



DERBY CITY COUNCIL

January 2010

# Development Plan Document

## Core Strategy Options Paper





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# Introduction

This consultation document sets out options for how Derby could grow and change over the next 15-20 years. The document starts by looking at what we have done so far and what people have been telling us are important things to address in Derby. The document then goes on to look at what influences the Core Strategy, ranging from the evidence we have been collecting, to our relationships with our neighbouring areas outside the city.

We have then included a Spatial Portrait for Derby, telling the story of what Derby is like today. This brings together all the evidence we have been collecting about the city alongside what people have been telling us. This has helped us identify the key challenges for the Core Strategy and to begin to set out an emerging vision for what we want Derby to be like in 2026, and draft objectives, which tell us what we need to do to achieve our vision.

The emerging vision and objectives, and our assessment of the evidence, have led us to two broad options for how Derby might develop and grow in the future. These broad spatial options, for where new development should go, take into account what land is available for development and the effects of development on different areas of the city. We have also included a set of options that seek to address some of the key topic based issues that have been raised, such as how we can provide more affordable housing.

Against the different options, we have identified the main 'advantages' and 'disadvantages'. These are our initial thoughts on how sustainable or easy to deliver each of the options are. They will be reviewed and expanded in due course as part of the Sustainability Appraisal (SA) that we have to carry out to make sure what the social, economic and environmental impacts of the options are.

We have only identified options if there are real alternatives. On some issues we think there are no realistic alternatives, such as adapting to climate change or protecting and enhancing our built heritage. On the other hand there are some issues, such as the number and location of new schools, shops and community facilities that we cannot consult on until we know our chosen option. We will be asking for your views on these matters when we set out the Preferred Option in our draft Core Strategy.

## What is the Core Strategy?

Derby City's population and number of households are forecast to grow over the next 15-20 years and this will generate the need for more houses, jobs and services. The Core Strategy will set out our approach to how we want this growth and change to take place. It will do this by developing a vision, objectives and proposals for what sort of place we want Derby to be by 2026; and by setting out the main locations for major new development and how this will be managed and delivered.

In deciding which areas of the city are going to grow and change we need to balance the positive and negative things about new development. This will help ensure that it has the minimum impact possible while securing maximum benefits. The Core Strategy must address the key issues facing the city and those facing individual neighbourhoods, including those of national and international importance such as climate change.

The Core Strategy will be the main document of our Local Development Framework, or LDF, which will gradually replace our current City of Derby Local Plan Review 2006. The LDF, together with the East Midlands Regional Plan, will be the key policy documents shaping the future of Derby to 2026 and



helping to deliver the ambitions of the 20:20 Vision; Derby's Sustainable Community Strategy (SCS).

Separate Core Strategies dealing with Minerals and Waste issues are being prepared jointly with Derbyshire County Council and so these topics are not specifically dealt with in this document.

We have tried to make this document user friendly and easy to follow but we know that some of the technical terms used need a little more explanation, so we have included a glossary at the end.

## What we have done so far

There are a number of stages that we are going through to produce the Core Strategy, as shown in Figure 1.

We are now at the stage of the process where we develop options for how the city could change, where new development should be located and how we can go about delivering it. Through our Issues and Ideas consultation during spring/summer 2009, we have already spoken to people and organisations across the city about what issues they think that the Core Strategy should address and what ideas they have about them.

## Consultation

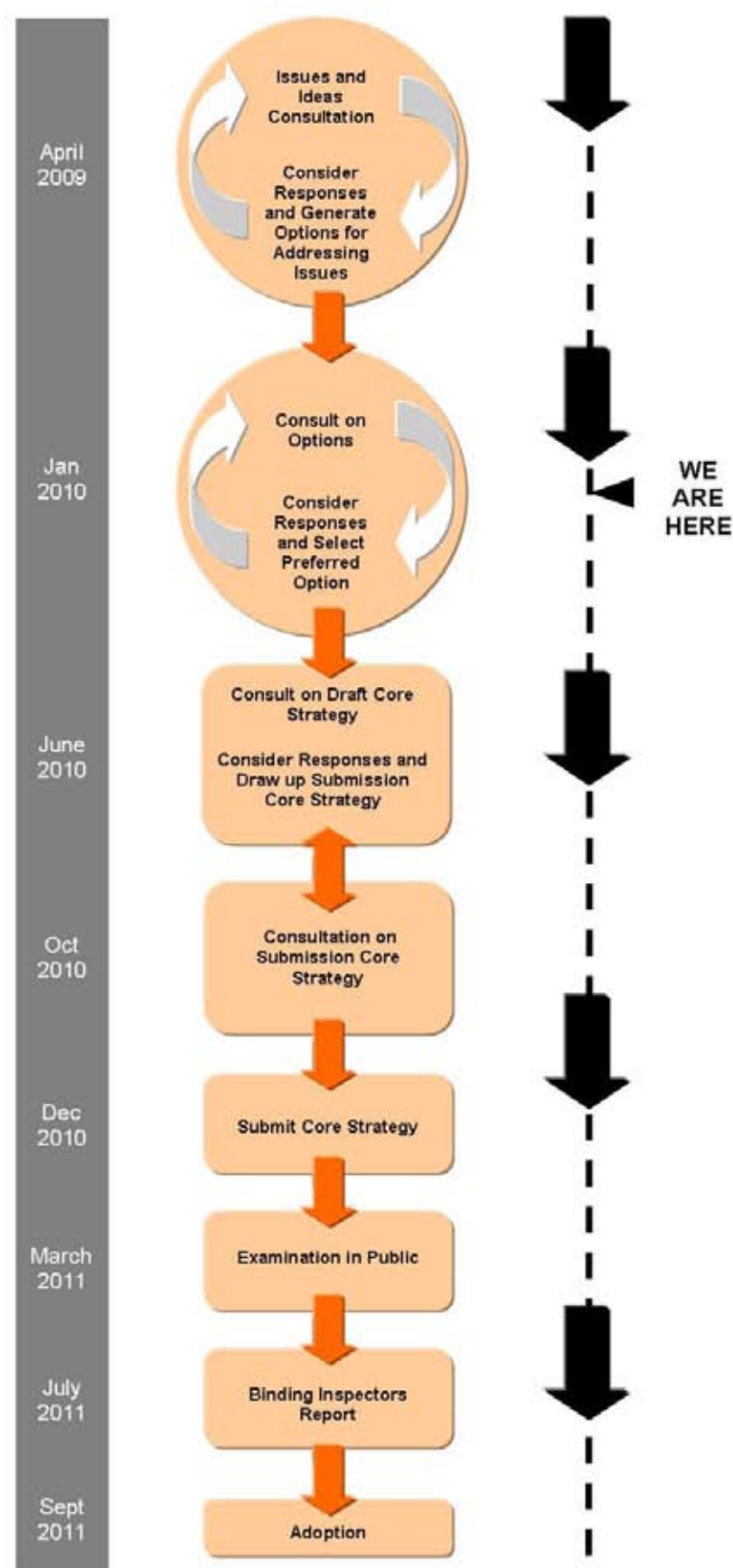
The Issues and Ideas consultation was held between February and May 2009. People had the opportunity to give us their views by writing to us, filling in our online surveys, attending the launch event we held at Pride Park or the event we held for Neighbourhood Boards.

A wide range of issues were identified through the Issues and Ideas consultation. Some of the most raised points were:

- where new development should go
- regeneration should be a priority
- new development should be located in areas with good access to key services and facilities
- the need to improve public transport and provision for cycling and walking to help reduce the need to travel by private car
- the need to protect high quality landscapes and built heritage
- recognising the need to tackle climate change and the need to reduce and protect against flood risk.



Figure 1 - The Core Strategy production process



# About this consultation

## What are we asking for your views on?

We want to hear your views on the following parts of this document.

- We want to know what you think about our draft vision – is this the kind of place you want Derby to become, is there anything big missing?
- We want to know whether the draft objectives we have come up with help us to deliver the vision, do they set a clear context for the more detailed policies we will draw up?
- We want to know what you think about the broad spatial options we have included - which option or part of an option do you prefer, are there any locations for development we have missed, have we identified all the impacts of the options?
- We want to know what you think of the topic based options we have included, for example which approach to affordable housing, transport and sustainable construction do you prefer and are there any alternatives you want to suggest?

There is a lot of supporting evidence that has helped us to develop the options which is available for you to view on our website **[www.derby.gov.uk/planning](http://www.derby.gov.uk/planning)** by following the link to the LDF evidence base. If you have any comments on the evidence we have relied upon to develop the draft vision, objectives and options then you can let us know through the response form.

## How can you let us know what you think?

You can let us know your views in the following ways:

- By filling in a response form, you can do this online or by picking up a paper copy at your local library or Council offices.
- You can visit one of our drop-in sessions – to be held at the Guildhall, Derby on:

**Wednesday 20 January 2010  
between 9:30am and 12:30pm**

**Saturday 6 February 2010  
between 9:30am and 12:30pm**

**Wednesday 17 February 2010  
between 2pm and 6:30pm**

**Thursday 18 March 2010  
between 9:30am and 12:30pm**

We are also attending each of our 17 Neighbourhood Boards to find out their views.

### Contact details:

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Telephone: 01332 255076  
Minicom 01332 256666**

# How we are working with our Neighbours

The Derby Core Strategy will cover just the City of Derby, but there are some important issues that will need to be considered jointly with the neighbouring Councils of South Derbyshire and Amber Valley. Together, these three Councils make up the Derby Housing Market Area, or HMA (see Figure 2). The HMA

is the basis for several policies in the Regional Plan. We are working closely with both of these Councils to ensure that our Core Strategies complement each other and are consulting on our respective Options documents at the same time so that common and related issues can be considered together.

Figure 2 - The Derby Housing Market Area





The Regional Plan has determined that 21,400 extra homes need to be built between 2006-2026 to meet the needs of growing population. However, there is not enough land to provide for all of these houses within the City's boundary. The Regional Plan therefore requires some of the extra housing to be built on the edge of Derby just outside the City's boundary – specifically 6,400 houses in South Derbyshire and 600 in Amber Valley, leaving 14,400 to be built within the city itself.

The three Councils Core Strategies must be in line with the Regional Plan and show how they will deliver this level of growth for the overall Derby area, known as the Derby Principal Urban Area, or PUA. Amber Valley and South Derbyshire are therefore consulting on options for locating new housing on the edge on the City. Some sites already have planning permission or have been identified in previous plans, but many other areas have been identified as having for potential for development.

Figure 3 overleaf, shows the major sites that have already been identified for major development across the Derby PUA, as well as the additional

strategic sites that are being considered for inclusion in the three Core Strategies. Potential sites identified in Derby are covered by this consultation document. Sites in South Derbyshire and Amber Valley are being consulted on in the options documents of both these Councils.

