being proposed within the city boundary and as urban extensions to Derby in South Derbyshire and Amber Valley?
- ⇒ Have we identified the right sites? Are there any other sites we should have identified?
- ⇒ Are the proposals for new employment development of the right size and location?
- ⇒ Do you agree with our justification for the proposals?

3.3 **We have produced a separate comments form to help you respond to this consultation and it would help us if you could use it⁵.**



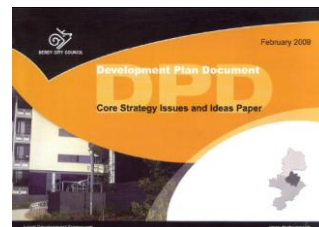
5. Comments form:

www.derby.gov.uk/environment-and-planning/planning/local-development-framework

What We Have Done So Far

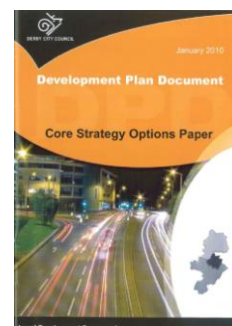
Issues and Ideas: February 2009

- 4.1 This asked for people's ideas about what issues the Core Strategy should cover and what its vision and priorities should be. It set out information on a range of policy areas and posed a number of questions for consultees to consider. It also set out a spatial portrait of Derby which is being developed to give a clear picture of where the City is now to help better understand the Vision of where we want it to be in 15 or so years time.



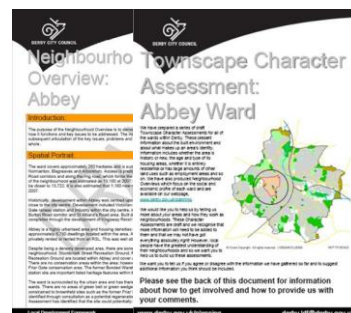
Core Strategy Options: January 2010

- 4.2 Comments received on Issues and Ideas helped us to draw up two alternative development options to underpin the Core Strategy. Option A concentrated development in the urban area and focussed new development on brownfield regeneration sites. Option B was for urban regeneration with greenfield development. The consultation document also set out a number of options for developing policies such as affordable housing, housing density and type, shopping policy and the role of town centres and employment land policy.
- 4.3 At the same time, Amber Valley Borough and South Derbyshire District Councils consulted on options for development in their areas, including options for urban extensions to the City.
- 4.4 In the summer of 2010, the new coalition Government announced its intention to revoke the Regional Plan on which the January Options consultation was based. The three Councils decided to take a step back from the Regional Plan and set their own housing targets and strategies for where these would be located. These have to conform to the principles of sustainable development and be based on sound evidence. The Regional Plan is still in place at the present time.



Your Neighbourhood: January 2011

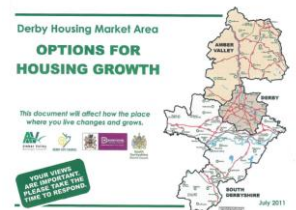
- 4.5 As part of the process of developing local strategies, and to help us understand local communities better, we began a programme of discussions with Derby's neighbourhoods. To help these discussions, we produced a series of Neighbourhood Overviews and Townscape Character Assessments for each neighbourhood and asked people about the key issues affecting their area. These are being used to draw



up local spatial portraits which will complement the Core Strategy design policies and help with the preparation of Neighbourhood Development Plans.

Options for Housing Growth: July 2011

- 4.6 Also, to help us develop local strategies, we consulted on a number of different options for the amount and location of new housing across the Derby Housing Market Area. This included a strategy of urban concentration around Derby, but also options to guide more development away from the City, including an option for new settlements.



Consultation on shopping, parking standards and open space: February 2012

- 4.7 The focus of consultation to date has been mainly on broad strategy, especially over how much housing we should be planning for and where this should be located. However, the final version of the Core Strategy will cover many more policies which we will consult on before submitting the plan for formal Examination by an independent planning Inspector. As we have been developing our evidence for these policies, a number of specific issues have arisen on some of the policy areas which we decided to consult on before proceeding further with them.



OCTOBER 2012

**PREFERRED
GROWTH
STRATEGY**



Our Strategy and Vision for Derby

- 5.1 The Core Strategy will help to deliver the vision for the city as set out in the Derby Plan, especially to:
- ⇒ Remain a compact and liveable city with distinct neighbourhoods;
 - ⇒ Retain a thriving sustainable and innovative economy;
 - ⇒ Support the regeneration of the city centre and older urban areas;
 - ⇒ Identify suitable greenfield land to meet development needs sustainably;
 - ⇒ Provide a network of green infrastructure, including the Derwent Valley and Green Wedges;
 - ⇒ Protect Derby's unique built heritage;
- 5.2 The main general direction for the expansion of the City will be towards the south. Green Belt will be maintained to the north and the east.



Sustainable Economic Growth and Regeneration

- 5.3 Supporting sustainable urban regeneration and economic growth are key priorities of both the Government and the Council and are central to our strategy. Derby has a vibrant economy and is home to several major international, high tech companies. The Core Strategy will support these companies to help support a thriving local economy that delivers sustainable growth through enterprise and innovation by:
- ⇒ Enabling the growth of high tech manufacturing and the knowledge economy that Derby is renowned for;
 - ⇒ Embracing emerging sectors such as leisure, culture and low carbon technology;
 - ⇒ Working with partners to ensure that Derby stays competitive in the future through tackling skill deficiencies and implementing first class communications infrastructure, including superfast broadband.





5.4 The Core Strategy will prioritise regeneration, especially in the following locations:

- ⇒ The City Centre and Castleward;
- ⇒ Rosehill/Peartree;
- ⇒ Osmaston;
- ⇒ The Derwent Valley, including the Darley Abbey Mills and the 'Our City Our River' area;
- ⇒ Former Manor and Kingsway Hospitals.



5.5 To help deliver the City's economic strategy, 185 hectares of land will be identified for employment use and the following key sites will be identified within the Core Strategy:

- ⇒ Rolls-Royce Campus and land to the south of Wilmore Road, including the Global Technology Cluster (GTC);
- ⇒ Derby Commercial Park at Raynesway and the former Celanese site;
- ⇒ Derwent Triangle and surrounding area.



5.6 These will be complemented by major new office development in the city centre and smaller employment sites throughout the city to be identified in a future Site Allocations Document.

5.7 The land to the south of Rolls Royce at Sinfin, already identified for employment, including the Global Technology Cluster (GTC), will be the largest of the new employment sites and a key priority for the City. It will create a unique, manufacturing focused, innovation and technology park, showcasing and supporting innovation related to the automotive, rail and aerospace sectors.



5.8 South Derbyshire's preferred strategy reflects the long term potential for extending the existing this site southwards to the A50. This would help provide certainty over the long term future of this area and enhance the attractiveness of the GTC.

5.9 The Darley Abbey Mills Complex also provides a significant opportunity for economic growth and investment. The Council wishes to see the Mills Complex and surrounding area sensitively transformed into a vibrant destination for business, leisure, tourism and cultural activity creating a flagship project within the World Heritage Site.

The Built and Historic Environment

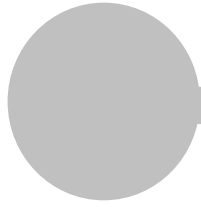
- 5.10 The strategy will continue to protect and enhance the City's rich variety of heritage assets, including:
- ⇒ Derwent Valley Mills World Heritage Site and buffer zone;
 - ⇒ Statutory and Locally Listed Buildings;
 - ⇒ Conservation Areas;
 - ⇒ Designated Historic Parks and Gardens, including those outside of the City.
- 5.11 The Core Strategy will encourage high quality design, raising the overall design standard of the city by:
- ⇒ Expecting all new development to be high quality, sustainably designed and making a positive contribution towards Derby's distinctiveness and identity;
 - ⇒ Requiring new housing to also be built to 'Building for Life' standards;
 - ⇒ Setting out a range of urban design principles to guide new developments;
 - ⇒ Preparing local spatial portraits of its neighbourhoods which will help to assess development proposals and could be used to help draw up neighbourhood development plans.
- 5.12 These local spatial portraits are being consulted on separately to this document through Neighbourhood Boards.



The City Centre

- 5.13 The city centre will continue to play a central role in the City's economic, social and cultural life as an important sub-regional shopping, leisure and cultural destination. In recognition of this, the city centre will continue to be the main focus for new retail and leisure development across the City, complemented by existing local centres and retail parks. Proposals for new retail and leisure will be expected to help support the vitality and viability of the centre, including its traditional shopping areas such as the St Peter's and Cathedral Quarters.
- 5.14 The Council will also seek to promote and strengthen the city centre's role as a place to live and work, by:





- ⇒ Being the preferred location for new major office development and complementary uses such as hotels and conference facilities;
- ⇒ Regenerating key sites such as Castleward, the Derbyshire Royal Infirmary and Friar Gate Goods Yard to establish new sustainable residential neighbourhoods at the heart of the City.



5.15 Not only will these measures help to promote more sustainable patterns of development, they will also serve to support the daytime and night-time economy of the city centre.

Tackling Climate Change and Water Management

5.16 Derby City Council is committed to tackling the causes and minimising the effects of climate change. All new development will be expected to take account of the need to reduce the causes of and adapt to, the effects of a changing climate and contribute to the strategic objectives of reducing carbon emissions and energy use through:



- ⇒ Implementing Decentralised Energy, Combined Heat and Power and District Heating schemes within major new developments;
- ⇒ Sustainable management of surface water, ensuring it is not discharged into the foul or combined sewer network;
- ⇒ Maintaining local flood pathways, and
- ⇒ Taking opportunities to use green infrastructure to adapt to increasing flood risk.



5.17 In selecting the most sustainable sites for new development, we have considered:

- ⇒ Accessibility to shops, services, schools and employment opportunities;
- ⇒ Reducing the need to travel, especially by car;
- ⇒ Encouraging use of public transport;
- ⇒ Adopting a sequential approach to site selection where sites in lower flood risk zones will take priority over those in higher risk zones, except where they offer significant regeneration or other planning benefits to the urban area and where flood risk can be satisfactorily mitigated.

Our City Our River - Flood Risk Management Scheme for the Derwent

- 5.18 The Council will continue to work with the Environment Agency and other partners to deliver the 'Our City Our River' project⁶. This will reduce flood risk along the Derwent Valley and regenerate key riverside sites. It will create a first class river corridor that fulfils its potential for recreation and waterside development, utilising its rich cultural heritage and protecting the World Heritage Site.
- 5.19 The project will reduce flood risk by providing improved and realigned flood defences creating more space for water. It will also create significant opportunities for new development adjoining the river corridor. Developments are expected to, where practicable, help to implement the 'Our City Our River' scheme by incorporating the required flood defences into their design.
- 5.20 Outline proposals for key sites are included in the 'Our City Our River' master plan. Site specific proposals will be taken forward through the Site Allocations Document.



6. More information about the Our City Our River project can be found at:

www.ourcityourriver.co.uk

Green Infrastructure

- 5.21 Our strategy will seek to maintain and, where opportunities arise, enhance and restore the City's network of Green Belt, Green Wedges, open spaces, wildlife corridors and wildlife sites. Public open space will be protected from development, except where:
- ⇒ it can be clearly shown to be surplus to needs in the area;
 - ⇒ is underused and undervalued, and
 - ⇒ development could help improve other areas of open space locally or other community assets of value.
- 5.22 Priorities for new or enhanced green infrastructure will include:
- ⇒ locations for major new residential development,
 - ⇒ the Derwent Valley in association with the World Heritage site and the 'Our City Our River' flood risk management scheme, and
 - ⇒ the former Derby and Sandiacre Canal.
- 5.23 Extensions of the green network, including extensions of green wedges, will be sought beyond the city boundary where urban extensions to the city are proposed.





- 5.24 Some development on land currently identified as Green Wedges will be necessary to deliver the amount of housing we need, but we want to ensure that viable wedges are retained and that their accessibility and green infrastructure role is strengthened.
- 5.25 New development will be expected to deliver high quality, accessible public open space proportionate to the size of scheme. Where sufficient open space already exists, or where there are opportunities to improve poor quality open space nearby, the requirement to provide open space in new housing developments will be off-set in whole or in part to meet this. Alternative forms of open space will also be given greater emphasis, including wildlife sites and allotments.