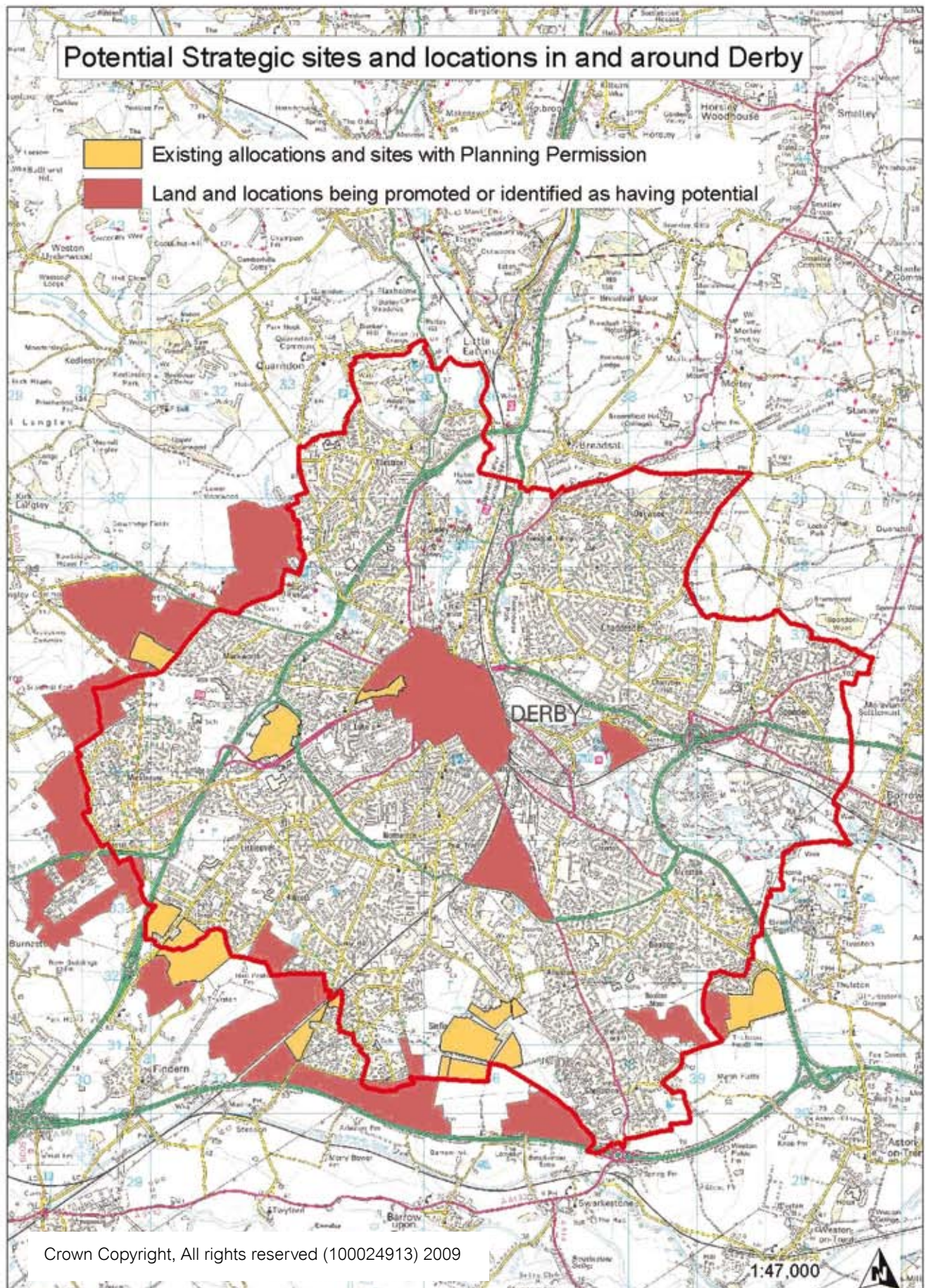
A joined up approach will be needed to deliver this level of cross boundary development. There will be a need to co-ordinate the planning and delivery of supporting infrastructure and services, to meet the needs of existing areas and new communities. To ensure this takes place we are also working with Derbyshire County Council, who are responsible for education, highways and social services in the districts of Amber Valley and South Derbyshire.

To reflect the importance of joint working across the HMA, this document includes a common emerging vision and set of objectives for the HMA area, before providing a specific vision and set of objectives for Derby.





Figure 3 - Existing and potential major sites in and around the edge of Derby





# What Derby is like today

This section describes what Derby is like today. This Spatial Portrait acts as a starting point in developing our Core Strategy Vision, Objectives and options for the kind of place we want Derby to be by 2026.

Derby is a growing City of almost a 250,000 people and around 105,000 homes. It lies on the River Derwent to the north of the Trent Valley and south of the Peak District. It is the third largest regional centre in the East Midlands, with links to nearby Nottingham and Leicester as part of the 'Three Cities' sub region. Derby provides jobs and services for a wide area outside its boundaries and has close connections with communities in the adjoining districts of South Derbyshire, Amber Valley and Erewash.

It is a compact City that has extended outwards from the city centre over many centuries. Its road network includes radial routes that extend outwards from the centre, an inner ring road, currently being completed, and a partial outer ring road beyond this. It has excellent links to the regional and national transport networks, is also well served by rail connections and has a comprehensive local bus network. In addition, there is an expanding network of cycle routes and footpaths providing a healthier and sustainable choice of travel. However, traffic congestion during peak traffic periods is a key issue causing delay for general traffic and buses as well as having other negative social and environmental impacts.

The urban area has grown up to the city's boundaries in most places and extends beyond them in a few places. Much of the greenfield land within the city itself is currently protected as green belt, green wedge or public open space.

The River Derwent runs through the city from the north to the east and skirts the north eastern side of the central area. The Derwent Valley was the birth place of the factory system and a large part

of it is designated as a World Heritage Site. Much of the Derwent Valley, the Markeaton Brook system to the north-west and parts of Sinfin Moor lie within Flood Zone 3, which is classed as being at high risk of flooding.

The city centre is Derby's main commercial, shopping, business and cultural centre. Its historic northern side is located mainly within the Cathedral Quarter, characterised by a network of medieval streets around Sadler Gate, Iron Gate and St Mary's Gate. The Quarter is dominated architecturally by the Cathedral, but contains many fine Georgian, Victorian and a few timber framed buildings. A Business Improvement District (BID) has been established in this Quarter which aims to improve its business environment and make it a destination in its own right. The shopping heart of the city centre has progressively moved south eastwards, most recently with the opening of the Westfield Shopping Centre.

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

Derby is home to Rolls-Royce and much of the Osmaston area was built to house people who worked at their Nightingale Road plant. Rolls-Royce have now vacated most of these works and relocated further south into the Sinfin area. This leaves a substantial area of vacant premises and land in an area of relative deprivation that would

now benefit from regeneration. Working with Rolls-Royce and other parties, the Council is drawing up proposals for the regeneration and renewal of this area. Options currently range from new housing on the former works themselves to more radical proposals for significant demolition and rebuild of the area as a whole.

Derby is historically an important railway settlement. The main railway lines run from north to south west and from the city centre to the east. Derby's railway legacy includes the former Friar Gate Goods Yard which was closed down in the 1960s and has remained vacant ever since. It also includes the former Chaddesden Sidings, much of which has been redeveloped, but which also includes a large area of vacant land still owned by Network Rail to the south of the Wyvern Retail Park.

To the east of the city centre, between the Westfield Centre and the Railway station, is an area known as Castleward. This is a mixed area of mainly low quality industrial units with some housing and community uses. The Council has been working with Derby's Urban Regeneration Company, Derby Cityscape, to bring forward proposals for the re-development of this area as a new sustainable urban village.

The 19th Century inner city areas of Rosehill and Peartree lie just to the south of the city centre and are characterised by higher unemployment and other indicators of deprivation. This area has

benefited from renewal actions and programmes over the last few decades, but still presents issues that need to be addressed.

Derby's urban area has progressively absorbed several previously distinct villages, such as Allestree, Mickleover, Littleover, Chellaston, Chaddesden, Spondon and Alvaston. Some of these communities are defined by 'green wedges' open areas which help maintain their identity and provide recreation opportunities and links with the countryside.

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

Derby's population has risen steadily since 2001. It is an increasingly diverse city, with one in eight people belonging to a non-white ethnic group. There has also been significant recent immigration from eastern European countries. Derby has a younger than average population with 48% of the population under 35. However, the number of older people in the city is expected to grow significantly over the next 20 years.



# Key challenges and issues for the Core Strategy

The Core Strategy needs to provide a clear vision and strategy to guide the growth of Derby over the next 15-20 years. This strategy must be in line with the Regional Plan and help to deliver the ambitions of the Sustainable Community Strategy, or SCS. These two documents form an important starting point for developing the Core Strategy's options for the city.

## Evidence Base

We have also been collecting our own evidence to make sure we have a clear understanding of the key social, economic and environmental characteristics that make up Derby.

We have produced 17 Neighbourhood Overviews and nine Topic Papers. The Neighbourhood Overviews have been produced to show our understanding of how each area of the City functions and which key issues need to be addressed through the Core Strategy. Brought together, all of the overviews give an indication of how the City as a whole functions. Subjects as diverse as the make-up of the community, housing,

crime, educational attainment, transport and green infrastructure are covered. The Topic Papers have been developed in conjunction with our HMA partners and support our development of options for this consultation. The Topic Papers cover the following subjects:

- Built Environment
- Climate Change and Renewable Energy
- Economy
- Housing
- Infrastructure
- Retail and Leisure
- Spatial Vision and Strategy
- Transport
- Water and Flood Risk

Each topic paper brings together all relevant policies, studies and information from previous consultations needed to inform the Core Strategy. Each topic paper includes information and analysis common to the Derby Housing Market Area as well as information that is specific to each individual authority.

In addition, the following studies have been, or are being, undertaken:

Strategic Housing Land Availability Assessment	Complete
Strategic Housing Market Area Assessment	Complete
Cleaner, Greener Energy Study	Complete
6Cs Green Infrastructure Study	Underway
Gypsy & Traveller Accommodation Assessment	Complete
City Wide Retail Capacity Study	Complete
City Centre Retail Circuit Study	Complete
Employment Land Review	Complete
Outline Water Cycle Study	Underway
Level One Strategic Flood Risk Assessment	Underway
Sustainable Urban Extensions and Strategic Sites Study	Underway
Open Space Study	Underway
Transport Modelling Study	Underway



More details can be found on our website [www.derby.gov.uk/planning](http://www.derby.gov.uk/planning) by following the link to the LDF evidence base.

As well as evidence we are collecting ourselves, we are also using information that is being produced by other parts of the Council or other public sector bodies. We are liaising on the development of evidence with partner organisations through Derby City Partnership.

## Other Strategies

There are a number of important city wide strategies that the Core Strategy will help deliver. These include:

The **Sustainable Community Strategy**, this is the long-term vision for improving the economic, social and environmental well being of the city. The strategy is produced by Derby City Partnership.

The **Local Transport Plan**, which is currently being reviewed, sets out a strategy for improving transport for the city and surrounding area.

The Council's **Housing Strategy**, which sets out the kind of housing needs we particularly need to meet

in the city. The Core Strategy can set out policies that help to deliver particular types of housing.

The **Joint Strategic Needs Assessment**, undertaken by NHS Derby City, sets out objectives to redress the health inequalities throughout the City. The Core Strategy can help deliver these ambitions by requiring new health facilities and helping people be active and lead healthier lifestyles by making safe, attractive open spaces and cycling and walking routes.

## What the evidence is telling us

We have assessed the main messages from the Regional Plan and the SCS. We have also taken account of the evidence we have gathered so far, including the outcome of the Issues and Ideas consultation. The main challenges and issues now identified for the Core Strategy are summarised below, alongside the main source for each of these.

A number of key challenges and issues have emerged which will be dealt with in this paper.

Challenges and Issues	Source
identify land for 14,400 homes within the city between 2006 and 2026	RSS
have housing that people want to live in and can afford	RSS/SCS
promote stronger, safer and cohesive neighbourhoods	SCS
provide for significant mixed use suburban expansion immediately beyond the city's boundaries	RSS
achieve urban regeneration and maximise the use of previously developed land	RSS
recognise the strategic function of green wedges	RSS/SCS
maintain the green belt and restrict development within it	RSS
promote sustainable development, including integrating land uses and transport planning including the promotion of cycling, walking and public transport	RSS/SCS/consultation
seek to ensure that necessary infrastructure is in place to support new development	RSS/consultation
seek to ensure that opportunities are taken to provide for renewable energy	RSS/consultation
seek to maximise opportunities to protect and enhance environmental and cultural assets and to provide green spaces for existing and expanding communities	RSS/consultation
reduce the causes of climate change, particularly the risks from flooding	RSS/SCS/consultation

Challenges and Issues	Source
reduce the opportunity for crime	RSS/SCS
recognise the importance of high value, knowledge based employers in the city, particularly around Sinfen and Alvaston, with substantial exports of high value goods	SCS/evidence
provide for the needs of existing and relocating businesses	SCS
foster a dynamic and lively city centre	SCS/RSS
become a regional centre for tourism and cultural facilities	SCS
make the most of the opportunities presented by the riverside, parks, open spaces and green wedges	SCS/consultation/ evidence
protect the environment through recycling and producing less waste	SCS
ensure that new growth areas are served by shops, schools, leisure, community and other services and take account of existing deficiencies and cross boarder influences	SCS/consultation
there is a heavy reliance on a small number of large employers, including Rolls-Royce, Bombardier, Egg, NHS Trusts and Toyota, just outside the city	Consultation
there is a the large supply of existing and proposed employment land, some of which is vacant or constrained.	Consultation/evidence
recognise the impacts of the design of new development on character and local distinctiveness, particularly the city centre and our established suburbs	Consultation
a number of congestion hotspots affect road safety and air quality, particularly around the ring road and main approaches into the city (A38 and A52)	Consultation/evidence
people who commute into the city for work on average earn more than people who live and work in Derby	Consultation/evidence
new housing development does not meet needs, there are too many apartments and empty homes,	Consultation/evidence
not enough affordable or family housing or housing suitable for older people or Gypsies and Travellers and Travelling Showpeople	Consultation/evidence

These messages tell us that any strategy for Derby must address urban regeneration and the need to create strong, sustainable and cohesive neighbourhoods. However, the Issues and Ideas consultation highlighted different views over how much development regeneration sites can accommodate and how these sites can be delivered.