Social Infrastructure

- 5.26 Our Strategy will seek to ensure that existing social, cultural and health facilities are enhanced and that facilities are provided to serve new communities. The Council will continue to work with service providers to make sure that sufficient facilities are provided in accessible locations to serve the needs of people living in or around Derby by:
- ⇒ Developing a coordinated approach to the provision of primary and secondary school places with City and County;
 - ⇒ Addressing pressure on existing schools, including considering the need to extend existing or provide a new secondary school to serve growth around the south and south east of the City;
 - ⇒ Ensuring that new development is capable of being served by existing, extended or new health and social care facilities;
 - ⇒ Ensuring that our Preferred Growth Strategy is communicated to key service providers, including emergency services, to ensure growth is factored into their future service provision.



Transport and Highways

- 5.27 Our strategy aims to provide people living, working or visiting Derby with viable travel choices and a safe, reliable, efficient transport network. It will help ensure greater transport choice for all by supporting and promoting measures, and identifying sites, that encourage people to walk, cycle or use public transport while maintaining appropriate access for car users. The Council will continue to seek contributions from developers to provide



appropriate mitigation, including the provision of infrastructure that promotes travel choice.

- 5.28 The strategy will give high priority to maintenance, management and selective improvements to the transport network in order to make best use of the existing infrastructure. It will aim to maintain accessibility and ensure capacity is safeguarded through the appropriate location of new developments.
- 5.29 We are aware that road congestion is a key issue and that it will be important to minimise the effects of new development as far as possible, accepting that this will not be possible in all cases. To help achieve this, investment in infrastructure is likely to be needed in the area around Sinfen, either as a new South Derby Link Road or as a new junction onto the A50. Our transport modelling indicates that a new junction onto the A50 provides measurable improvements in some areas, particularly in the AM peak, but that these benefits are diluted in the PM peak. A new link road, which connects the Sinfen area to Rykneld Road and the A38 in the west, and the T12 link Road and the proposed employment sites in the east, appears to offer significant potential in mitigating the impact of proposed development.
- 5.30 Both options will be challenging to deliver and both would need to be part of a wider package of transport measures designed to improve travel choice. Further investigation is needed to develop a detailed delivery package, but initial results suggest that these schemes could offer wider strategic advantages to southern Derby.



Housing

- 5.31 Derby's population is growing as a result of both natural increases and because more people are coming to live in the city than are leaving it. Government projections suggest that this trend is set to continue, although the recently completed Housing Requirements Study (HRS)⁷ suggests that these increases will not be as high as the national projections suggest.
- 5.32 Using this evidence, the strategy identifies 33,700 new homes to be provided across the Housing Market Area over the plan period 2008-2028.
- 5.33 Of the 33,700 homes, about 19,230 will be directed into and around the Derby Urban Area. This reflects the HRS assessment of demographic need generated by the city as well as the City's economic growth aspirations. It also takes into account the fact that a substantial element of Amber Valley's and South Derbyshire's projected growth is based on people moving out of the city into these neighbouring authorities.

7. Housing Requirements Study can be found at:

www.derby.gov.uk/environment-and-planning/planning/local-development-framework





- 5.34 Although the Regional Plan sets a target of 14,400 homes within the City itself, we no longer consider this to be achievable. Current market conditions no longer favour high density, apartment led schemes, and alternative uses are now being put forward on some sites. Our proposed figure for the City is 12,000, leaving about 7,200 to be found as urban extensions to the City in Amber Valley and South Derbyshire to meet the 19,230 provision figure. Planning permission already exists for about 3,000 of these, mainly in South Derbyshire.
- 5.35 Most of the new homes to be provided within the City will be within the existing urban area. However, there are insufficient sites available to meet all of the City's housing needs on brownfield land, especially in current market conditions. The strategy therefore includes provision for the release of greenfield sites and these are identified in the next section.



Do you agree with our strategy and vision for Derby?

Do you agree with the distribution of development across the Derby HMA between the Derby Urban Area and the rest of South Derbyshire and Amber Valley?

Do you agree with the number of homes being proposed within the city boundary and as urban extensions to Derby in South Derbyshire and Amber Valley?



Amount of New Housing

- 6.1 A minimum of 19,230 new homes will be provided in and around the Derby Urban Area over the plan period of 2008 to 2028. This will include a proportion of affordable housing that is yet to be determined. This will be made up of:

New homes in Derby City	12,000
Urban extensions to the city in South Derbyshire	6,700
Urban extensions to the city in Amber Valley	530
Total:	19,230

- 6.2 Of the 12,000 homes to be provided within the City itself, we first need to take account of the following supply elements:

Completions 2008-2012	1,774
Estimated completions 2012-2013	244
Sites with planning permission	1,584
Windfalls 2014-2028 (unidentified sites)	1,250
Losses (demolitions and changes of use)	-500
Total:	4,352

- 6.3 This means we need to find sites for **7,648** new homes.
- 6.4 A breakdown of Derby's 5 and 15 year housing supply is set out in the appendix of this document.



Preferred Housing Sites

- 6.5 Our strategy is to foster urban regeneration by focusing growth on brownfield land within the urban area. However, we will need to demonstrate that these sites can be delivered over the plan period. We do not think a viable strategy can be formulated around brownfield land alone and so we are proposing a number of greenfield sites. These include sites within existing defined Green Wedges and our reasons for this are set out in the 'Justification for Locations in Derby Itself' section of this document.

Brownfield Sites

- 6.6 Of the **7,648** additional dwellings that we need to provide, **3,673** homes will be built on brownfield sites within the urban area. Some of these will be provided on the following strategic sites and broad locations:

City Centre	520
Castleward (DER/0089)	800
DRI (DER/0120)	400
Osmaston (DER/0006, DER/0008, DER/0009, DER/0011, DER/0134)	625
Goodsmoor Road (DER/0118)	600
Total:	2,945

- 6.7 The remaining smaller sites will be identified in a later Site Allocations Document.

Greenfield Sites and Mixed Greenfield and Brownfield Sites

6.8 The following greenfield and mixed green and brownfield sites will be allocated within the City for housing development:

Land off Rykneld Road, Littleover already allocated in the saved policies of the City of Derby Local Plan Review (DER/0001)	900
Former Manor and Kingsway hospital sites already allocated in the saved policies of the City of Derby Local Plan Review (DER/0003)	700
Land currently identified as Green Wedge at Boulton Moor - This is part of a larger site of about 2,800 which includes land in South Derbyshire, of which 1,058 already has planning permission (DER/0105)	800
Land to the south of Wragley Way, Sinfen - This is part of a larger site of about 2,850 which includes land in South Derbyshire, of which 500 already have planning permission (DER/0104)	180
Land currently identified as Green Wedge at Brook Farm, Chaddesden (DER/0016)	275
Land currently identified as Green Wedge at Mackworth College (DER/0160)	220
Land currently identified as Green Wedge at Onslow Road, Mickleover (DER/0021, DER/0027)	200
Woodlands Lane, Chellaston (DER/0022)	56
Holmleigh Way, Chellaston – This is part of a larger site of about 195 which includes land in South Derbyshire (DER/0155)	45
Total:	3,376

6.9 Taking all these proposals into account, there is currently a shortfall of about 600 dwellings to reach the housing provision figure of 12,000. There are sufficient additional greenfield sites being promoted to us to achieve this. However, we do not feel that there is enough certainty or information to choose which of them should be allocated at this point in time. These can be considered in more detail as part of a



future Site Allocations Document, although some may be allocated in the formal consultation version of the Core Strategy, if outstanding issues are resolved and deliverability looks more certain. For this reason, we are proposing the following pool of potential additional sites for consultation at this stage. These are:

Land currently identified as Green Wedge at Fellowlands Way, Chellaston (DER/0176)	200
Land currently identified as Green Wedge off Lime Lane, Oakwood (DER/0030)	200
Land currently identified as Green Wedge at Breadsall Hilltop (DER/0101)	250
Land currently identified as Green Wedge at Andrew Close, Littleover (DER/0028)	150
Total:	800

- 6.10 However, this is not an exhaustive list of potential sites that could make up the remaining housing provision.



Edge of City Sites

- 6.11 Outside the city boundary, Amber Valley Borough and South Derbyshire District Councils propose urban extensions to Derby as follows:

In Amber Valley:

- ⇒ **530** dwellings on land to the west of Mackworth Estate which already has outline planning permission (**AV16**);

In South Derbyshire:

- ⇒ **1,948** on land to the south east of Alvaston, of which planning permission already exists for 1,058. This would be developed together with land to the south of Alvaston in the City (**DUAPP1, DUA1, DUA2**);
- ⇒ **500** on land to the south of Chellaston (**DUA3**);
- ⇒ About **150** on land off Holmleigh Way, Chellaston (**DUA4**);
- ⇒ **2,548** on land to the south of Sinfin and Stenson Fields of which 500 already has planning permission. This would be developed together with the site off Wragley Way in the City (**DUAPP2, DUA6, DUA5**);
- ⇒ About **500** on land to the west of Primula Way, Stenson Fields, of which South Derbyshire have already resolved to approve 145 on part of the site subject to overcoming flooding issues (**DUAPP3, DUA7**);
- ⇒ **1200** at Highfields, Littleover, which already has outline planning permission (**DUAPP4**).

- 6.12 A map of all of the proposed sites within and on the edge of the City is on page 41 of this document.

- 6.13 Further details on these sites can be found on the Amber Valley and South Derbyshire websites. Any comments you wish to make on them should be sent to those Councils using the links to the right⁸.

8. Amber Valley Borough Council:

www.ambervalley.gov.uk

South Derbyshire District Council:

www.south-derbys.gov.uk

Have we identified the right sites? Are there any other sites we should have identified?

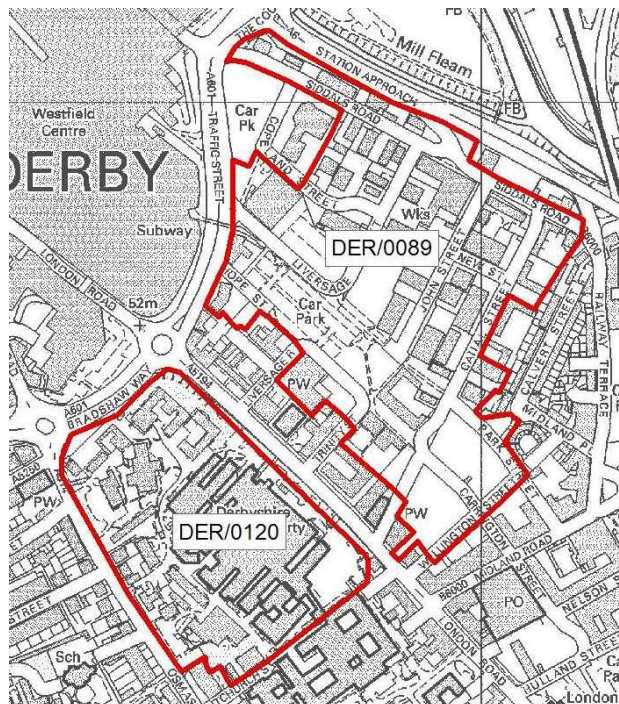


Proposed Sites in Detail – Sites within the City

- 7.1 We consider that the sites proposed for development below can be satisfactorily accessed and that sufficient school places exist, or can be created through expansion or new schools. The publication plan will include more information on site specific infrastructure requirements.
- 7.2 Surface water will be drained naturally within or immediately outside the site and only foul drainage will be permitted into the sewer network.

The City Centre Eastern Fringes (DER/0089, DER/0120)

- 7.3 The City Centre Eastern Fringes includes the Castleward and former Derbyshire Royal Infirmary (DRI) regeneration sites. These are extremely sustainable locations, which provide excellent opportunities for brownfield regeneration and travel choice. The vision for this area is to create a sustainable neighbourhood, where people can enjoy a high quality of life within a distinctive, high quality urban environment.