Some responses suggested that developing on greenfield land will be necessary to deliver the growth required. Other responses raised concerns about the over intensification of the urban area and for this reason see the need for development on Greenfield land in sustainable locations, including green wedges, as preferable.

# Vision for 2026

We have used the feedback from the Issues and Ideas consultation and the evidence we have been collecting to develop two visions. The first vision has been developed in conjunction with our neighbours in Amber Valley and South Derbyshire and covers the Housing Market Area. The second vision looks at what Derby should be like by 2026. We have developed a number of options which will help us to achieve the HMA and Derby City visions.

## Derby Housing Market Area Emerging Spatial Vision

By 2026 the principles of sustainability will have been implemented, the area will have built on its economic success and its more deprived communities will have been regenerated. Addressing the causes of, and mitigating and adapting to, the impacts of climate change will be key priorities in the Derby Housing Market Area.

The role of the Derby Principal Urban Area will have been strengthened through regeneration and the provision of new jobs, homes, services, community facilities and green and environmental infrastructure networks. Swadlincote sub-regional centre and the market towns of Alfreton, Belper, Heanor and Ripley will have been maintained and strengthened through sustainable regeneration. Relationships within and outside of the Housing Market Area, including those with areas outside of the East Midlands region, will be strengthened. Green Wedges and the principles of the Nottingham-Derby and Swadlincote-Burton Green Belts will be retained, with a presumption against inappropriate development. The area's local character, built and natural environment, and rich heritage, including the National Forest and Derwent Valley Mills World Heritage Sites will be cared for, protected and enhanced.

By 2026, at least 36,600 additional homes will have been provided, with associated new jobs, facilities, services and infrastructure to meet the needs of the growing population. To achieve this, there will be substantial development within the built up area of Derby, including the city centre. There will also be significant extensions to Derby, mainly to the south and west, including land outside the city boundary in South Derbyshire. Elsewhere in South Derbyshire, new housing will be located mainly at the Swadlincote sub regional centre through extensions. In Amber Valley there will also be modest development located mainly at the towns of Alfreton, Belper, Heanor and Ripley. In the rural areas there will be a particular emphasis on maintaining character and vitality and achieving living and working communities.



New communities and housing will be built to the highest possible design and sustainability standards, working towards zero carbon development, minimising water and energy usage and maximising opportunities for renewable energy generation. The Derwent and Trent river corridors will be the focus for the alleviation of flood risk, and the provision of green infrastructure networks will bring opportunities for economic development and tourism and improvements to community safety, health and well-being.

New development will support existing communities, providing opportunities for investment in, and provision of, infrastructure, including community facilities. Investment in transport and other infrastructure will be cost-effective and focused on deliverable and viable schemes and there will be a shift away from reliance on the car. Accessibility will be improved, congestion reduced and safety enhanced through investment in functional transport infrastructure, including the A38 junctions.

## Derby City Emerging Spatial Vision

In 2026, Derby will be an attractive thriving, healthy, lively city of growth, opportunity and innovation for all. It will be recognised nationally and internationally as the UK's number one high tech city underpinned by its portfolio of higher value, engineering and knowledge based employment. It will be recognised as a regional centre for tourism led by an international reputation for creativity in technology and the arts.

Despite a growing population, Derby will remain compact and 'liveable'. It will be focussed on a strong, accessible and vibrant city centre of regional importance that provides economic, civic and cultural life, new residential areas, a thriving evening economy and Cathedral Quarter and improved links to the train station. This will be complemented by prosperous, cohesive and sustainable neighbourhoods with a strong sense of their own identity where everyone will have equal life opportunities no matter what their background. The city's deprived neighbourhoods will have been revitalised and offer improved opportunities for living and working. New

development will not adversely impact on the character of existing communities, including the established suburbs.

Derby's historic environment will be protected and enhanced through sensitive and innovative new development. The Derwent Valley Mills World Heritage Site will be an important focus for tourism, leisure and cultural activities. The natural environment and biodiversity will be protected and improved, including the development of a network of Green Infrastructure based around the River Derwent, Derby and Sandiacre Canal, other watercourses, existing and new parks, green wedges and other green spaces.

Derby's schools, colleges, the University and other services will support children, young people, vulnerable adults and families with top quality services and buildings designed for the 21st century.

Derby will have excellent communication and an effective and sustainable transportation system, especially to and from the city centre, between the main residential, business and service areas and beyond the city to the East Midlands Airport, the M1, the A50 and by rail to London and the East Midlands cities. These will include good public transport, walking and cycle routes.



# Objectives

These objectives are about how we intend to achieve our vision for Derby to 2026. The emerging objectives cover both issues we want to cover across the Derby HMA, with our neighbours in Amber Valley and South Derbyshire, as well as specific issue we want to address in Derby. At this stage of the process we have not developed all the detailed policies the Core Strategy will eventually contain but the objectives set out our emerging ambitions. Once the preferred option is identified it is likely that we will have additional policies that reflect the objectives. It is therefore important for you to let us know your thoughts on the objectives as these will form the framework for the policies we produce.

## Derby Housing Market Area Emerging Strategic Objectives

1. To promote the principles of sustainable development and address the causes and mitigate and adapt to the impacts of climate change, including flood risk, particularly from rivers and surface water
2. To deliver economic success, making the Derby Housing Market Area an attractive location for major employers and inward investment, and address inequalities through the regeneration of deprived communities.
3. To grow and strengthen the roles of Derby city centre and the Derby Principal Urban Area, the Swadlincote sub-regional centre and the towns of Alfreton, Belper, Heanor and Ripley.
4. To build on relationships within and outside of the HMA, particularly with the Northern, Greater Nottingham and Leicester and Leicestershire areas in the East Midlands and Burton-upon-Trent in the West Midlands.
5. To give priority to making best use of previously developed land and vacant or under-used buildings in urban or other sustainable locations
6. To bring forward mixed use sustainable urban extensions to Derby Principal Urban Area and modest urban extensions elsewhere in the HMA.
7. To provide sufficient housing to meet the needs of communities that is decent, suitable and affordable.
8. To provide high quality, well designed and sustainable development, working towards zero-carbon development and Building For Life standards, minimising resource consumption and waste and maximising opportunities for renewable energy generation and recycling.
9. To increase biodiversity and protect and enhance the strategic green infrastructure, open spaces, landscape and townscape character, cultural and heritage assets, and designated sites, including the Derwent Valley Mills World Heritage Site.
10. To promote equality and community cohesion, healthy and active lifestyles and support improvements in community safety, particularly for children and young people.



11. To make the best use of existing infrastructure and to fully integrate and coordinate new development with investment in and provision of new infrastructure, taking into account changes to our population including the needs of older people, children and young people.
12. To enhance transport links and public transport accessibility to deliver an integrated transport system and achieve viable travel choice, reducing car use, especially commuting.

## Derby: Emerging Local Objectives

13. **Ensure that at least 14,400 extra homes are provided between 2006 – 2026:** ensure that Derby has housing that people want to live in and can afford. Reduce the number of empty homes, improve the match between housing provision and lifetime needs and meet the particular needs of our diverse communities, including older people, minority ethnic communities and Gypsies and Travellers.
14. **Enhance the role of Derby's Green Wedges:** recognise and protect them in terms of their contribution towards bringing the countryside into the city and defining the character of our neighbourhoods and for the opportunities they offer for supporting education, sport, recreation, healthy lifestyles, biodiversity and adapting to climate change.
15. **Enhance the River Derwent corridor as the key environmental, cultural and historic asset within the city:** create a more attractive and welcoming riverside area for Derby residents and visitors, exemplified by the Derwent Valley Mills World Heritage Site. Provide increased flood risk protection to surrounding areas and an improved environment that integrates its biodiversity, built and green open spaces for living, working and for relaxing.
16. **Develop stronger, safer and more cohesive communities:** ensure everyone has equal life opportunities, in terms of education, health and employment, no matter what their background or where they live; where people feel they belong to their communities preventing them from taking part in anti social behaviour and where new areas are designed to help people feel safe and make it difficult to commit crime.
17. **Enhance the city centre's role as a sub-regional commercial and cultural centre:** to ensure a safe, accessible and attractive city centre with vibrant shops, residential areas and evening economy, a thriving Cathedral Quarter and improved links to the train station.
18. **Strengthen Derby's economy by attracting investment and supporting businesses to start, survive and grow:** create jobs in key employment sectors, delivering new communications infrastructure and retaining wealth by ensuring people have the opportunity to obtain the skills necessary to match jobs available..
19. **Protect and improve Derby's natural environment:** by developing a network of green spaces based around the River Derwent, the Derby and Sandiacre Canal, our parks, green spaces, cycle ways and walkways to provide an attractive, accessible and safe environment that encourages healthy lifestyles, protects and improves biodiversity and complements new development.
20. **Protect and enhance Derby's character and built heritage:** protect and enhance the city's historic assets, public realm, older inner city neighbourhoods, established suburbs. Ensuring all new development is of the highest quality, accessible, has regard to local context and is appropriate in terms of scale, density and design.
21. **Increase the opportunity for people to socialise, play and be physically active and lead healthy lifestyles:** provide high quality, safe and accessible sporting facilities, walking and cycling infrastructure to help Derby to become one of the most active cities in the country and to tackle the incidence of premature deaths and childhood obesity.

**22. Tackle congestion along key routes:**

help to reduce the impacts of traffic pollution on climate change, local air quality and health, especially in the Air Quality Management Areas.

**23. Ensure that provision is made for community facilities to meet existing and future needs:**

assist in delivering health care, education, sports, recreation and leisure facilities, including key projects such as Derby's Building Schools for the Future programme.

**24. Strengthen the range and quality of Derby's cultural and learning opportunities and facilities:** by celebrating diversity, ensuring that the role of culture in the economy is better understood and that significant new developments always integrate public art.