- 7.4 It will provide a minimum of 1200 new dwellings, 800 within Castleward and 400 on the former DRI site. It will also provide new office and other commercial uses to support the city centre economy and create a sustainable mix of uses. Access will be from the existing main road network and development will include a new primary school and supporting facilities to help create a new neighbourhood.
- 7.5 Both sites now have a resolution to grant planning permission for sustainable mixed-use development. The Core Strategy will help to ensure a comprehensive approach to the regeneration of this area as a whole will significantly improve the quality of the built environment, public realm and accessibility through it. This will include the development of a 'boulevard' linking the railway station to the city centre, improved access to Bass' Rec. and the creation of a 'green link' to the Arboretum.
- 7.6 The new school, to be provided on the Castleward site, will provide primary school places for both of these significant developments, as well as providing school places

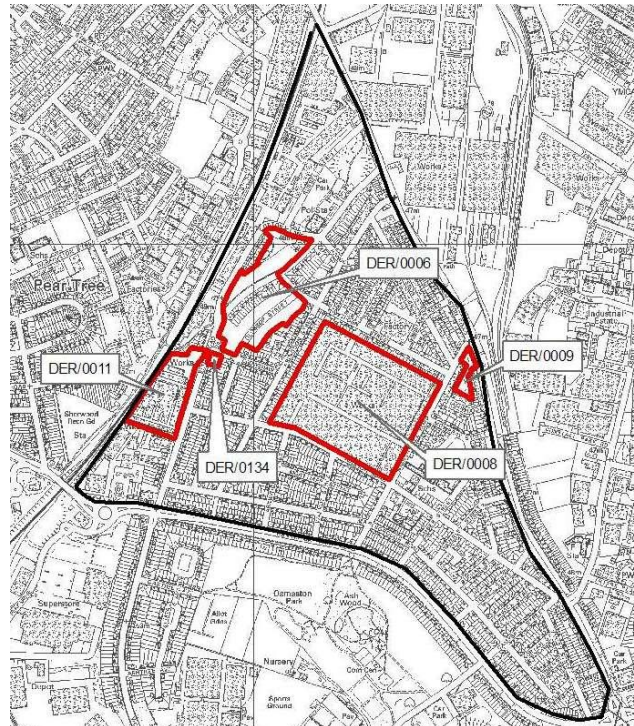
to serve other developments in the city centre. Bemrose School may need to be extended to provide secondary school places to accommodate pupils from these and other city centre sites.

Osmaston (DER/0006, DER/0008, DER/0009, DER/0011, DER/0134)

7.7 After more than 100 years in this area, Rolls Royce have vacated most of their sites here and relocated southwards to Sinfin. The Council has been working with the local community to draw up proposals to redevelop these and other vacant sites and transform Osmaston for the benefit of current residents. In doing this, it will protect the area's heritage and sustain its long-term future as a unique, cohesive community.

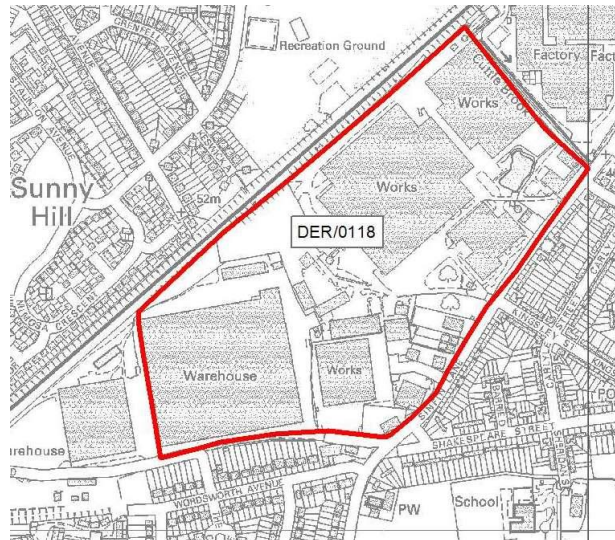
7.8 Final plans and proposals are still being considered with the community and the Council is seeking to appoint a preferred development partner. However, it is expected that the regeneration of the area will provide a minimum of 600 new dwellings, mainly on the former Nightingale Road works site and at Elton Road and Glossop Street. Regeneration plans will also provide new community facilities, including a new primary school and local health facilities. Opportunities exist at Merrill College to provide the additional secondary school places required through current places and potential expansion. Some new office and other commercial uses will help to strengthen the community and create a sustainable mix of uses.

7.9 Proposals will provide for the beneficial re-use of the Marble Hall and Rolls-Royce Heritage Centre and a significant improvement in the quality of the public realm and built environment.



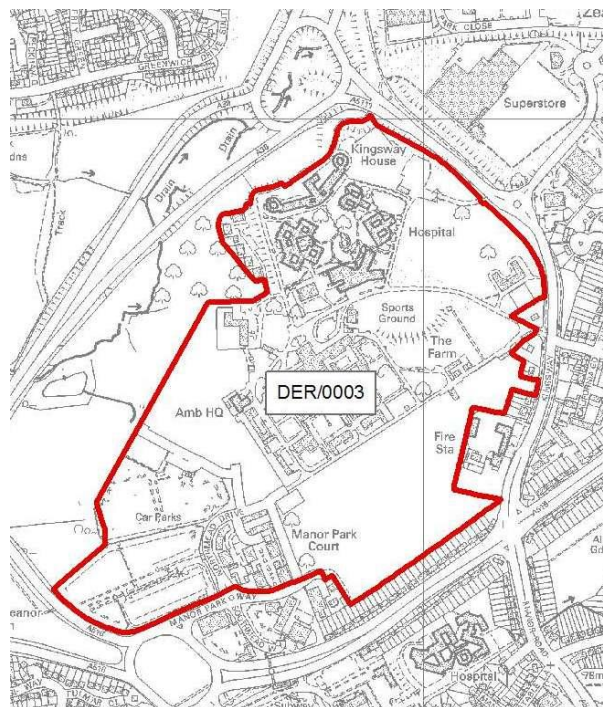
Goodsmoor Road and Sinfin Lane (DER/0118)

- 7.10 This brownfield regeneration site, which is the subject of a planning application, will provide a minimum of 600 homes in addition to about 106 which already have planning permission. Opportunities exist to extend a local primary school and Sinfin Community School which is also likely to be extended as part of the wider strategy to provide primary and secondary school provision.



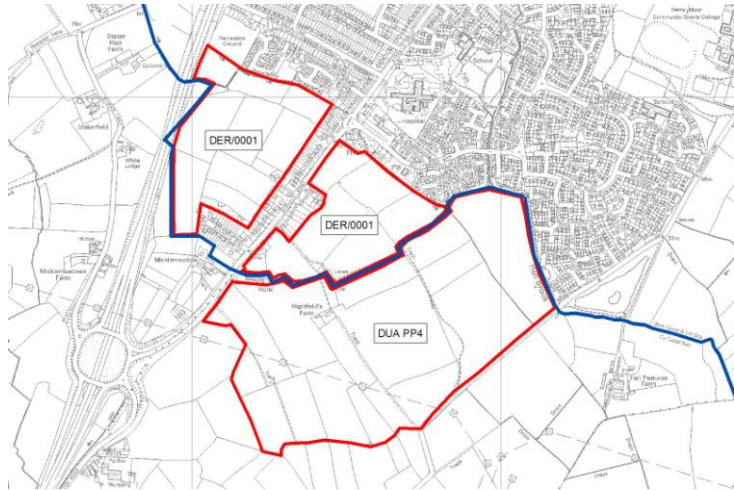
Manor Kingsway (DER/0003)

- 7.11 This mixed brown and greenfield regeneration site is being carried forward from the City of Derby Local Plan Review (CDLPR). It will provide a minimum of 700 new homes, approximately 5.4 hectares of new business uses and new or extended healthcare and community uses.
- 7.12 Principal access points will be from the Kingsway and A38/Utttoxeter Road roundabouts. A new park and ride facility will be provided within the site. Replacement public open space will be provided to mitigate loss of existing facilities, such as Green Wedge and allotments.
- 7.13 The Council has resolved to grant planning permission for development of the site subject to a Section 106 agreement being signed. This envisages extensions to Brackensdale Infant and Junior School and Bemrose School could be extended to provide primary and secondary school places.



Rykneld Road (DER/0001)

- 7.14 This site, which is also being carried forward from the CDLP Review, will provide a minimum of 900 new homes and a small business area of about 2.4 hectares. Principal access will be from Rykneld Road, Castleshaw Drive, Burghley Way and Hollybrook Way. Development will include an expanded neighbourhood centre at Heatherton, a new one and a half form primary school, local highway improvements and the provision of high quality pedestrian and cycle routes. Options are currently being considered in relation to secondary school places.
- 7.15 A planning application is also currently being considered on the site. Additionally, planning permission exists for about 1,200 homes to the south of this site at Highfields Farm in South Derbyshire.



Former Derby College, Prince Charles Avenue, Mackworth (DER/0160)

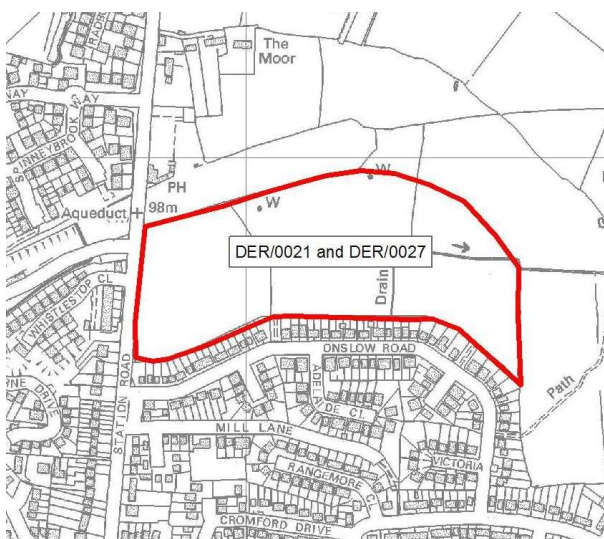
- 7.16 This site will extend the site already granted planning permission on the footprint of the original buildings. It will deliver a minimum of 220 new homes. Its precise boundaries will ensure the maintenance of a viable Green Wedge, especially taking account of its combined impact with Murray Park School and the proposed site at Onslow Road, Mickleover (see below).
- 7.17 The development will retain and contribute to the strengthening of the green corridor along the former Great Northern Railway.



- 7.18 Reigate Primary and Murray Park School may need to be extended as part of the wider strategy to provide primary and secondary school places. However, this is currently still under review.

Onslow Road, Mickleover (DER/00021, DER/0027)

- 7.19 This site will provide a minimum of 200 new homes. Access will be from Station Road. The land is currently proposed as public open space in the CDLP Review, but new open space is being established on the nearby former University campus and is no longer required in this location.



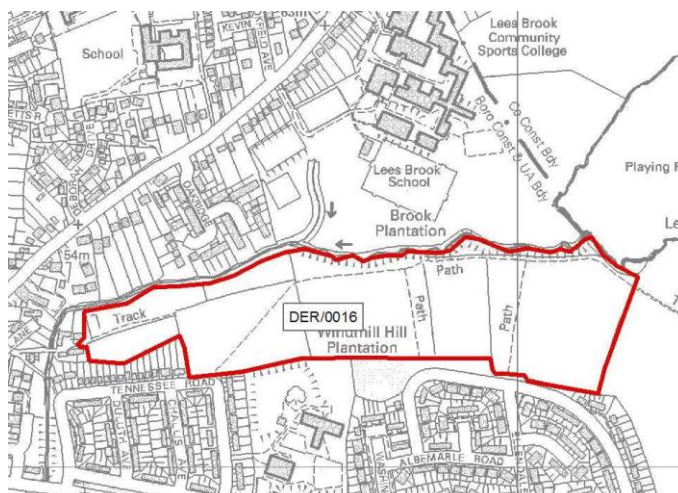
- 7.20 New development should contribute to improved green infrastructure and links along the cycleway on the former Great Northern Railway and to the new open space being provided on the former University campus.

- 7.21 Whilst promoted as two separate sites, we will expect them to be planned in a comprehensive and integrated manner. The eastern side of the site will ensure the maintenance of a viable Green Wedge, taking account of its combined impact with Murray Park School and the proposed site at Mackworth College.

- 7.22 The local primary school is at capacity and cannot expand. There is, however, potential to accommodate pupils at other primary schools in the vicinity. Extensions to Murray Park School, as part of the wider strategy may be needed to provide secondary school places.

Land at Brook Farm, Chaddesden (DER/0016)

- 7.23 This site will provide a minimum of 275 new homes. Access will be from Tennessee Road and Oregon Way. Opportunities to deliver an Extra Care development will be welcomed in this location, but will not be a requirement.



- 7.24 A green corridor will be created

to provide attractive and accessible green infrastructure along the brook, with improved links through the Green Wedge into Chaddesden Park.

- 7.25 Chaddesden Infant and Junior and Lees Brook School may need to be extended to provide primary and secondary school places.

Woodlands Lane, Chellaston (DER/0022)

- 7.26 This site will provide a minimum of 56 new homes. Access will be from Woodlands Lane.

- 7.27 The development will retain and integrate the wildlife features on the eastern side of the site, existing trees and hedges and the two footpaths which run within and adjacent to it. Careful consideration will be given to land topography as the site slopes steeply up hill from north to south and consideration will be given to limiting the height of development on higher parts of the site due to their potential visual impact.



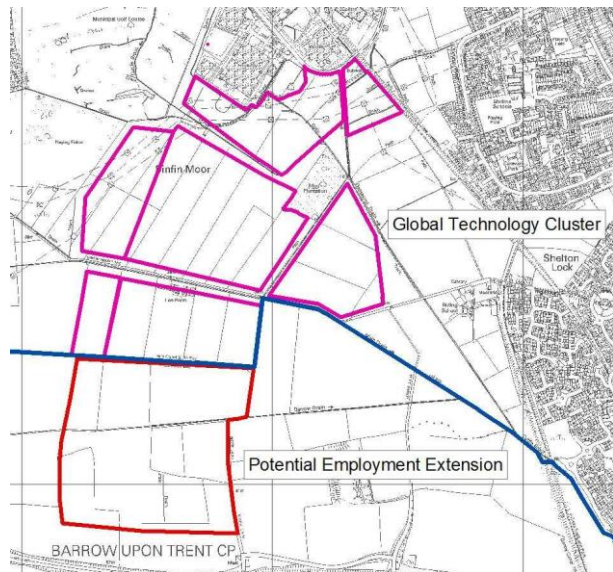
- 7.28 An application for planning permission has recently been submitted.
- 7.29 There is pressure on school places at primary and secondary level in and around Chellaston. We are considering a coordinated approach to the provision of primary and secondary school places with the County Council and South Derbyshire District Council. This may include pooling pupil requirements from sites adjoining the urban edge of Chellaston where their cumulative impact would require additional school places.
- 7.30 A map of all of the proposed sites within and on the edge of the City is on page 41 of this document.

Proposed Sites in Detail – Employment Sites in Derby

Land South of Wilmore Road, including the Global Technology Cluster

8.1 This is a large strategic site of some 87 hectares being brought forward from the CDLP Review. It will be developed for a mix of employment uses, including research and development, offices provided they do not undermine the city centre strategy, industrial uses and storage and distribution uses. Complementary commercial uses will also be provided to support business uses within the site.

8.2 A large part of this site will be developed as a unique manufacturing focussed, research, innovation and technology park, set in a high quality environment, to be known as the 'Global Technology Cluster'. Businesses are likely to be related to the aerospace, rail and automotive industries as well as energy efficient and low carbon technology sectors. Ultimately the business park could employ between 3,000 and 4,000 people.



8.3 Environmental protection measures designed to retain the high quality of the environment and lessen any impact on neighbouring areas will be provided within and around the site as shown on the existing Local Plan Proposals Map. These will include environmental protection zones along Sinfon Moor stream and either side of Sinfon Moor Lane, a wildlife site and walkways, structural planting and extensions to both Moor Plantation and Sinfon Moor Park.

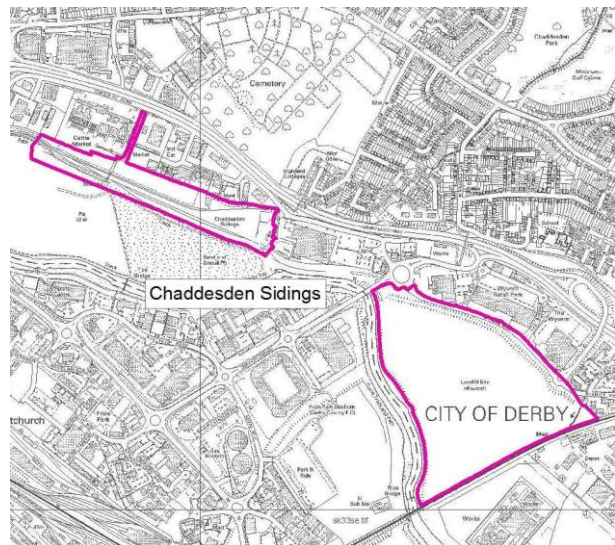
8.4 A new road will be provided connecting the site eastwards onto the Bonnie Prince junction with the A50. Consideration is also being given to either a new junction onto the A50 that could provide access to this site or to a new link road westwards to Rykneld Road.

8.5 Parts of this site are within flood zones 3a and 3b and a flood alleviation scheme has been drawn to address flood risk issues. The flood alleviation scheme will include the use of swales for rainwater balancing. These will be located in the Green Wedges either side of the site and will provide opportunities for habitat creation and increasing biodiversity.

- 8.6 However, this site offers very significant economic and regeneration benefits of national as well as local importance. In terms of the sequential test, there is no alternative suitable site within the city of a similar size and with connectivity with nearby businesses.

Derwent Triangle and Surrounding Area:

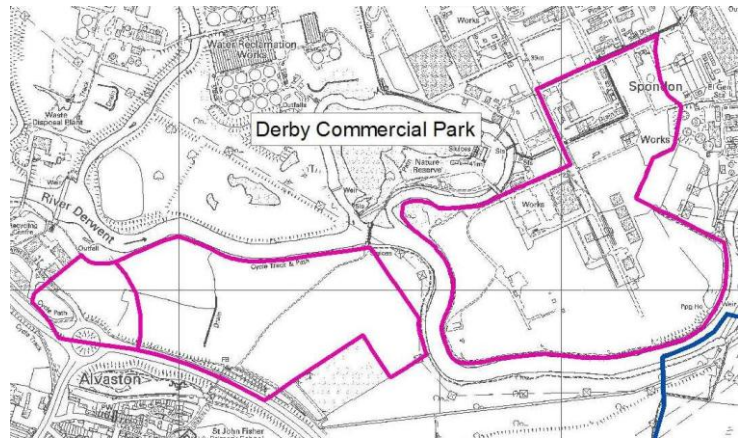
- 8.7 This site of approximately 35 hectares lies to the south of the Wyvern Retail Park. It is well related to both Pride Park and the Wyvern Business Park and could provide a natural extension to both of these employment sites. The mixed use area could potentially employ over 1000 people.



- 8.8 It will be developed for a mix of business, industrial and storage and distribution uses. Offices uses are also likely to be acceptable where they would not undermine the strategy for the city centre. Other commercial uses will be accepted where it can be demonstrated that they will have significant benefits for the city's economy or regeneration objectives.
- 8.9 Pride Park is increasingly becoming a key leisure destination through the development of Pride Park Stadium and the development of the Council's new multi-use arena, including a velodrome, on land to the south of the stadium. There could therefore be an opportunity to create a critical mass of leisure uses in and around the Pride Park area, potentially utilising land on Chaddesden Sidings. However, leisure, or any other non business/industrial uses will need to demonstrate that they will not undermine the overall strategy of the Plan, particularly in relation to the vitality and viability of the city centre.
- 8.10 The development will provide appropriate flood/drainage mitigation, taking into account the requirements of the 'Our City, Our River' Masterplan. Proposals for the area will also be required to make adequate provision for the restoration of the Derby and Sandiacre Canal.
- 8.11 Access will be from Wyvern Way and the scheme will be expected to provide improved access and egress arrangements onto the A52.

Derby Commercial Park at Raynesway and former Celanese Site

8.12 The Raynesway site is being carried forward from the CDLP Review and planning permission already exists for the development of a major distribution park on it. Road infrastructure, flood mitigation and environmental improvements have already been put in place. The site covers some 63 hectares and could employ between 1,000 and 3,000 people. The role of the Core Strategy will be to ensure that the remainder of the scheme is developed in line with the vision for the site; bringing forward development that will have significant benefits to the city's economy.



8.13 It is understood that the Celanese site, to the north, will become available for development during the lifetime of the plan. This presents a major regeneration opportunity that the Core Strategy will need to provide a vision for. Further work is needed on this.

8.14 A map of all of the proposed employment sites within and on the edge of the City is on page 41 of this document.

Are the proposals for new employment development of the right size and location?



Proposed Sites in Detail – Sites within both Derby City and South Derbyshire

Boulton Moor

9.1 This cross boundary site will provide **2,748** new homes at:

Boulton Moor in Derby City (DER/0105)	800
Boulton Moor Phase 1 in South Derbyshire (DUAPP1)*	1,058
Boulton Moor Phase 2 in South Derbyshire (DUA2)	700
Boulton Moor Phase 3 in South Derbyshire (DUA1)	190
Total:	2,748

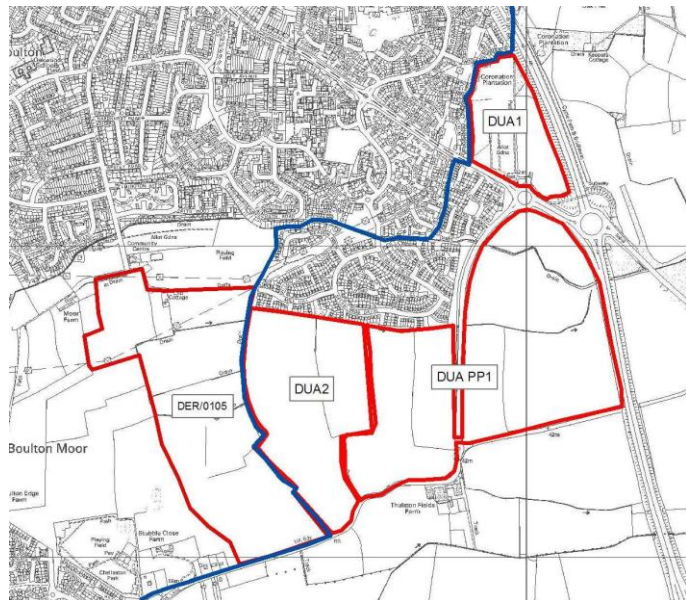
* Site already has planning permission.

9.2 Principal access points will be onto Snelsmoor Lane and secondary accesses will be onto Sevenlands Drive and Field Lane, Alvaston.

9.3 Public open space will be sought both within the site and off site as improvements to the remaining Green Wedge within the city.

9.4 As part of a sustainable approach to managing surface water and flood risk, development will be expected to address issues with existing water courses.

9.5 Development will progress from both the western and eastern ends to a comprehensive masterplan to create a new community that also recognises the longer term potential for further growth to the south well beyond 2028 as set out in South Derbyshire's Preferred Growth Strategy⁹.



9. South Derbyshire District Council:

www.south-derbys.gov.uk

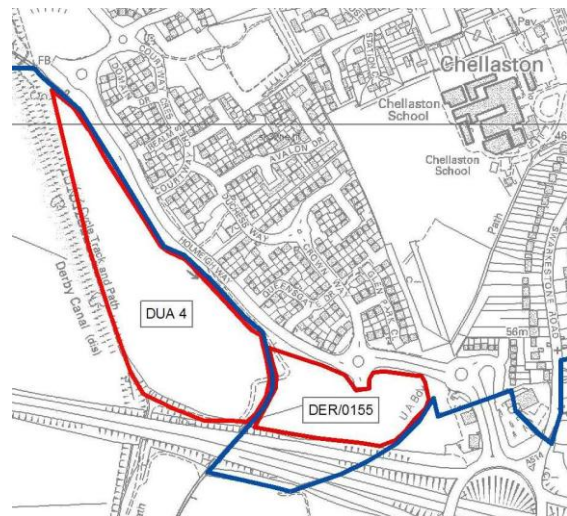
- 9.6 A new primary school will be provided on the Boulton Moor Phase 1 site to serve this and the Phase II site. A new primary will also be required on the site within the City. Pupils from Boulton Moor Phase I site will be accommodated at the new Noel-Baker school. Potential for extensions to this School will be explored to provide secondary education places.