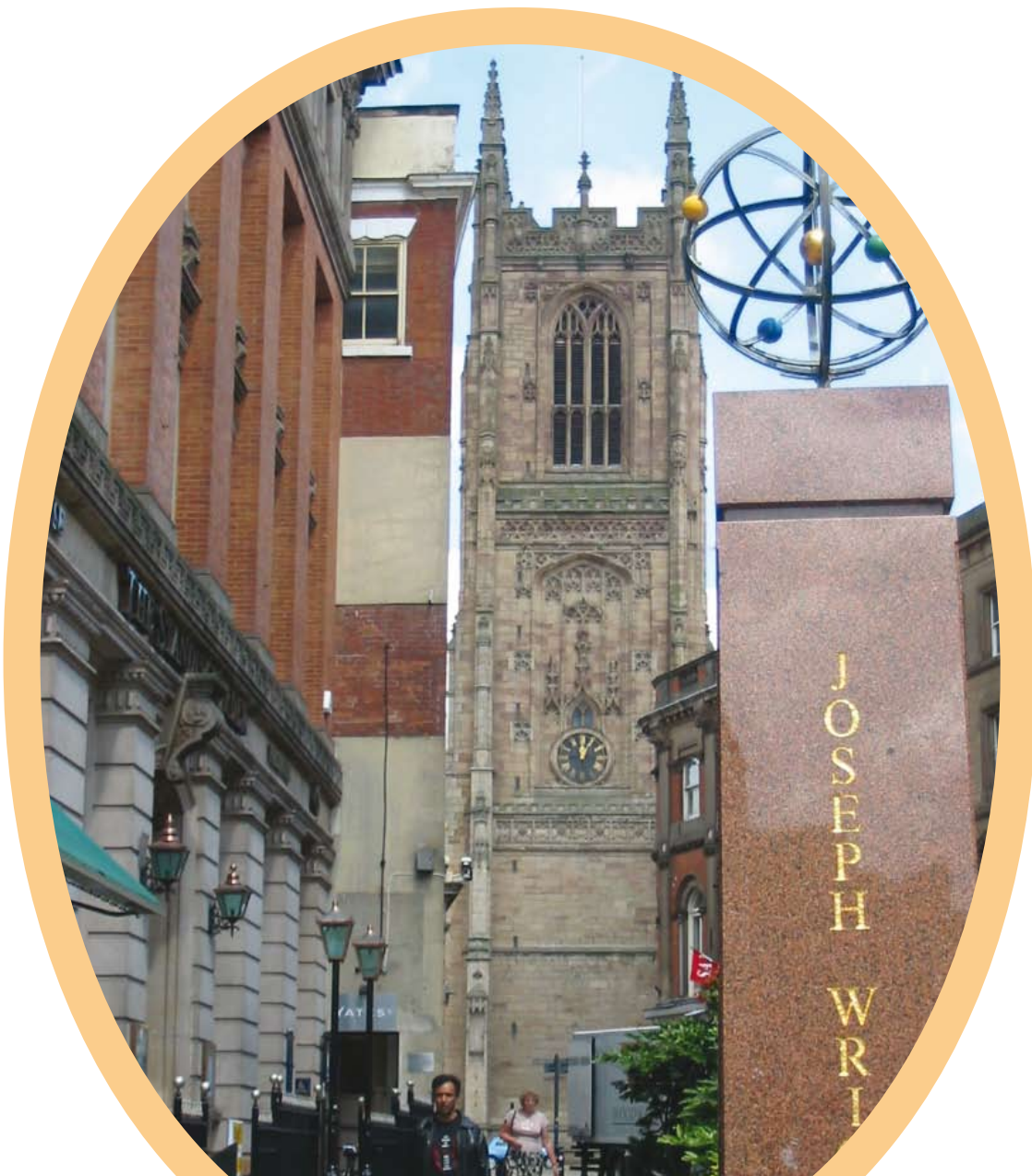
**25. Improve the standard of people's**

**accessibility to health and social care**

**services across the city:** to help reduce inequalities in health between neighbourhoods and communities.

**26. Provide safe, healthier travel options and**

**enhance accessibility:** improve accessibility to key services such as employment, education and leisure facilities, reducing reliance on unsustainable travel.



# Options for where new development could go

This section looks at the options for where future development could take place, these are also known as Spatial Options.

The Regional Plan forms part of the Development Plan for Derby and the strategy we develop must be in line with it. As well as providing housing target figures, the Regional Plan includes two key principles for Derby. These are:

- supporting urban regeneration and maximising the use of previously developed land; and
- urban extensions to Derby, outside the boundary, taking into account both the Green Belt separating Derby from Nottingham and Green Wedges which help define the character of our neighbourhoods and bring the countryside into the city.

Using the Regional Plan as a starting point, together with evidence and consultation responses, we have developed two broad spatial options for Derby. Each option is explained in terms of the types of sites which would be required to deliver it and the advantages and disadvantages, including how well they help deliver our vision and objectives; and what they mean for different parts of the city.

Each option reflects the fact that the city will grow and change. We need to grow to provide enough houses, jobs and services for our increasing population. We have to make sure that the options put forward will deliver this growth whilst addressing the increased demand for services - for example greater levels of traffic and pressure to build on our open spaces.

## Option A Concentrating development in the urban area

### What does this option mean?

This option would seek to locate all new development, apart from sites that are already allocated or have planning permission, within the urban area on previously developed land.

For the city centre this option means focussing on key sites to deliver significant amount of high density development, possibly including taller buildings which could affect the character of the city centre. It would rely on the current Cityscape Masterplan proposals which seek to bring about the regeneration of Castleward through housing led redevelopment and a number of other projects such as North Riverside, Becket Well, Friar Gate, Full Street and the Derbyshire Royal Infirmary.

For our neighbourhoods this option would require the extensive redevelopment of the Osmaston area, where Rolls-Royce have vacated their premises. It would require the delivery of one of the Council's more radical options for this area involving significant demolition and rebuilding of the area as a whole. There would also be further development of the urban area as a whole, including the conversion and redevelopment of larger properties and 'backland' development in some larger gardens. This option would also involve the reallocation of significant existing employment land to housing which would have implications for the overall supply of land available for employment development. Any such releases would need to be appropriately located, for example, be well located

to District Centres or would require new facilities to be developed to serve the new populations.

For this option to deliver the level of growth required all the types of sites described above would be needed. This would mean there would be no need

to release for housing any land from Green Belt and Green Wedges or from public open space use. However, if one of these types of sites was excluded then there would be a need for some greenfield land to be developed in order to meet our development needs.

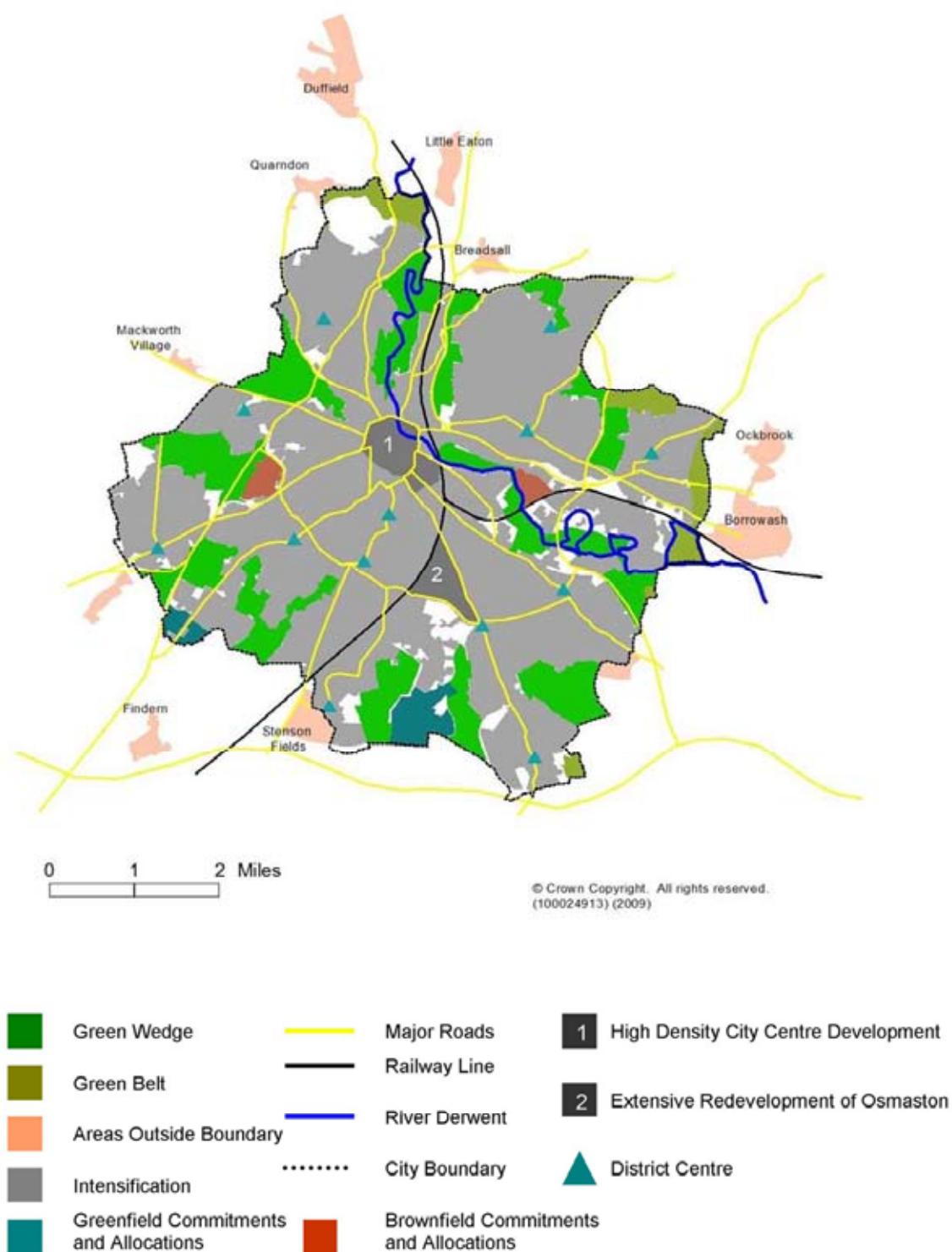
## Advantages and Disadvantages of Option A

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Maximum use of previously developed land and protection of greenfield land including green wedges, green belt and public open spaces.</li> <li>• Regeneration of derelict and obsolete industrial floorspace.</li> <li>• Significant city centre growth and improvements in vitality and viability.</li> <li>• Help to improve access to, and support the vitality and viability of, existing district and neighbourhood shopping facilities.</li> <li>• Help to minimise journey lengths.</li> <li>• Help to reduce reliance on unsustainable modes of transport.</li> <li>• Regenerate some of our more deprived neighbourhoods.</li> </ul>	<ul style="list-style-type: none"> <li>• Deliverability of some sites is being questioned.</li> <li>• May have reduced potential to deliver new infrastructure and place greater pressure on existing infrastructure.</li> <li>• May adversely affect the character of established areas, including the loss of garden land and through height of buildings and intensity.</li> <li>• Reduction in the amount and range of employment sites.</li> <li>• Restricts opportunities to deliver a mix of house types – relies on substantial number of apartments, deliverability of which is questioned.</li> <li>• Parts of the urban area are at risk from flooding.</li> <li>• High densities may constrain the use of some renewable energy technologies.</li> <li>• Difficult to provide major new public open space as development will need to be at high density.</li> </ul>



## What Option A might look like

Figure 4. Option A - Concentrate Development in the Urban Area





## Option B – Regeneration with Greenfield Expansion

### What does this option mean?

This option would still seek to regenerate the city centre and areas such as Osmaston, but with less emphasis on high density redevelopment. It would include significant development on greenfield land on the edge of the city, including parts of some green wedges. Some sites could form part of larger strategic allocations across the boundary into South Derbyshire and Amber Valley.

This option still means substantial commercial development in the city centre but would not involve very high housing densities, which could reduce the impact of new development on the character of the city centre. Key regeneration sites such as Castleward would still be developed but at lower housing densities.

For our neighbourhoods, this option would mean more limited redevelopment of the Osmaston area. There would be less reliance on small scale

redevelopment of existing houses and garden land across the city, which could help protect the established character of our neighbourhoods. Only employment land that is surplus to requirements would be redeveloped to provide new housing.

This option would maintain the principle of the green wedges within the city and around the edges of the city but would require some new communities to be built in locations where this does not undermine the overall function or effectiveness of the wedge. There are two ways we can identify the greenfield sites that would need to be developed:

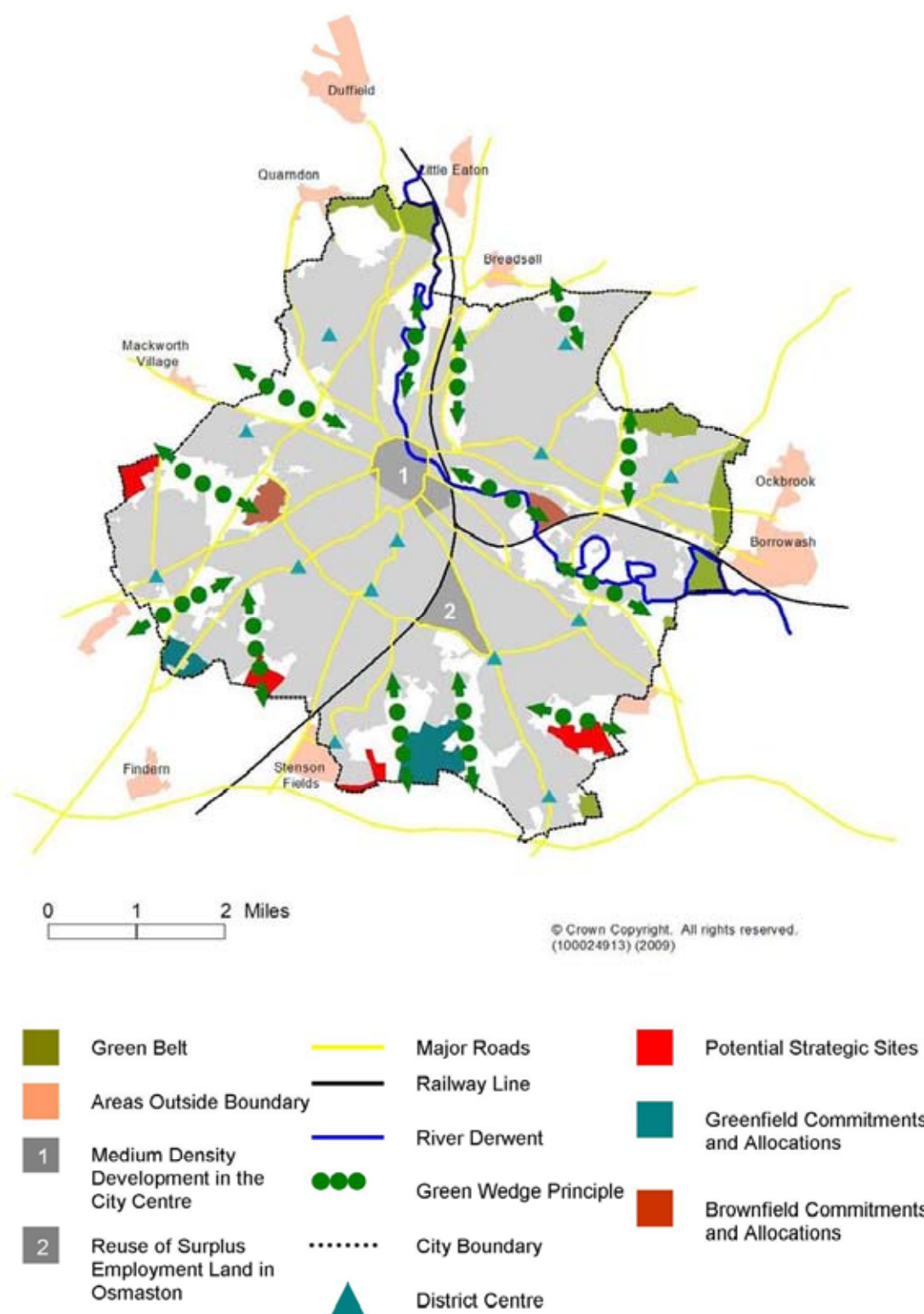
1. Identify a small number of large greenfield sites, including land at Mickleover, Littleover and Chellaston, some of which is currently green wedge.
2. Identify a large number of smaller sites, including green wedges. The sites would be identified at a later stage, through a separate plan, known as a site allocations plan.

### Advantages and Disadvantages of Option B

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Greater flexibility to provide a range of types of housing.</li> <li>• Less impact on existing employment land supply.</li> <li>• Deliverability of Greenfield sites tends to more reliable than brownfield.</li> <li>• Lower densities may encourage the wider use of renewable energy technologies.</li> <li>• Greater scope to deliver housing figures in excess of RSS minimum.</li> <li>• Less reliance on urban intensification; more able to protect character of existing neighbourhoods.</li> <li>• May provide more investment opportunities for green infrastructure and links to the countryside.</li> <li>• Better integration between development and infrastructure needs on the city fringe and outside the city boundary.</li> </ul>	<ul style="list-style-type: none"> <li>• Loss of greenfield land including green wedges.</li> <li>• Fewer people living in the city centre to enhance vitality and viability and the evening economy.</li> <li>• Less emphasis on brownfield regeneration delaying development in some areas.</li> <li>• May increase journey lengths and unsustainable car use.</li> <li>• Could affect the landscape character around the edge of the city.</li> <li>• May divert investment from city centre and inner areas in favour of greenfield sites.</li> <li>• Less radical approach to Osmaston, loss of opportunity to regenerate the area.</li> </ul>

## What Option B might look like

Figure 5. Option B - Urban Regeneration with Greenfield Development



# Topic Based Options

## What are topic based options and why do we need your views?

We need your views on some key areas which will help us decide on our overall spatial strategy and the more detailed policies we might need to include in the final version of the Core Strategy.

Each topic based option is introduced below with a brief background to the relevant issues. The options available to address the issues are then described along with the advantages and disadvantages of each. Full detailed information about the background to the options is set out in the separate Neighbourhood Overviews, Evidence Base Studies and Topic Papers. These can be viewed on our website [www.derby.gov.uk/planning](http://www.derby.gov.uk/planning).

### A. How much housing growth should be in Derby?

One of the key issues for the Core Strategy is the level of growth that should be planned for. Planning Policy Statement 3: Housing (PPS3) advises Local Planning Authorities to achieve a wide choice of high quality homes and to improve affordability by increasing housing supply.

The Regional Plan sets out a specific requirement for the development of a minimum of 14,400 new houses (720 per year) between 2006 and 2026.

A partial review of the Regional Plan is currently underway which is reviewing new housing requirements from 2021 to 2031, taking account of the latest set of population and household projections that have been published by the Government. Whilst the revised housing figures will not emerge until after we have the Core Strategy it is important that the Core Strategy is sufficiently flexible to deal with additional housing provision. There are, therefore, important questions to resolve around how much overall housing growth the Core Strategy should plan for.

There appear to be three main options relating to this:

#### **A1** Make provision for the Regional Plan's requirement 2006-2026 - 14,400 dwellings

This option would aim to meet exactly the RSS growth requirements. However, current Government guidance requires Core Strategies to set out at least fifteen years of housing land supply from the date of adoption. In the Derby HMA, Core Strategies are programmed for adoption in September 2011. This option would therefore require a further year's supply to be added by projecting forward RSS growth rates. This option might mean an early review of the Core Strategy would be needed to deal with any additional growth requirements that emerge. It could also mean that if unforeseen circumstances arise, that reserve sites or locations may need to be identified.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Conforms with RSS Strategy.</li> <li>• Raises fewer environment and infrastructure capacity issues than a higher growth option.</li> <li>• A cautious approach may be sensible in view of the recession.</li> <li>• Lesser threat of loss of Greenfield land than higher growth options.</li> <li>• Both spatial options can be accommodated.</li> </ul>	<ul style="list-style-type: none"> <li>• Would require early review of the Core Strategy to respond to any increase requirements emerging through the RSS Partial Review process.</li> <li>• If housing supply is linked to house price then houses may become less affordable.</li> </ul>
<b>A2</b> Anticipate the review of the Regional Plan and extend the end date of the core strategy to 2031	
<p>This option would recognise the partial review of the Regional Plan and seek to build in its revisions from the outset. This options would have no effect on the period up to 2021 - the date from which housing numbers are being addressed in the RSS Partial Review. However, it could involve planning for possibly higher housing numbers in the period 2021 - 2026 and making provision for the period 2026-2031.</p>	
Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Would avoid an early review of the Core strategy and the need for built in flexibility to respond to changes coming out of the RSS partial review.</li> <li>• Unlikely that Option A would deliver the housing required beyond 2026.</li> </ul>	<ul style="list-style-type: none"> <li>• Requires the anticipation of changes to housing strategy and numbers as a result of the partial review.</li> </ul>
<b>A3</b> Make provision for an amount in excess of the Regional Plan's requirement - plan for more than 14,400 dwellings	
<p>The RSS expresses housing requirements as minimum provision levels and indicates that additional supply can be included if this would accord with the principles of sustainable development. This option therefore explores whether, for any reason, higher levels of house-building should be encouraged in Derby City. It could, for example result in increased levels of economic growth. This option could be combined with either options 1 or 2 above.</p>	
Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• May result in the delivery of more affordable dwellings and other special needs housing.</li> <li>• May increase the opportunities to deliver infrastructure and facilities.</li> </ul>	<ul style="list-style-type: none"> <li>• Exceeds the level of growth identified in the RSS to meet HMA housing needs.</li> <li>• Requires the anticipation of changes to housing strategy and numbers as a result of the partial review.</li> <li>• Raises greater environment and infrastructure capacity issues than a lower growth option.</li> <li>• Would result in the loss of more Greenfield land than a lower growth option.</li> <li>• Spatial option A would become undeliverable.</li> </ul>

## B. How can we deliver more affordable housing in Derby?

The principle of seeking affordable housing on appropriate sites is established in both national and regional planning policy. The adopted City of Derby Local Plan Review sets a target of seeking 1,400 affordable homes over the period 2004 – 2011 to be met by seeking 20% - 30% affordable housing on all sites of 15 dwellings or more. The number of affordable housing completions has been monitored and reported in the Annual Monitoring Report which shows that over the period since 2004 only about 175 have been achieved each year which is below the 200 per year target.

The current Housing Strategy, informed by the findings of the Strategic Housing Market Area Assessment (SHMA) identifies the need for 553 affordable houses a year which is substantially higher than the 397 per year identified at the time the current local plan was prepared. The SHMA reflects a greater need for affordable housing and recommends that up to 40% of affordable housing should be sought and that lowering the 15 dwelling site threshold should be considered.

An affordable housing viability assessment will be commissioned in early 2010 which will form an important part of the considerations around this issue.

There appear to be two main options relating to this:

### **B1** Reduce the affordable housing site threshold below 15 dwellings based on the recommendations of the SHMA

The SHMA considers that the level of affordable housing need across the HMA is sufficient to justify considering a reduction of the trigger site threshold to less than 15 dwellings. There are many smaller site applications in the city due in part to its more constrained nature and to reduce the threshold may help increase the level of affordable housing provision. Options for securing affordable housing from smaller scale sites could include financial contributions.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Increase the level of affordable housing provision.</li> <li>• Encourage a wider spread of affordable housing across the city.</li> </ul>	<ul style="list-style-type: none"> <li>• Threat to economic viability of smaller sites.</li> </ul>

### **B2** Seek an increased proportion of affordable housing on appropriate sites based on the recommendations of the SHMA

The SHMA recommends seeking up to 40% affordable housing on appropriate sized sites, subject to the usual viability considerations as set out in national advice. For reasons of certainty the policy approach would have to establish either a range, for example to seek between 30% - 40% or to establish a target such as 40%.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Increase the level of affordable housing provision.</li> </ul>	<ul style="list-style-type: none"> <li>• Threat to economic viability.</li> <li>• Could create unbalanced communities.</li> <li>• Could undermine opportunities to secure developer contributions towards other forms of infrastructure including community facilities.</li> </ul>



## C. What density should new housing be built at in Derby?

The adopted City of Derby Local Plan Review seeks a minimum density of 35 dwellings per hectare (dph) which is slightly higher than the 30 dph minimum set out in PPS3, reflecting the compact urban nature of Derby City. This policy has been implemented successfully. Since 2005 densities reported in Annual Monitoring Reports have varied from 35 dph to 100 dph. This difference reflects the variation in focus between greenfield and brownfield sites, the latter tending to be built at higher density.

Whilst the use of brownfield land remains a national planning policy priority, there is also recognition that higher densities need to be balanced against other factors such as achieving mixed and balanced communities and high quality design and protecting local character. Certainly the consultation responses highlighted some of the current vacancy problems associated with some higher density apartment schemes and a more flexible approach was suggested taking into account other factors such as mix of uses, the importance of back gardens, design and the approach towards renewable energy provision.