Land off Holmleigh Way (DER/0155, DUA4)

- 9.7 This site lies to the south and west of the existing West Chellaston development and would be bounded on its western side by the former canal. Access will be from the roundabout at Holmleigh Way. Landscaped buffers will be required to ensure that homes are set back from the frontage of Holmleigh Way and to screen them from the A50 to the south.

- 9.8 The site will provide about 195 dwellings, 45 within the City and 150 in South Derbyshire. Comprehensive approval to the development of the two parts of this site will be required. As a smaller strategic site, it could deliver housing in the short term.

- 9.9 There is pressure on school places at primary and secondary level in and around Chellaston. We are considering a coordinated approach to the provision of primary and secondary school places with the County Council and South Derbyshire District Council. This may include pooling pupil requirements from sites adjoining the urban edge of Chellaston where their cumulative impact would require additional school places.



Wragley Way, Sinfin & Stenson Fields

9.10 This cross boundary site will provide **2,728** new homes at:

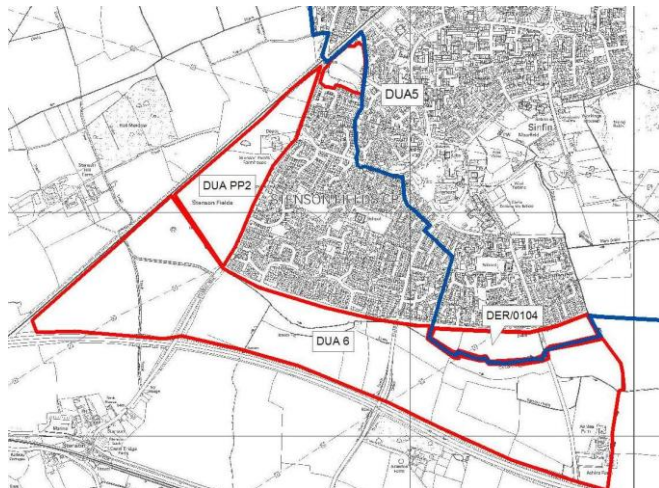
Land to the south of Wragley Way in Derby City (DER/0104)	180
Land to the south of Wragley Way in South Derbyshire (DUA6)	1,950
Land to the south of the railway, Stenson Fields Farm in South Derbyshire (DUAPP2)*	500
Land at Stenson Fields (DUA5)	98
Total:	2,728

* Site already has planning permission.

9.11 Principal access points will be onto Wragley Way, Stenson Road, Arleston Road and Deep Dale Lane.

9.12 Two new primary schools will need to be provided and Sinfin Community School is likely to need extending as part of the wider strategy to provide secondary education places.

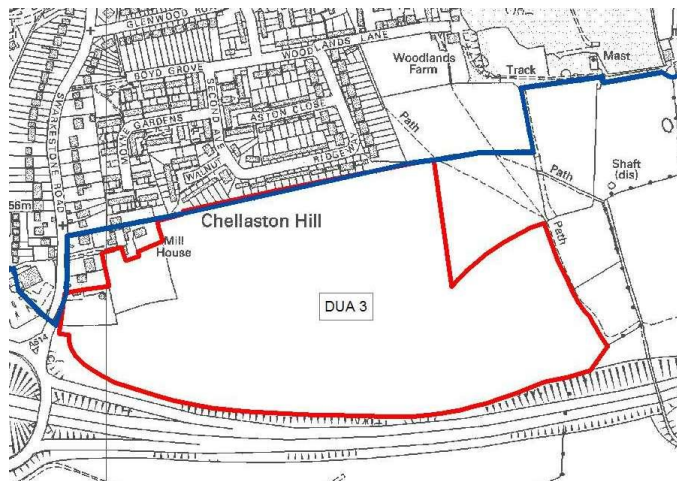
9.13 We are considering two mitigation schemes to offset the impact of these proposals on the local road network and the Stenson Road corridor in particular. These are set out in more detail in the Transport and Highways section of this document and indicated on the map of preferred sites.



Sites Entirely Within South Derbyshire

South of Chellaston (DUA3)

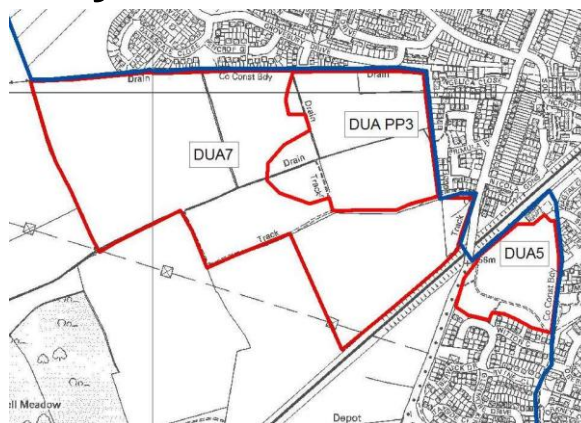
- 9.14 A planning application has been made to South Derbyshire for 450 new homes, a supermarket, petrol filling station and other ancillary uses on this site. The submission of a planning application does not in itself mean that a site is suitable for development, but in this case South Derbyshire District Council consider that it is in principle and should be included within their strategy.




- 9.15 It still needs to be considered through the plan making process though, especially to ensure it relates well to wider strategic issues, including contributions to major infrastructure requirements, such as school places and road improvements. It is being proposed for 500 dwellings though as the suitability of some of the other uses included in the planning application has not yet been assessed. As a smaller strategic site, it is likely to be deliverable in the short to medium term.
- 9.16 There is pressure on school places at primary and secondary level in and around Chellaston. We are considering a coordinated approach to the provision of primary and secondary school places with the County Council and South Derbyshire District Council. This may include pooling pupil requirements from sites adjoining the urban edge of Chellaston where their cumulative impact would require additional school places.

Land off Primula Way, Sunny Hill (DUAPP3, DUA7)

- 9.17 The site will provide about 500 homes in total. Part of this site was recently granted permission for 145 dwellings, at Sunny Hill, Derby, subject to signing of a legal agreement. The first phase of this site will include flood management measures to address flood risk associated with development as well as pre-existing drainage problems experienced by existing residents in the area.

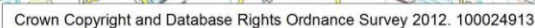


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- 9.18 As a smaller site it could offer potential for earlier supply of dwellings.
- 9.19 The City and County Councils and South Derbyshire District Council are discussing the potential solution for education provision for this housing development alongside that of the area approved at the Conjoined Inquiry at Stenson Fields Farm. The combination of housing numbers gives some alternative options which will be explored in depth to establish which is the best solution to ensure sufficient primary and secondary school places are provided.
- 9.20 A map of all of the proposed sites within and on the edge of the City is on page 41 of this document.



STATUS

- Numbers in brackets indicate dwelling numbers







Justification for Housing Growth Proposals

- 10.1 This section sets out our reasons for the amount and location of new housing that we are proposing. The Strategy is based on our consideration of a great deal of evidence, including the Housing Requirements Study, Transport and Accessibility Modelling and Green Wedge Review. We have produced a series of Site Summary Sheets which bring that information together. Our evidence and Site Summary Sheets are available on our webpage¹⁰.

10. Site Summary Sheets:

www.derby.gov.uk/environment-and-planning/planning/local-development-framework

Amount of New Housing Across the HMA

- 10.2 In 2011, the three HMA authorities consulted on a joint document 'Options for Housing Growth'¹¹. This set out different options for both how much new housing should be provided across the three authorities and where it should go.

11. Options for Housing Growth:

www.derby.gov.uk/environment-and-planning/planning/local-development-framework

- 10.3 Options for how much housing were:

- ⇒ **Balanced Migration (30,000 homes)** – in which the number of people moving into and out of the HMA would be the same, but the age structure of the in-migrants and the out-migrants were different;
- ⇒ **Current Building Trends (32,260)** – in which the number of new homes is based on continuing recent building trends between 2001 and 2010;
- ⇒ **Regional Plan Targets (36,600 homes)** - maintaining the same amount of development set out in the Regional Plan;
- ⇒ **Government Projections (47,900)** - replicating the 2008 based national projections.

- 10.4 The views of residents responding to this consultation tended to favour an amount of housing provision at the lower or mid range of the options presented and developers favoured options at the higher end.

- 10.5 Recent Core Strategy Examinations across the country have indicated that substantial evidence is needed to justify any deviation from the amount of housing indicated by the Government projections, which are the highest of the options consulted on in 2011.

- 10.6 We therefore commissioned consultants to undertake a Housing Requirement Study (HRS) for the Derby HMA. This concluded that the Government projections assume



higher rates of net in-migration than is likely to be the case and overstate the projected decline in average household size.

- 10.7 Taking these factors into account suggests a demographic need of 33,700 additional homes for the Housing Market Area as a whole over the plan period of 2008 - 2028. Despite being significantly lower than the national household projection, it still represents a 20% increase in housing stock. It is also more than the option based on 'current building trends' (32,260) and will be a challenge to the development industry to deliver. It is also broadly similar to the Regional Plan target of 36,600.
- 10.8 During earlier consultation on the Core Strategy, the issue of bringing empty homes back into use rather than identifying green field sites has been a regular topic for discussion. We recognise that making the best use of our existing housing stock is good for sustainable development and regeneration and the Council has done a great deal in recent years to bring empty homes back into use.
- 10.9 About half of properties vacant at any given time have been empty for six months or less as part of the normal operation of the property market, such as more complex sales or probate issues. Whilst most of these will come back into use in the short to medium term, others take their place. Council resources are, therefore, targeted mainly at those properties that have been vacant for longer periods of time, have been the subject of public complaint, represent a danger to the public, or have a detrimental effect on the locality. The Homes and Communities Agency recently cited the Council's 'Empty Homes Service' (EHS) as an example of good practice.
- 10.10 At the end of 2010, it was estimated that there were 4,603 vacant residential properties in the city, about 4.5% of the housing stock. This was about the same as the vacancy rate for the city recorded in the Census of 2001. By the end of 2011, it is estimated that this had fallen to 3,892, or around 4% of the overall housing stock. In June 2012, the vacancy figure was 3.7%. There has, therefore, been a significant reduction in empty homes and this further helps to justify a housing provision figure below the ONS Projections. However, what is also clear is that there will *always* be empty homes and that even if they were reduced to a minimum, they would not provide sufficient numbers of dwellings to meet long term needs.



Where Development Should be Located Across the HMA

- 10.11 The 2011 'Options for Housing Growth' consultation set out four options for distributing growth around the HMA. These were:
- ⇒ Concentrate most development in and adjoining Derby;
 - ⇒ A greater role for other towns;
 - ⇒ A greater role for rural settlements;
 - ⇒ New settlement(s).
- 10.12 Views of residents on the location of new development were mixed, although a small majority favoured development in and around Derby. There was support for continuing to protect Green Belt and Green Wedges and concerns were again raised over loss of countryside. A majority of developers favoured development in and around Derby. Residents supported a strategy that prioritises brownfield development, but some recognised that there are not enough brownfield sites to meet all needs. Developers mainly argued that brownfield sites would not be sufficient to meet needs and some questioned how deliverable they will be. Many responses reflected concerns about loss of Green Wedges and urban extensions. There was some support from residents for development to the south east of the city (Boulton Moor).
- 10.13 Through the SHLAA process, the Districts have considered alternative locations which might provide the basis for a different strategy to one of urban concentration around Derby. However, their view is that insufficient suitable sites are available outside the urban area to justify a significant change. Submissions were invited on opportunities for a new settlement(s), but no reasonable options were presented. A regeneration opportunity has, however, been identified at Denby in Amber Valley.
- 10.14 Notwithstanding the availability of sites, locations around Derby provide better opportunities for reducing reliance on the private car. This is particularly the case where new home owners retain strong connections to the city, for instance for work. Furthermore, the Regional Plan and its strategy of urban concentration remains in place and Core Strategies still need to be prepared in broad conformity to it.
- 10.15 The proposed distribution takes account of the HRS individual demographic projections for the three authorities of the HMA, but also gives weight to other important factors. South Derbyshire has witnessed one of the highest levels of past growth in the country, largely due to net in-migration from Derby, the West Midlands, North West Leicestershire and other areas of the country. This is not considered by South Derbyshire to be a sustainable trend for the long term. The amount of development proposed in South Derbyshire away from the Derby Urban Area is therefore somewhat below the adjusted trend projection for the district.



- 10.16 This amount of growth would however still see strong, albeit lesser, levels of net-migration into South Derbyshire and imply a substantial increase in jobs. The amount of growth proposed in Amber Valley is somewhat higher than the adjusted trend projection in order to plan for some job growth to take place in the district. On the strength of demographically projected growth alone, Amber Valley would be able to plan for virtually no economic growth at all (0.2% p.a.).
- 10.17 The City Council's allocation of 12,000 dwellings reflects evidence of a finite capacity for the City to meet its own needs within its administrative boundaries on brownfield and other sites.
- 10.18 The City's additional needs are proposed to be met through urban extensions across the boundary, mainly into South Derbyshire. The proposed scale of these extensions is somewhat greater than that simply implied by the adjusted demographic projection for the City alone. This reflects the following considerations:
- ⇒ Much of the projected in-migration to South Derbyshire is expected to relate to people wishing to be near to the City of Derby and/or employment opportunities in and around the City (including Toyota);
 - ⇒ Such urban extensions are likely to be in the most sustainable locations in terms of proximity to higher order services and facilities and access to public transport;
 - ⇒ The overall amount of housing development proposed for the Derby Urban area implies a level of employment growth that is broadly consistent with the City of Derby's aspirations;
 - ⇒ The need to continue to have regard to the strategic distribution of housing for the Derby HMA proposed by the Regional Plan.
- 10.19 Although the Regional Plan sets a target of 14,400 homes within the City itself, we no longer consider this to be achievable. Current market conditions no longer favour high density, apartment led schemes and alternative uses are now being put forward on some sites. Our proposed housing strategy continues to prioritise brownfield regeneration sites, but anticipated delivery within the urban area has been revised downwards.



Justification for Locations Around Derby

- 10.20 Much of the north and the whole of the eastern side of Derby's urban area is bounded by the Nottingham Derby Green Belt. This extends eastwards into Erewash Borough and is mainly intended to separate Derby and Nottingham.
- 10.21 The Derby HMA Authorities have discussed the potential of releasing land from the Green Belt for housing development with Erewash Borough Council. Together with Derbyshire County Council, this potential has been assessed in terms of the contribution of land to the Green Belt. This work has confirmed that all areas of the Green Belt on the edge of Derby continue to fulfil their purpose and should not be looked at for release, except as a very last resort. The work does note, however, that in the event of the need to formally 'safeguard' Green Belt land for development in the very long term, an area of land at Thulston Fields to the south east of the city would be capable of amendments. The Alvaston Spur road and the A50 would provide new physical boundaries. The development of any such safeguarded land would only be contemplated at the time of a future review of South Derbyshire's Local Plan.
- 10.22 The HMA authorities have not identified further strategic allocations on the western side of Derby following advice from the Highways Agency that such development would not be appropriate in advance of the three long standing proposals for junction improvements on the A38. Whilst intermediate works have recently been announced by the Government, it is considered that the full schemes should be implemented before further strategic growth is contemplated in this location. Land promoted to the west of Mickleover will also be difficult to serve by public transport indicating that it will be more dependent on the private car compared to other choices.
- 10.23 The western side of Derby also has insufficient school places to adequately cater for large scale strategic growth and existing schools do not have the capacity for expansion. Whilst school children could be 'bussed' further afield this would be an undesirable and unsustainable option.
- 10.24 Landscape to the west of Derby tends to be higher quality than to the south, much of which also now is partially cut off from the countryside proper by the A50. Additionally, significant urban extensions to the north west of Derby in Amber Valley would detrimentally affect the setting of the Grade 1 listed Kedleston Hall Historic Park and Garden, as well as resulting in the loss of attractive countryside and potentially exacerbating flooding.
- 10.25 The HMA authorities have not identified further development around Heatherton beyond that already allocated in the CDLP Review and with planning permission in South Derbyshire. This is because we believe that sufficient land is already available for the Plan period and that it is unlikely that more would be built during this period even if we allocated it.
- 10.26 For these reasons, the HMA authorities have looked at urban extensions to the south east and south of the City. Land to the south-east of Derby presents an opportunity to consolidate the existing planning permission and develop a more sustainable new community. It presents fewer transport challenges than other large scale locations



and new development would benefit from the park and ride scheme proposed as part of the existing permission. There is potential for the expansion of Noel Baker Community School to help meet secondary school needs.

- 10.27 Some of this land within the City is classed as Flood Zone 2 by the Environment Agency's flood zone maps. This is likely to be confirmed by the City Council's SFRA 1, although an earlier unpublished SFRA classified the whole area as Flood Zone 1. The site is, however, recognised as being partially Flood Zone 2 and as such performs less well on this test than many other alternatives, including some which are not included in the Preferred Growth Strategy. But it is considered that the flood issue can be satisfactorily mitigated and that development presents an opportunity to improve existing drainage issues as well as create a sustainable new community in this location. Overall, it is considered that there are good grounds to identify this location for development notwithstanding the flood zone classification.
- 10.28 Land to the south of Sinfin and at Stenson Fields is well related to schools, shops and services as well as to employment opportunities to the north in Derby. The HMA authorities acknowledge that strategic growth in this location presents challenges in terms of impact on the highway network, but we believe that these can be adequately mitigated. However, we will be carefully assessing this before publishing our final plan for consultation and if we think that impact on the Stenson Road corridor outweighs the sustainability and other advantages of this location over other promoted locations, we will consider a change of strategy. There is potential for the expansion of Sinfin Community School to help meet secondary school needs.



Justification for Locations Within Derby Itself

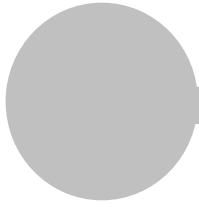
- 10.29 Coupled with national and local objectives around regeneration, a key part of our strategy is to promote regeneration by redeveloping brownfield sites and bringing empty homes back into use.
- 10.30 However, we want our regenerated urban areas, as well as the city as a whole, to remain attractive areas to live, work and visit. We also want to ensure a strategy that balances the need for regeneration with one that is deliverable. We recognise that previously developed sites are often harder and more expensive to develop than greenfield sites. We therefore believe that there is a limit to the strategy's reliance on brownfield sites.
- 10.31 Derby is built up almost entirely to its administrative boundaries and has few greenfield sites available for development, most of which are located within sensitive Green Wedges and to a lesser extent Green Belt.
- 10.32 We believe that there is capacity for 12,000 new homes on suitable sites within the existing boundaries of Derby. Most of this will be built within the existing urban area or on sites, such as an extension to Heatherton, which are allocated in our existing local plan. About 2,000 of the homes have already been built because the plan period started in 2008. A further 3,600 homes will be built on brownfield sites that do not currently have planning permission but which are identified in the Strategic Housing Land Availability Assessment (SHLAA)¹².
- 10.33 But there is still a need to identify new greenfield land for development, although there is a limited amount of unprotected greenfield land in the City. Much of the available greenfield land being promoted to us lies within our existing Green Wedges and it has been necessary to look closely at these to ensure a viable, deliverable strategy. To help us do this, we have undertaken a Green Wedge Review¹³ which looks at Green Wedge policy in general, considers the case for continuing a role for Green Wedges in principle and assesses the impact of specific sites being promoted to us on the relevant wedges.
- 10.34 Our strategy is to ensure that the principle of Green Wedges is secured and that no Green Wedge that is considered to still fulfil its purpose is reduced to a point where it becomes unviable. But we recognise that some land will need to be released from Green Wedges and that some reduction in their openness will be inevitable. We will seek mitigation measures to off set this.
- 10.35 As the role of Green Wedges is being re-assessed through the preparation of this Core Strategy, we do not take the view that a non Green Wedge site should automatically take priority for development over a site which lies within a current Green Wedge. We will have regard to site's sustainability credentials and may

12. Strategic Housing Land Availability Assessment:

www.derby.gov.uk/environment-and-planning/planning/local-development-framework

13. Green Wedge Review:

www.derby.gov.uk/environment-and-planning/planning/local-development-framework



favour land currently within Green Wedge for this and other sound planning reasons.

Do you agree with our justification for the proposals?



Sites Not Included for Development in the Strategy

Sites within Derby City

- 11.1 This section sets out the broad reasons for not including the **main** alternative locations to those we have included in our 'Preferred Growth Strategy'. It is intended as an overview, more detailed justification can be found in the Site Summary Sheets¹⁴.

14. Site Summary Sheets:

www.derby.gov.uk/environment-and-planning/planning/local-development-framework

Hackwood Farm (DER/0018)

- 11.2 This site lies on the north-western side of Mickleover to the north of the former railway. Its north-eastern side lies within Green Wedge as defined within the safeguarded policies of the City of Derby Local Plan. Land to the south of this Green Wedge, previously occupied by Rolls Royce, has been developed for housing. It is estimated that it could accommodate some 600 dwellings. Adjoining land to the west of this site, in South Derbyshire, is also being promoted for residential development and could accommodate a further 200 dwellings.
- 11.3 Whilst the development of the former Rolls Royce Training Centre has resulted in housing to the north of the former railway line, the extension of this further westwards would be visually intrusive into the countryside. English Heritage have also previously voiced concerns regarding the impact of development on the western side of Mickleover on the setting of Radbourne Hall, a Grade 1 Listed Building and parkland.
- 11.4 The site is not well related to existing facilities and services. Mickleover District Centre is nearly 2 km away and whilst there are two smaller Neighbourhood Centres closer to it, these have only limited facilities.
- 11.5 Access to schools is good. However, there is unlikely to be sufficient capacity within existing primary schools to provide for pupil numbers arising from the city part of this site in addition to other sites being promoted in the area. It may be possible to overcome this through a comprehensive approach to primary school provision between this site and those being proposed for development on the eastern side of Station Road and/or if land in South Derbyshire were to be identified for development. However, the land in South Derbyshire is even less well related to other facilities and services, such as shops, and would intrude further into the countryside.
- 11.6 There are also concerns over local secondary school capacity and the likelihood of being able to provide additional spaces beyond those available to meet the needs of proposed development. Development of this site could lead to a significant shortfall in secondary school place supply in the area, an issue which would be exacerbated if the adjacent land in South Derbyshire were also included.



- 11.7 The site does not enjoy good links to public transport, despite attempts by the site promoter to improve this. It may also be difficult to provide a commercially viable public transport service to the site.
- 11.8 There are concerns over the implications for queuing and delays on the A38 of significant development on the western side of the City. Further development to the west of the A38 is likely to raise concerns over the exacerbation of existing congestion issues, particularly as there is no guarantee of the 'grade separation' scheme for the three A38 junctions being implemented at this time. This does not necessarily rule out individual sites such as this one, but has contributed to a Strategy that focuses growth to the south.

Green Wedge Sites


- 11.9 The following sites are not included in our Preferred Growth Strategy due to their impact on the respective Green Wedge they are located in; along with other issues outlined below:

Moorway Lane (DER/0156)

- 11.10 This site lies wholly within the City boundary and is being promoted for up to 400 new dwellings. It is currently within a Green Wedge and is identified for a new 'City Park' in the City of Derby Local Plan Review. The site has not been included for the following reasons:
- ⇒ Concerns over the impact on the role and function of the Green Wedge in this area. The purpose of the wedge in separating Heatherton/Littleover and Sunnyhill could be severely, if not totally, undermined;
 - ⇒ The development of the whole, or part, of the site could preclude delivery of the proposed City Park;
 - ⇒ The site is poorly related to existing shops and services;
 - ⇒ The site does not relate particularly well to the urban area;
 - ⇒ 400 homes would be insufficient to justify a new primary school and current primary schools at Ridgeway & Gayton are full and already large.