There appear to be two main options relating to this:

### C1 Establish a minimum density across the city

This approach would establish either the national minimum density or a slightly higher density to reflect the urban nature of the city. The design, including the particular mix of dwellings, would be considered on a site by site basis, drawing on other relevant policies and plans including any policies relating to different types of houses which may need to be sought based on the evidence of the SHMA.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>An established approach.</li> <li>Enables flexibility through site by site consideration.</li> </ul>	<ul style="list-style-type: none"> <li>Less likely to respond to local circumstances in terms of housing need.</li> <li>Less likely to achieve higher densities and to deliver Spatial Option A.</li> </ul>

### C2 Apply varying approaches to housing design, and density in different parts of the city, taking into account factors such as housing need, local character and accessibility

This approach would set the framework for the consideration of different designs and different density targets as appropriate across the city, taking into account the need for different types of dwellings as established through the SHMA. A prescriptive approach could be adopted where by different 'character areas' are defined and density and design criteria established accordingly. Alternatively, a more flexible approach could be considered which establishes a series of broader criteria against which to consider individual proposals. Further evidence on townscape character would be required to inform this approach.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>Establishes in policy the housing needs of an area.</li> <li>Provides the opportunity to set higher densities in appropriate locations which would ensure the efficient use of land and would be consistent with the aspirations of Spatial Option A.</li> </ul>	<ul style="list-style-type: none"> <li>Does not allow for variations within character areas to respond to individual circumstances.</li> <li>Requires additional local evidence to support variation in density.</li> </ul>

## D. What type of houses should we build in Derby?

Achieving a mix of housing and mixed communities is an ambition of PPS3 and it advises Local Planning Authorities to set out in Local Development Documents the likely profile of households requiring new housing in the plan area. Developers are advised to consider this profile, along with demand in deciding the appropriate mix of house types in any private market scheme.

The SHMA gives some consideration to private market house types and recommends targets of 40% 1 and 2 bedrooms and 60% 3 and 4 bedrooms for the city. Both the SHMA and the Housing Strategy identify the growing numbers of elderly households, the need for smaller households, including down sizing options for small households living in large houses and also the need for larger family houses, including for Black and Minority Ethnic (BME) households. The need for large family accommodation for BME households is also highlighted as a key priority in The Derby Black and Minority Ethnic Housing Strategy 2005 – 2008 which identifies high levels of overcrowding as a concern.

There appear to be two main options relating to this:

### **D1** Set a city wide policy establishing the proportions of different house types sought on large sites

This approach would draw on the findings of the SHMA and supplemental housing strategies and research to set a clear target for developers at the outset of scheme design.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>Assists in meeting dwelling type needs across the city.</li> </ul>	<ul style="list-style-type: none"> <li>Does not take into account site viability issues.</li> <li>Does not take into account variations in local need.</li> <li>May not be consistent with Spatial Option A.</li> </ul>

### **D2** Set policies establishing the proportions of different house types to be sought on large sites in different parts of the city

This approach takes into account the house type needs identified across the city. It could be based on the local housing market areas identified in the 2007 Housing Needs and Market Study. For each of these areas house type targets could be established.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>Assists in meeting dwelling type needs in local areas.</li> <li>Assists in meeting specialist housing needs such as those of the BME community.</li> <li>Can be tailored to complement Spatial Option A.</li> </ul>	<ul style="list-style-type: none"> <li>Does not take into account site viability issues.</li> </ul>

The Core Strategy will include policies on specialist housing for the elderly, along with the needs of Gypsies and Travellers and Travelling Showpeople. These are considered to be issues on which there are no realistic options for consultation at the present time.

## E. How much new shopping floorspace should be provided in Derby?

The City Council's shopping capacity study concluded that there is a current oversupply of non-food floorspace in the city, such as clothing/footwear and DIY. This implies that, in the short term the Council should not be making provision for any additional non-food floorspace. However, as the Core Strategy looks at the next 15-20 years, there will be an eventual 'need' for new retail development, although how much will depend on how well the economy will perform over the next few years and the approach the Council takes to the overall level and location of new development.

In relation to the capacity for new food and convenience retail, there is some evidence to suggest that a number of existing stores are trading above capacity. This implies that there would be an additional need for new foodstores in the city to release some of the pressure on existing locations.

It is important that the growth in retail floorspace is properly managed and that the Core Strategy gives a clear indication of how much growth is to be accommodated and where that growth should go in order to meet the Core Strategy's Objectives. Making provision for either too much or too little development could have a significant impact on the vitality and viability of centres and on their ability to provide for the needs of the population.

The evidence suggests that there are three broad options to consider for growth, depending on the above variables but also the city's aspirations for the future.

### E1 Lower Growth option

This is based on a view that expenditure on comparison goods will grow at a low rate, taking into account the economic downturn. Using this approach suggests that there is a significant oversupply of floorspace at present. Over the plan period this approach would generate a 'need' for approximately 22,000 square metres of non-food floorspace up to 2021 and a further 15,000 square metres between 2021 and 2026. For means of comparison, the Westfield extension totalled approximately 65,000 square metres of new space.

In relation to food retailing, this would not generate any need for any significant additional floorspace in the city. New facilities to serve areas of growth might be needed but these would be small scale 'top-up' facilities, rather than main large foodstores.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Less likely to result in an unsustainable oversupply of floorspace.</li> <li>• Reduced growth would enable existing floorspace to improve performance.</li> <li>• Make better use of existing vacant floorspace.</li> </ul>	<ul style="list-style-type: none"> <li>• Potentially pessimistic view of future growth levels which could result in an under supply of space by the end of the plan period.</li> <li>• Existing units may not be suitable for retailer's requirements and so may be difficult to attract new operators to the city.</li> <li>• Limited ability to meet the day to day shopping needs of new communities.</li> </ul>

**E2 Medium Growth option**

This option sees a significant oversupply of floorspace in the short term but generates an increased 'need' over the Core Strategy period (30,000 square metres up to 2021 and a further 21,500 square metres up to 2026). This was considered the most appropriate and realistic level of growth in the Council's retail study.

This option would allow for a limited amount of new convenience floorspace over the long term, but not enough to accommodate major foodstores. This option would not support numerous large foodstores but may be able to accommodate one, or as an alternative a number of smaller stores supporting growth areas. Overall, this option would mean making provision for around 3,500 square metres by 2021. As a means of comparison, a typical discount foodstore, such as Aldi or Lidl, are usually around 1,200 square metres in size.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Considered a more realistic view of future retail growth.</li> <li>• More balanced level of growth.</li> <li>• May not create an unacceptable oversupply of floorspace but would still see growth and investment in retail.</li> <li>• Would allow more flexibility in terms of convenience retailing than the 'low growth' option.</li> <li>• Would address the 'over trading' of existing foodstores.</li> </ul>	<ul style="list-style-type: none"> <li>• Increased requirements (over and above the 'low growth' option) results in additional difficulties in accommodating new development within city centre and limits potential for other town centre uses to come forward.</li> </ul>

**E3 Higher Growth Option**

This takes an optimistic approach to growth and obviously this generates the most 'need' for new floorspace (38,000 square metres up to 2021 and a further 27,000 square metres up to 2026).

Taking this view, this option would generate a significant 'need' for new food store development over the course of the plan. Up to 7,500 square metres of new food floorspace would be required by 2021 under this option, with a further 2,600 square metres up to 2026.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Would reduce 'overtrading' at existing foodstores (potentially addressing congestion issues).</li> <li>• Create additional competition between retailers – beneficial to the customer.</li> <li>• Provides for significant flexibility in the provision of new convenience floorspace across the city.</li> </ul>	<ul style="list-style-type: none"> <li>• Potentially unrealistic view of future growth that could undermine overall strategy.</li> <li>• Maximum stress on available sites to deliver growth required in existing centres could result in a significant oversupply of floorspace across the city, resulting in a negative impact on the vitality and viability of centres and increased vacancy rates.</li> <li>• Could result in increased impact on existing stores in District centres.</li> <li>• Changing nature of supermarkets will increase pressure to allow higher levels of non-food goods to be sold out-of-centre (if this is the preferred location for new development).</li> </ul>

## F. Distribution of town centre uses and the roles of centres in Derby?

Option E deals with how much new retail floorspace should be provided across the city. These options consider how that floorspace should be distributed; whether it should be focussed on existing shopping centres or whether a more dispersed approach should be considered.

However, this also opens up further questions about other 'town centre' type uses such as leisure, offices, cultural and tourism facilities and where these should be located and how centres will function in the future.

Existing national and regional policies still promote the 'town centre' first approach and all options would see some level of priority given to the city centre to be in line with these policies. However, the Council must consider whether the city centre will be capable of accommodating all of the new floorspace identified and, if not, whether the approach should be to extend the traditional 'city centre shopping area' or to promote the expansion of other centres or locations.

In some cases it is recognised that new or expanded local shopping facilities could be needed to serve the required growth. However, the options assume that the current network of neighbourhood centres and small shops will continue to function as at present.

### **F1** Meet the needs for major comparison/non-food retail floorspace, leisure, office and cultural development in the city centre

This option would maintain the current role, nature and function of all existing centres in the city. The city centre would remain the focus for major development of 'town centre uses', including retail, office, leisure and major cultural facilities.

To be consistent with national policy, first preference with this option would be to focus growth within the existing core shopping area. If retail 'needs' cannot be accommodated within the core city centre shopping area then the second preference would be to expand in an edge-of-centre location. Whether this is possible will depend to an extent on the outcomes of Option E.

Shopping development outside the city centre would be limited to the small scale consolidation of district shopping centres. Retail parks would continue to play a complementary role and would not see significant expansion or increased flexibility in the range of goods they can sell.

Major office and leisure development would be limited to sites within, or on the edge, of the inner ring road, including 'Connecting Derby'.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• In line with national, regional and local strategies for strengthening the vitality and viability of the city centre.</li> <li>• Consistent with both spatial strategy options as both would see some level of development in the city centre.</li> <li>• Would provide best opportunities for regeneration of derelict or under used sites such as the Becket Well area.</li> <li>• Would help to improve the vitality and viability of the Cathedral Quarter through increasing visitor numbers and attraction.</li> <li>• Other 'town centre uses' complement and support the retail function.</li> <li>• City centre is the most accessible location for alternative modes of travel to the car.</li> </ul>	<ul style="list-style-type: none"> <li>• If edge-of-centre development is required, this could have a negative impact on the vitality and viability of the core shopping area.</li> <li>• If edge of centre development is required this could spread core shopping area over a wider area, making it less compact and walkable.</li> <li>• Difficult to accommodate all types of non-food retailing in the city centre (e.g. 'bulky goods' shopping).</li> </ul>



**F2** If needs can not be met in the city centre, then consider the dispersal of some of this growth into district centres .

This option would be considered where the overall 'need' could not be accommodated within the city centre.

This option would still see a focus on the city centre but growth that could not be accommodated would be redirected to district centres. A decision would be needed about which district centres were able to accommodate the growth and what scale of development would be appropriate.

This could see some or all district centres change their current roles and become more focussed on comparison shopping, rather than primarily meeting day-to-day shopping needs. They could also cater for a greater range of town centre uses such as offices.

This could result in a rebalancing of the shopping centre hierarchy to include a distinction between higher order and lower order district centres. It is recognised that most district centres in the city have grown in an unplanned way based on historic village centres. This means that opportunities for new development may be limited and that more radical options for change would have to be considered, such as major redevelopment.

Out-of-centre retail parks would maintain their complementary role and would not see significant expansion or increased flexibility in the range of goods they can sell but some limited expansion or consolidation would be acceptable. Out-of-centre business parks could cater for small scale office development.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Increase the vitality and viability of some or all district centres by increasing the range of facilities.</li> <li>• Increase public choice of accessible locations to carry out comparison shopping or other activities.</li> <li>• Improve access to some facilities for non-car users.</li> </ul>	<ul style="list-style-type: none"> <li>• Difficulty in accommodating modern floorspace requirements for comparison retailing into existing district centres.</li> <li>• Potential impact on vitality and viability of the city centre.</li> <li>• Potential to divert investment from the city centre impact on character of district centres if redevelopment necessary.</li> </ul>

**F3** If needs cannot be met in the city centre or in improved/enlarged District Centres, then accept more development in out-of-centre locations.