Acorn Way (DER/0015)

- 11.11 We recognise that this site does offer some sustainability advantages, particularly in terms of access to shops, schools and public transport. However, it has not been identified as it would create an 'island' of development in the Green Wedge bridging the gap between the two distinct suburbs of Chaddesden and Spondon. It would also reduce the penetration of the Green Wedge into the City. The topography of the site



and views into it, could also lead to a prominent development that would further erode the open character of the wedge. The loss of this site would seriously compromise the function and character of the Chaddesden/Spondon Green Wedge. Additionally, options to provide a satisfactory access to the site are significantly constrained from either Acorn Way or Derby Road.

Mickleover Sports Club, Station Road, Mickleover (DER/0020)

- 11.12 This site has not been included in our Preferred Growth Strategy as its development would effectively close the mouth of the Mickleover/Mackworth Green Wedge at its western edge, where the two suburbs are at their closest. Furthermore, development in this part of the wedge would not relate well or contribute obviously to either Mickleover or Mackworth. It would also make redundant the significant proportion of the wedge that lies to the south of the site, blocking its current flow into open countryside.
- 11.13 As with the adjacent Hackwood Farm site (described above), this site is not well related to existing facilities and services and would be difficult to serve by a commercially viable public transport service. Creating a satisfactory access, in close proximity to the Station Road/Radbourn Lane junction is also likely to pose a significant challenge.

Green Belt Sites

- 11.14 The evidence we have gathered confirms that all areas of the Green Belt in the City continue to fulfil their purpose and should not be looked at for release, except as a very last resort. As there are alternative sites available to deliver the amount of housing we are proposing, the following sites are not included in our Preferred Growth Strategy, due to their location in the Derby-Nottingham Green Belt and for the additional reasons described below:

Land to the East of Spondon (DER/0025)

- 11.15 Development of this site would have an urbanising effect and would decrease the gap between the City and Ockbrook, which lies within Erewash increasing the risk of coalescence, one of the key reasons for including land within the Green Belt.
- 11.16 The site is also very difficult to access. There seems little opportunity to create sufficient access from existing cul-de-sacs in Spondon. It is likely that a site of this size would require significant new road infrastructure, including access to the A52, to deliver development. The cost of this is likely to be prohibitive.
- 11.17 Secondary school places in this location are also constrained. There are currently no surplus places at West Park School. The normal area for West Park extends outside of the city boundary and therefore the land immediately to the east of Spondon falls within this normal area.



Royal Hill Farm, Spondon (DER/0167)

- 11.18 The development of the site, along with being the Green Belt would also close the mouth of the Chaddesden/Spondon Green Wedge. Its development would create an 'island' of development unconnected to the built up area and not relating or contributing obviously to either Chaddesden or Spondon. It would also make redundant the significant proportion of the wedge that lies to the south of the site, blocking its current flow into the open countryside.

Sites within Amber Valley

- 11.19 Following text taken from Amber Valley's Preferred Growth Strategy.

Markeaton Stones, Mackworth (AV16)

- 11.20 This greenfield site lies to the west of Allestree. The whole of the site is within the setting of the grade 1 listed Kedleston Hall Historic Park and Garden as defined in the existing Local Plan. The southern sections of the site also lie adjacent to the Mackworth Village and Markeaton conservation areas, together with the grade 1 listed Church of All Saints. In addition, the existing transport infrastructure has very little capacity to accommodate any further development without significant improvements to adjoining highways and the junction of the A52 and A38 in particular. Secondary school provision is also only realistically available at Ecclesbourne School at Duffield, which has very little spare capacity with few options for any expansion. The development of this site also has the potential to truncate the Mackworth/Allestree Green Wedge designated by Derby City Council.

Radbourne Lane, Mackworth (AV17)

- 11.21 This greenfield site lies to the west of Mackworth. Most of the site is within the setting of the grade 1 listed Kedleston Hall Historic Park and Garden as defined in the existing Local Plan. The northern section of the site also lies adjacent to the Mackworth Village conservation area, including the grade 1 listed Church of All Saints. In addition, the existing transport infrastructure has very little capacity to accommodate any further development without significant improvements to adjoining highways and the junction of the A52 and A38 in particular. Secondary school provision is also only realistically available at Ecclesbourne School at Duffield, which has very little spare capacity with few options for any expansion. For these reasons, only that part of the site that already has planning permission is identified as a preferred strategic site.



Sites within South Derbyshire

11.22 Following text taken from South Derbyshire's Preferred Growth Strategy.

Newhouse Farm (DUALP2)

- 11.23 This would represent a major western extension to Mickleover. Whilst a wide range of services and facilities are available within the District Centre, it is unlikely that direct or easy access to these could be achieved by foot, public transport or car. Early transport modelling has shown that it is unlikely this site could be well served by public transport. This work also shows that a possible Park and Ride scheme would be unlikely to be effective in switching journeys from car to other modes of transport.
- 11.24 Furthermore, the Highways Agency have expressed concerns about additional development to the west of Derby in advance of being able to implement grade separated improvements to key junctions on the A38.
- 11.25 This development would also represent an intrusion into sensitive countryside which, even through extensive landscaping and careful design, could only be partly mitigated.
- 11.26 Access to secondary school places at John Port School would be also be a particular difficulty given its very limited capacity for expansion.

Hackwood Farm (DUALP1)

- 11.27 This site would be an extension to a larger site which lies within the City of Derby.
- 11.28 It does not relate well to existing facilities and services and it would be likely to be difficult to secure access by public transport. This site would also represent an intrusion into sensitive countryside.
- 11.29 The lack of significant additional capacity at John Port and Murray Park schools would also be a particular difficulty.
- 11.30 The Highways Agency have expressed concerns about additional development to the west of Derby in advance of being able to implement grade separated improvements to key junctions on the A38.

Around Pastures Development (DUALP5)

- 11.31 As well as the constraints in this general area to the west of Derby described above in terms of public transport, secondary school places and trunk roads, development around the former Pastures hospital would represent a particularly prominent intrusion into the countryside.



Land at Highfields Farm (DUALP4)

- 11.32 This site is detached from the existing southern edge of Derby being separated by the consented Highfields Farm site to the immediate north and the Rykneld Road allocation in Derby City to the north-west. Construction is yet to start on both sites. Development in this area would extend the built up area of the city beyond the proposed Country Park which forms part of the consented Highfields Farm scheme and would be relatively inaccessible in respect of access to local services and facilities including employment.
- 11.33 A major extension to the permitted Highfields Farm site would also risk encroaching onto the village of Findern to the south.
- 11.34 Access to secondary school places at John Port school would be also be a particular difficulty given its very limited capacity for expansion.

West of Chellaston (DUALP6)

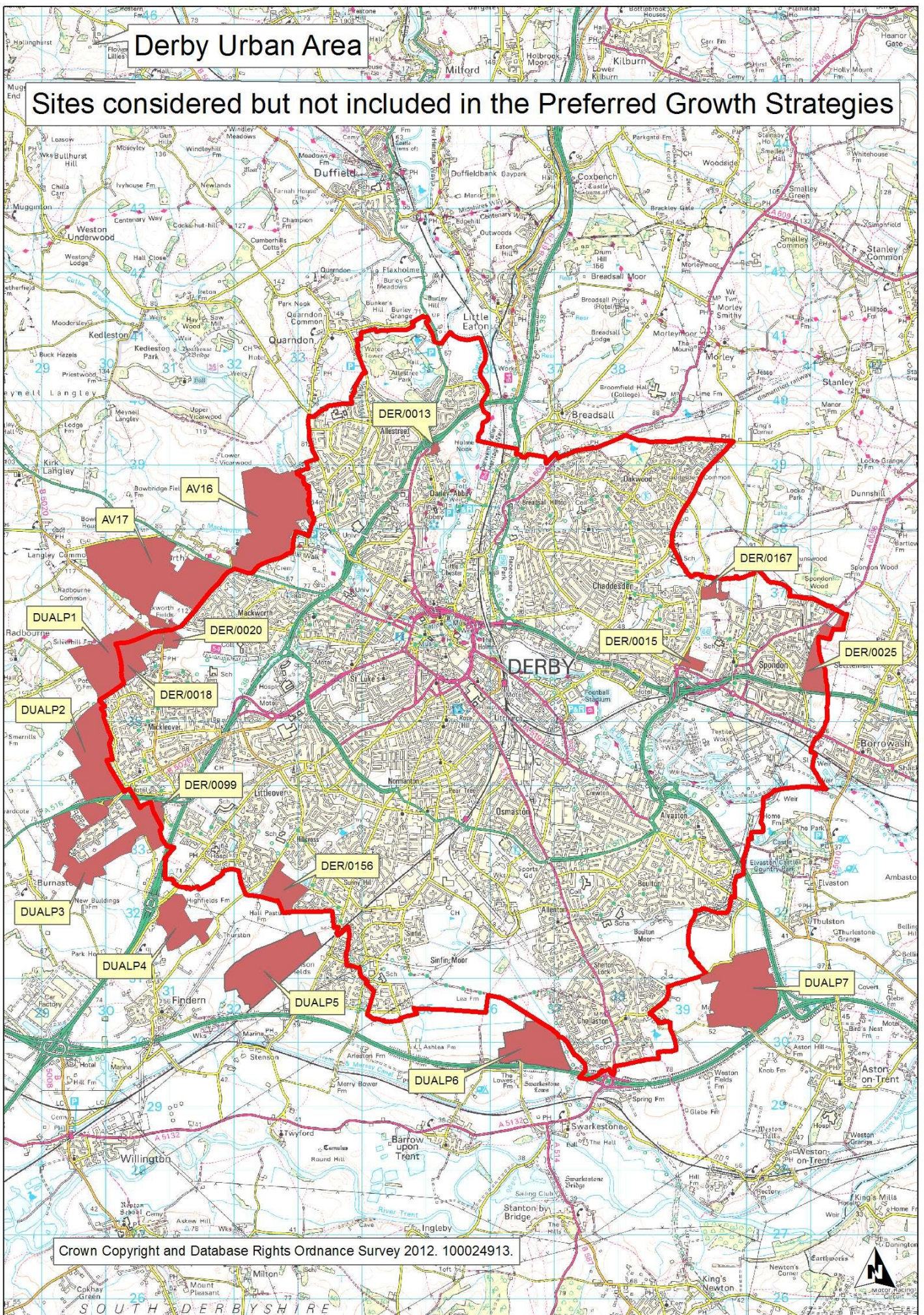
- 11.35 This site would be a westwards extension to the existing 'Chellaston West' development (in Derby City) and would be accessed off a road (known as the 'T12' link) shortly to be constructed as part of Derby City Council's Global Technology Cluster.
- 11.36 Whilst a small local centre exists as part of the Chellaston west development in Derby, this very large site does not appear to be particularly accessible to the shops and services in Chellaston and would potentially block off the mouth of the City Council's designated Green Wedge to the north.

Thulston Fields (DUALP7)

- 11.37 This is a very substantial Green Belt site to the south east of Derby and as such enjoys particularly strong protection under the National Planning Policy Framework. It lies immediately to the south of site DUAPP1 at Boulton Moor which already has planning permission but is yet to start and would be contained to the south and east by the A50 and A6 spur trunk roads. The site is separated from Chellaston to the west by open countryside.
- 11.38 As well as leading to the loss of Green Belt land, development here could risk blocking off the mouth of a Green Wedge designated in the City of Derby Local Plan Review. The site is therefore not being preferred for development in the Preferred Growth Strategy. South Derbyshire's consultation does invite views, however, on whether this area of land ought to be allocated as 'safeguarded' Green Belt land – to be considered exceptionally to meet development long term development needs well beyond the current plan period to 2028.
- 11.39 A map of all of the sites within and on the edge of the City that are not proposed for development in the Strategy is on the following page.