This option would still see some development in the city centre but this would be balanced across the network of centres. This option would see a greater proportion of development in existing district centres and retail parks. It may also mean the creation of new out-of-centre retail locations, although no potential sites for this have been identified as yet.

The option could also lead to a change in the role of some or all out-of-centre retail parks and locations to become more like the city and district centres. This could mean a relaxation of controls which currently limit sales to 'bulky goods' items such as DIY goods and furniture in order to allow them to sell more 'high street' type goods.

This option would also mean a wider dispersal of major office development into new or existing business parks.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Improve public choice of locations for different types of shopping, leisure and employment activities.</li> <li>• More scope for expansion of out-of-centre locations.</li> <li>• Provide wider choice of locations for investment and developer choice.</li> <li>• Regeneration of aging retail parks.</li> <li>• Wider range of possible uses on out-of-centre employment sites, possibly aiding their delivery.</li> </ul>	<ul style="list-style-type: none"> <li>• Increased risk of undermining the vitality and viability of the city and district centres through increase in out-of-centre retail floorspace.</li> <li>• Increased risk of undermining the vitality and viability of the city and district centres by relaxing controls on retail parks in terms of what they can sell.</li> <li>• Impact on investment potential in city centre and district centres.</li> <li>• Potential to significantly increase car use and congestion through development in less accessible locations.</li> <li>• Difficulty in accommodating modern floorspace requirements in district centres.</li> <li>• Potential displacement of 'bulky goods' operators from retail parks, requiring new sites for those uses. Leads to more sporadic locating of major trip generators.</li> </ul>



## G. How much new employment land should be provided across the HMA?

The future quantity of employment land in Derby is intrinsically related to the two spatial options that have been presented. Despite this it is still considered important at this stage to gather people's views regarding the principles of land supply to inform future stages in the process.

The Regional Plan does not set out any specific requirement for employment land needs. However, it does require councils and partner organisations to undertake employment land reviews to inform the allocation of a range of sites at sustainable locations.

A review of employment land in the Derby HMA area was published in 2008. This considered both the quality of employment land in the HMA and the amount of land that would be required in the future. This concluded that, based on past take-up rates and including a flexibility buffer, 366 hectares of land would be needed to meet the needs of the three authorities over the 2006-2026 period, compared to an existing supply of 376 hectares.

In Derby, this was translated into a requirement for 145 hectares of new land compared to a supply of 227 hectares. This suggests that there is a substantial oversupply in the City and that a reduction in land should be considered. However, the review also suggested that, as Derby is the economic driver for area it may be counterproductive to see a significant reduction in available land. Furthermore, given the close functional relationship between the local authorities, the review suggested that South Derbyshire and Amber Valley might be able to take advantage of Derby's supply to meet their needs.

The above figures only relate to land needed for office, industry and warehousing and distribution. It does not include employment generating uses in other categories, though it is recognised that these other areas are important and will be addressed as the Core Strategy moves forward.

These options deal with 'how much' land ought to be identified across the HMA up to 2026. The following option considers how that total ought to be divided into the three authority areas.

### **G1** Provide a total amount of new employment land across the HMA in line the recommendations of the employment land review

This takes account of past trends and includes a five-year 'buffer' to add an element of flexibility. At HMA level, this would equate to around 366 hectares of new land. If all existing allocations and planning permissions were taken into account then this would generally meet the overall needs for the HMA. This would include all of the major employment allocations such as Chaddesden Sidings and Chellaston Business Park.

It could also mean, therefore, that any major reallocations or de-allocations would have to be compensated for through the provision of new sites in order to meet the overall requirements.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Would provide sufficient land to meet anticipated employment needs for the area.</li> <li>• Would provides for a choice of sites and allowing for continuing economic structural change.</li> <li>• Promotes development of accessible sites.</li> </ul>	<ul style="list-style-type: none"> <li>• Potentially inconsistent with Spatial Option A if reallocation of proposed employment sites required to deliver housing growth and alternative sites not available or appropriate.</li> <li>• Relies on past trends continuing into future across the HMA as a whole.</li> </ul>

**G2** Provide a total amount of new employment land across the HMA below that recommended in the employment land review or a reduction in overall supply

This option is about providing for a lower overall supply of employment land than is currently identified. This could mean reducing the supply of currently proposed employment sites, even down to zero, or reducing the extent of developed employment land that is protected for employment use only. This option could be selected as a result of the HMA either having too much land or not needing as much as the employment land review suggests is required, perhaps owing to changes in the economy.

The result of this may be that sites are reallocated for other uses or no longer identified for any form of development. In Derby this option could lead to the consideration of whether major strategic sites such as Chellaston Business Park or Chaddesden Sidings should continue to be identified for development.

The provision of little or no new employment land would also mean that more of the HMA's need for new employment development would have to take place on existing brownfield sites. A shift toward office based development may facilitate this approach where there are less space requirements.

### Advantages

- Would minimise pressure on greenfield sites, while still providing opportunities for investment.
- Maximise regeneration potential on existing brownfield sites.
- Could promote more sustainable patterns of development through re-use of brownfield land, particularly in terms of transport.
- Consistent with Spatial Option A, if employment land is required for housing growth.

### Disadvantages

- Potential to stifle economic development.
- Potential to compromise the ability of established and new businesses to meet their accommodation needs.
- Potential to lose investment and jobs to areas outside the HMA.
- De-allocation of long standing commercial allocations.
- Could limit the potential of obsolete employment sites coming forward for beneficial alternative uses.

**G3** Provide a total amount of new employment land across the HMA above that recommended in the employment land review

This option would mean providing more land across the HMA than recommended by the Employment Land Review. More new land than the review identified may be required if there is a need to accommodate significant employment uses that were not necessarily considered by the employment land review (for example, large scale strategic distribution or making provision for unanticipated inward investment). More 'new' land may also be required to compensate for any significant losses made through the development of alternative uses.

### Advantages

- Potential to provide maximum flexibility and range of sites for all eventualities.
- Potential to provide a better mix of uses on sites as not all land identified would necessarily be developed for 'employment uses'.
- More potential to attract inward investment.

### Disadvantages

- Potential to divert investment away from areas in most need.
- Potential to jeopardise sites being brought forward by creating uncertainty.
- Potential that land that could be better utilised for alternative uses could be blighted and remain undeveloped.
- Potential to jeopardise investment in regeneration initiatives.
- Promoting excessive growth and development could have impacts on traffic and congestion.
- May put additional pressure on Greenfield sites and the environment.



## H. How should employment land be divided across the HMA?

The previous set of options consider how much new employment land should be allocated to meet the needs of the HMA. The following options ask how this should be divided between the three local authorities. The two sets of options are very closely related. They will also be influenced by decisions on the Spatial Strategies of the three authorities and the relationship between the City, the PUA and the rest of the HMA. At this stage it is difficult to identify the implications of these options as it will depend on the overall amount of development and the sites selected. This is something that will be considered more as the process moves forward.

### H1 Divide provision based on existing distribution of supply

This option would distribute new land in accordance with the existing division of employment land supply (sites with planning permission or allocated in Local Plans). This would mean the following;

- Derby 60% of new land.
- South Derbyshire 15% of new land.
- Amber Valley 25% of new land.

This reflects the fact that Derby is currently well provided for in terms of allocated land and permissions.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Would consolidate Derby as the focus for economic activity and commercial development.</li> <li>• Could allow Derby to address needs generated in the PUA.</li> </ul>	<ul style="list-style-type: none"> <li>• May not reflect the actual need that each authority has for new development.</li> <li>• May divert investment from areas of need in South Derbyshire and Amber Valley.</li> </ul>

### H2 Divide provision based on employment land review distributions

This option would be based on the distribution of land based on the recommendations of the Employment Land Review, in terms of each authority's requirements up to 2026. This would result in the following distribution;

- Derby 39% of new land.
- South Derbyshire 38% of new land.
- Amber Valley 23% of new land.

This reflects a combination of past take up rates and business requirements in each area.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Based on evidence of actual 'needs'.</li> </ul>	<ul style="list-style-type: none"> <li>• May limit options on development within PUA.</li> </ul>

### H3 Divide provision based on distribution of new housing

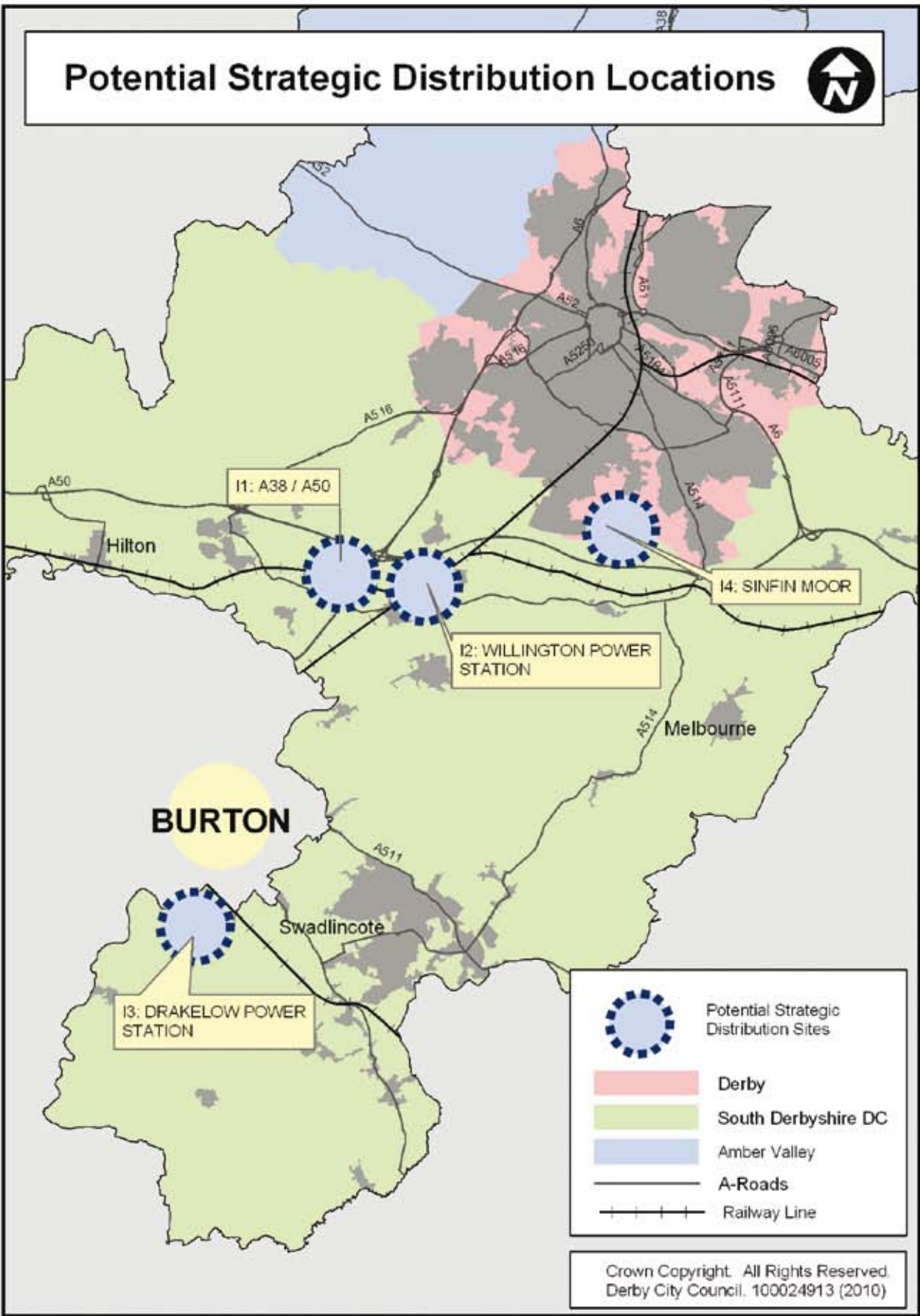
The Regional Plan sets out the number of new dwellings that will need to be accommodated within each district. One option would be to tie the proportion of new employment land provided to the relative levels of housing provision. This would result in the following distribution;

- Derby 39% of new land.
- South Derbyshire 33% of new land.
- Amber Valley 28% of new land.