Derby Urban Area

Sites considered but not included in the Preferred Growth Strategies



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How to Respond

12.1 There are a number of ways in which you can comment on our Preferred Growth Strategy.

12.2 Our document and comments form are available at:

- ⇒ Our offices at 1 Albion Street
- ⇒ Our webpage¹⁵
- ⇒ Your local library
- ⇒ Your Neighbourhood Board Member

15. Derby City Council
webpage:

www.derby.gov.uk/environment-and-planning/planning/local-development-framework

12.3 As part of our consultation we will be holding a number of drop-in events at:

Westfield Centre (Level 2) Derby DE1 2PQ	Saturday 27 October 2012 10:00am to 4:00pm
Alvaston Library 1252-1254 London Road, DE24 8QP	Thursday 15 November 2012 3:00pm to 7:00pm
Da Vinci Community School St Andrew's View, Derby, DE21 4ET	Tuesday 27 November 2012 3:30pm to 7:30pm
Pear Tree Library Pear Tree Road, DE23 8NQ	Wednesday 12 December 2012 3:00pm to 7:00pm

12.4 In addition we will, with our colleagues from South Derbyshire District Council, be holding drop-in events at:

All Saints Heritage Centre Aston-on-Trent, DE72 2DH	Tuesday 23 October 2012 3:00pm to 7:30pm
Littleover Methodist Church Constable Drive, Derby, DE23 6EP	Thursday 1 November 2012 3:30pm to 7:30pm
Stenson Fields Primary School Heather Close, Derby, DE24 3BW	Wednesday 7 November 2012 4:00pm to 7:30pm
Mickleover Country Park Social Club Merlin Way, Derby, DE3 0UJ	14 November 2012 3:00pm to 7:00pm
Chellaston Academy Swarkestone Road, Derby, DE73 5UB	Wednesday 21 November 2012 3:30pm to 7:30pm



- 12.5 Our HMA partners in Amber Valley and South Derbyshire have produced their own consultation documents which can be downloaded from:

Amber Valley Borough Council: www.ambervalley.gov.uk

South Derbyshire District Council: www.south-derbys.gov.uk

- 12.6 Derby City Council comment forms should be returned to:

Derby's Preferred Growth Strategy Consultation
Derby City Council
FREEPOST
MID24259
DERBY
DE1 2BR

- 12.7 Alternatively you can send comments to our email address, **derby.ldf@derby.gov.uk**, or use the 'Your City Your Say' consultation webpage:

www.derby.gov.uk/council-and-democracy/consultations/your-city-your-say-latest-consultations

- 12.8 Any comments relating to sites in Amber Valley or South Derbyshire should be sent to the relevant authority, using their own comments form and clearly stating the paragraph and reference number.

- 12.9 If you have any questions about the proposals or about the consultation you can email **derby.ldf@derby.gov.uk** or call 01332 255076.



Appendix





5 and 15 year Housing Land Supply

13.1 The National Planning Policy Framework (NPPF) requires local authorities to identify a supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirements with an additional buffer of 5% (moved forward from later in the Plan period). It also requires authorities to identify a supply of specific, developable sites, or broad locations for growth, for years 6-10 and, where possible, for years 11-15. It is a key role of the Core Strategy to ensure that sufficient land can be identified to meet these requirements.

13.2 The NPPF also says that local authorities should produce a Strategic Housing Land Availability Assessment (SHLAA)¹⁶ in order to identify their deliverable and developable sites and make an assessment of how many dwellings will be built on them and when.

16. Strategic Housing Land Availability Assessment:

www.derby.gov.uk/environment-and-planning/planning/local-development-framework

13.3 The NPPF defines 'deliverable sites' as sites which should:

- ⇒ be available now;
- ⇒ offer a suitable location for development now; and
- ⇒ be achievable with a realistic prospect that housing will be delivered on the site within five years and, in particular, that development of the site is viable.

13.4 Sites with planning permission should be considered deliverable until permission expires, unless there is clear evidence that schemes will not be implemented within five years, for example they will not be viable, there is no longer a demand for the type of units or sites have long term phasing plans.

13.5 To be considered developable, sites should be in a suitable location for housing development and there should be a reasonable prospect that the site is available and could be viably developed at the point envisaged.

13.6 Many sites can therefore contribute to the Council's deliverable and developable supply of housing sites. They include:

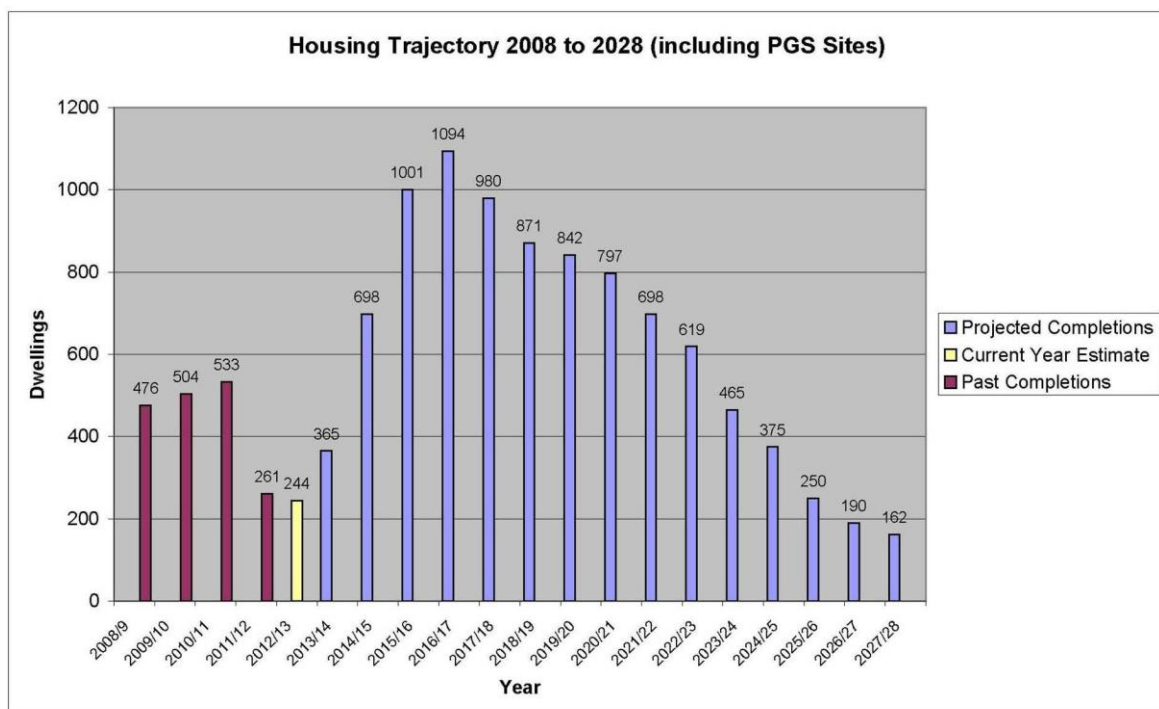
- ⇒ **Sites with planning permission** - which meet the definitions of deliverable and developable;
- ⇒ **Brownfield and greenfield sites which do not yet have planning permission** - but which meet the definitions;
- ⇒ **Windfall sites** – The NPPF allows local authorities to make an allowance for windfalls in their housing land supply. Windfalls are defined as 'sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available';
- ⇒ **Small Sites** - the Strategic Housing Land Availability Assessment only considers sites of 10 or more dwellings for practicality. However there are a number of sites



for between 1 and 9 dwellings which have planning permission and some of these can contribute to the land supply.

- ⇒ **Losses** – inevitably during the Plan period some housing stock will be lost either because of demolition or due to changes of use to uses other than residential uses. An estimate is included in the land supply as to how many dwellings will be lost from the housing stock each year and these need to be replaced by new dwellings in order to meet the housing requirement.

- 13.7 A list of all of the sites and dwelling numbers we consider to be deliverable or developable, as well as assessment information which supports their status are included in the SHLAA.
- 13.8 As has been explained, the Preferred Growth Strategy proposes to deliver 12000 additional houses over the period 2008 -12. In order to achieve this, it proposes the allocation of additional sites, including on greenfield and green wedge land. The SHLAA includes these greenfield sites as part of its assessment, but makes no allowance for dwellings to be delivered on them, because their release would not be in line with current policy. It is therefore important to consider the effect of the new sites on the City's potential future housing land supply over the five and fifteen year periods.
- 13.9 In order to do this we have prepared a graph called a housing trajectory which shows how many new additional dwellings we expect to be provided each year between 2008 and 2028. The housing trajectory includes all of the sites which are identified as deliverable and developable in the SHLAA, plus the new sites identified in the Preferred Growth Strategy which we propose to allocate in the finalised Core Strategy in order to meet our housing needs until 2028. The trajectory graph can be seen below.





Derby's 5 year Supply of Deliverable Sites

13.9 Based on the proposals set out in the Preferred Growth Strategy, Derby's 5 year supply of deliverable housing sites has been calculated as follows:

Derby's 5 Year Requirement Calculation:

Derby Housing Requirement 2008-2028	12,000
Completions 2008-2012	1,774
Estimated Completions 2012/13	244
Total Completions 2008-2013	2,018
Residual Requirement 2013-2028	9,982
Annualised Residual = 9,982/15 years	665.5 dwellings a year
5 year Requirement = 665.5*5	3,327.5
Plus 5% NPPF requirement (+166)	3,493

13.10 The 5 year requirement for Derby City is therefore **3,493** dwellings

Derby's Deliverable Housing Supply:


Deliverable sites with Planning Permission	1,140
Deliverable Brownfield SHLAA Sites	1,077
Deliverable Greenfield SHLAA Sites	1,656
Windfalls	165
Small Sites with Planning Permission	250
Losses	-160
Total 5 Year Supply	4,128

13.11 The City therefore has a **5.91** Year Supply of deliverable dwellings



Developable Housing Sites (15 year supply)

- 13.12 The strategy for the city will require a minimum of 12,000 dwellings to be provided between 2008 and 2028 and after past completions from 2008-2012 (1,774) and the estimated completions for 2012-13 (244) a residual requirement of 9,982 dwellings will be required between 2013 and 2028.
- 13.13 The 9,982 dwellings will be made up from a variety of sites including existing planning permissions, windfalls, small sites, sites which are specifically identified for allocation in the PGS and other developable sites.
- 13.14 The Council has identified enough developable sites to provide 9,409 dwellings in Derby until 2028. This means that there are sufficient developable sites in the land supply to provide for over 14 years of the 15 years remaining. The dwelling supply in the strategy leaves a shortfall of 573 dwellings to meet the 12,000 dwellings required until 2028. Further sites will be identified in a future allocations document to make up the shortfall and deliver the homes required by 2028.
- 13.15 In summary, the PGS will mean that the city has enough deliverable dwellings to meet its housing requirements for years 1-5 and enough developable dwellings to meet its requirement for years 6-10. It falls just short of having enough identified sites for the next 15 years by 573 dwellings and sites to meet this shortfall will be identified in a future allocations document.



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style or language that will help you access it.
Please contact us on 01332 255076. Minicom
01332 256666.

Please contact us if you need help reading this document
or any part of this translating.

Polish

Aby ułatwić Państwu dostęp do tych informacji, możemy je Państwu
przekazać w innym formacie, stylu lub języku.
Prosimy o kontakt: 01332 255076 Tel. tekstowy: 01332 256666

Punjabi

ਇਹ ਜਾਣਕਾਰੀ ਅਸੀਂ ਤੁਹਾਨੂੰ ਕਿਸੇ ਵੀ ਹੋਰ ਤਰੀਕੇ ਨਾਲ, ਕਿਸੇ ਵੀ ਹੋਰ ਰੂਪ ਜਾਂ ਬੋਲੀ ਵਿੱਚ ਦੇ ਸਕਦੇ ਹਾਂ,
ਜਿਹੜੀ ਇਸ ਤੱਕ ਪਹੁੰਚ ਕਰਨ ਵਿੱਚ ਤੁਹਾਡੀ ਸਹਾਇਤਾ ਕਰ ਸਕਦੀ ਹੋਵੇ। ਕਿਰਪਾ ਕਰਕੇ ਸਾਡੇ ਨਾਲ ਟੈਲੀਫੋਨ
01332 255076 ਮਿਨੀਕਮ 01332 256666 ਤੇ ਸੰਪਰਕ ਕਰੋ।

Urdu

یہ معلومات ہم آپ کو کسی دیگر ایسے طریقے، انداز اور زبان میں مہیا کر سکتے ہیں جو اس تک رسائی میں آپ کی مدد کرے۔ براہ کرم
01332 255076 منی کام 01332 256666 پر ہم سے رابطہ کریں۔



Derby City Council

October 2012