The main difference between Options 2 and 3 relate to the relative provision of new development in Amber Valley and South Derbyshire and may not affect Derby.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Ties employment to housing and population growth.</li> </ul>	<ul style="list-style-type: none"> <li>• Would not redress any existing imbalance between housing and population.</li> </ul>

Figure 6



## I. How should Strategic Distribution (Logistics) Facilities be accommodated within the HMA?

The Regional Plan identifies a need for local authorities, emda, the Highways Agency, Network Rail and others to work together to bring forward sites for 'strategic distribution' use. Within the 'Three Cities' part of the Region, the plan states a preference for new sites in the Derby HMA, the Nottingham Core HMA and the Leicester/Leicestershire HMA. In allocating new sites in LDFs, the plan indicates that priority should be given to sites that can be served by rail and operate as inter-modal terminals. A number of other detailed criteria for selecting sites are also included.

Given the obvious relationships between such major employment sites, a key issue will be to ensure the right number of sites are provided to meet identified needs and in the right locations. It is clear that a co-ordinated approach between HMAs is needed.

To assist in this emda is to commission a 'Strategic Distribution Site Identification Study' on behalf of local partners. This will examine sites in the Three Cities area and take into account existing and potential sites in neighbouring areas. In addition to considering the Regional Plan criteria, the emda study will look at the technical and economic viability of each potential site.

Until this study has been completed, we are unable to conclude whether any suitable sites will be identified. However, it is important at this stage to seek views as to whether such development could be accommodated within the HMA in the event of an allocation being necessary.

A number of potential locations based on submissions from landowners and the findings of the Employment Land Review have been identified. In the main, these are in South Derbyshire, though Option I4 is primarily within Derby but could expand into South Derbyshire. An analysis of Amber Valley did not identify any potential opportunities to be considered an option.

Another factor to consider in Derby is that a large amount of land has been granted permission for distribution uses on the Raynesway site in the east of the city. This development proposal may also be a factor in considering whether there is a need for an additional site in the HMA area.

### **I1** Allocate land at the A38/A50 junction with access to the Derby-Crewe railway line.

See Figure six for general location

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>Potential access to the A38 and A50.</li> <li>Potential rail access onto the Derby-Crewe line.</li> </ul>	<ul style="list-style-type: none"> <li>Potential loss of greenfield land.</li> <li>Potential contamination in parts relating to previous uses.</li> </ul>

### **I2** Allocate land at the former Willington power station site with access to the Derby-Birmingham railway line.

See Figure six for general location

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>Potential use of previously developed land.</li> <li>Potential rail access onto the Derby-Birmingham line.</li> </ul>	<ul style="list-style-type: none"> <li>Poor access to trunk road system.</li> <li>Some land subject to flood risk.</li> <li>Potential contamination owing to its previous use.</li> <li>Landowner has alternative aspirations for the site (gas fired power station).</li> </ul>

<b>13</b>	Allocate land at the former Drakelow power station site with access to the Burton-Leicester railway line.
See Figure six for general location	
Advantages	Disadvantages
<ul style="list-style-type: none"> <li>Potential reuse of previously developed land.</li> <li>Potential rail access onto Burton – Leicester line.</li> </ul>	<ul style="list-style-type: none"> <li>Access to trunk road system very poor.</li> <li>Potential flood risk issues.</li> <li>Potential contamination issues owing to previous uses.</li> <li>Potential alternative uses proposed (gas fired power station).</li> </ul>
<b>14</b>	Allocate land at Sinfin Moor , including Chellaston Business Park, with a spur providing access to the Derby-Birmingham railway line.
See Figure six for general location	
<p>This location is already allocated in the City of Derby Local Plan Review. Access to the site is already planned via a new link from the A50 via a planned connection at the A514 junction at Chellaston. Access to the rail network is poor and providing a connection may be prohibitively expensive and difficult to achieve. However, the site is large enough to be considered 'strategic' and meets most of the other criteria in the Regional Plan. See Figure six for general location.</p>	
Advantages	Disadvantages
<ul style="list-style-type: none"> <li>Already allocated for business and commercial uses.</li> <li>Good access to labour.</li> <li>Good access to road network after new planned road implemented.</li> </ul>	<ul style="list-style-type: none"> <li>Difficult to deliver adequate rail link.</li> <li>Environmental constraints may limit suitable configuration.</li> <li>Road link not fully implemented.</li> </ul>
<b>15</b>	Do not allocate any sites in the Derby HMA.
This option would rely on the 'needs' in the area being met in other HMAs or by the development of non-strategic sites for distribution uses within the HMA area.	
Advantages	Disadvantages
<ul style="list-style-type: none"> <li>Avoid potential environmental and community impacts.</li> <li>Avoid potential growth in congestion on roads and railway lines.</li> <li>Avoid potential loss of greenfield land.</li> </ul>	<ul style="list-style-type: none"> <li>Loss of job opportunities and economic benefits.</li> <li>Potential loss of opportunities to move freight from road to rail and associated sustainability benefits.</li> <li>Potential that the Core Strategy would not be in conformity with the Regional Plan.</li> </ul>



## J. How can we make buildings more sustainable across the HMA?

One of the key responses arising from the Issues and Ideas consultation was the need to make new buildings more environmentally friendly.

The Government intends that all new homes should be zero carbon by 2016 with all non-domestic buildings reaching the same standard by 2019. To achieve this The Code for Sustainable Homes (CSH) has been introduced. This is a voluntary rating system, based on levels 1-6, that measures how sustainable new buildings are against the existing Building Regulations. To achieve the higher CSH levels would mean installing renewable, low and zero carbon technologies such as solar thermal panels, biomass boilers, wind turbines, and combined heat and power systems. Targets for these elements are therefore included in the following options.

The Government are already proposing to increase carbon emission standards for new homes by 25% in 2010 and 44% in 2013 relative to current 2006 Building Regulations Standards. This is roughly equivalent to Code for Sustainable Homes - Code Level 3 (2010), Code Level 4 (2013), zero carbon (2016).

The Cleaner, Greener Energy Study for the Derby HMA and Erewash looks at the potential to set sustainable construction targets higher than those set out in the proposed changes to the Building Regulations. The study found that it could be viable to exceed Building Regulations targets, as is already being achieved in Manchester and London. New Government incentives, including the Renewable Heat Incentive and Feed in Tariff is making sustainable construction more cost effective for developers.

There are three options for consideration:

### **J1** Use the incremental increase in building regulations requirements as local targets for sustainable construction:

This option would mean that once the Core strategy is adopted in 2011 we would require all new homes to reach:

- 2010 - Code for Sustainable Homes level 3.
- 2013 - Code for Sustainable Homes level 4.
- Zero Carbon by 2016

All new non-domestic buildings to be Zero Carbon by 2019 (Schools by 2016)

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Existing timetable that many developers are working to.</li> <li>• Unlikely to affect site viability as developers should already be factoring in impacts to future site acquisitions.</li> </ul>	<ul style="list-style-type: none"> <li>• Does not set challenging policy agenda, fails to take opportunities for the Core strategy to be seen as tackling climate change.</li> </ul>

### **J2** Set targets for sustainable construction in advance of the changes to Building Regulations:

This option would require all new homes to make carbon savings, including a proportion of energy from renewable sources, corresponding to:

- 2011-2013 - Code for Sustainable Homes level 4.
- 2013-2016 - Code for Sustainable Homes level 4 for smaller development/level 5 for larger development, including mixed use schemes.
- Zero Carbon by 2016

All new non-domestic buildings should be Zero Carbon by 2016

Advantages		Disadvantages	
<ul style="list-style-type: none"><li>Shows clear commitment to tackling climate change.</li></ul>		<ul style="list-style-type: none"><li>Places greater onus/costs on developer, may affect site viability.</li><li>Could undermine opportunities to secure developer contributions towards other forms of infrastructure including community facilities.</li><li>There is currently no city-wide approach to deliver the combined heat and power network required to deliver higher standards of sustainable construction in the city.</li></ul>	
J3	Expect all new buildings to meet the standards set out in Option J1 but also identify strategic sites where standards can be exceeded and environmental sustainability exemplified.		
This would represent a mix and match between Option 1 and 2. This would enable ambition targets to be set, whilst recognising the viability issues posed by seeking higher standards of carbon savings in new development.			
Advantages		Disadvantages	
<ul style="list-style-type: none"><li>Shows clear commitment to tackling climate change.</li><li>Recognises these requirements can affect the viability of smaller sites.</li><li>Would be most effective if broad spatial option B is chosen as more measures could be included on site.</li></ul>		<ul style="list-style-type: none"><li>Would be less effective if broad spatial option A is chosen, as this relies on smaller higher density sites, which are not suitable for the full range of renewable technology.</li></ul>	

## K. What priorities should be given to the different ways of addressing transport in the HMA?

The Long Term Transport Strategy for Derby is currently being reviewed as part of the development of the third Local Transport Plan (LTP3), covering the period up to 2026. The Core Strategy will develop a long term implementation plan for transport infrastructure. The LTP focuses implementation on the short term (3-5 years) and, as such, this implementation plan is far more detailed and locally-based than Core Strategy Implementation Plan.

Transport and access to jobs, shopping, leisure facilities and services has a direct impact on our quality of life. A safe, efficient, and integrated transport system is important in supporting a strong and prosperous economy. However there are also negative impacts of transport such as safety, congestion and associated economic and environmental issues that need to be tackled in order to sustain growth.

It will be important for development to be planned in a way that minimises the need to travel, and makes it possible for the residual trips generated to be undertaken by non-car modes. This follows Government and regional policies and the associated transport challenge of tackling road congestion and carbon emissions, maximising accessibility to jobs, shopping, services and facilities for those lacking access to a private car, improving air quality, reducing road casualties and encouraging healthy lifestyles.

Transport is a means to an end and not an end in itself. Where that 'end' is located and what it is will determine the number of people who will travel to it and the distance they will travel. As such, spatial planning directly affects the demand for travel and if land use is integrated then the need to travel will be minimised. However, in an urban area, spatial planning and demand for travel is already influenced by existing land use and transport provision.

The following options present a range of alternative ways of managing existing and future travel demand and behaviour. It is likely that a combination of options will be needed to support future growth. However, these need to be shaped within the limits of current Government transport and land use policy and prioritised to meet specific needs.

**K1** Maintenance of the existing Transport Asset: Make no provision to accommodate, or to influence mode of travel, for trips generated by new or existing development

This option would prioritise investment in maintaining the existing transport network to maximise its efficiency and reliability. This includes important transport assets such as footways, cycle ways, rights of way, infrastructure on bus routes, street lighting, traffic signals and roads.

The quality of the transport network has direct impacts on accessibility, regeneration, air quality, congestion, quality of life and travel safety. For example, short term low cost maintenance schemes can have a greater impact on congestion than more expensive long life schemes because the works have to be frequently repeated.

However, prioritising investment in maintaining the road network alone is unlikely to lock in any benefits gained from improving its reliability and efficiency, particularly during peak traffic periods. The predicted growth in car traffic is likely to erode any benefits and lead to increased congestion. In turn, this will reduce the reliability of the road system not only for commuter traffic but also public transport and buses. Whilst congestion can be an effective tool to manage travel demand it is environmentally and economically damaging and inefficient, and combined with a lack of alternatives, the transport system might fail.

In order to meet future housing needs, there may be a need to develop land that is less accessible and requires major investment in transport infrastructure and services, for example, greenfield sites that are located on the outskirts of the city. Without investment, sites lacking good transport access will limit the travel choices. This reduces people's ability to access jobs, shops, services and facilities and creates inequality and a car dependent development. In turn, this generates more traffic that adds to congestion reducing the reliability of the road network for users and increasing the associated social and environmental impacts.

### Advantages

- Investment in large scale maintenance would improve the efficiency and reliability of the transport network. Regular recurrence of a series of maintenance issues can seriously impact on the movement of traffic including public transport, pedestrians and cyclists.
- Repeated maintenance is potentially more costly over time.
- Prioritising maintenance would help to make the most of existing capacity and, in combination with efficient network management this would provide a good quality transport network with direct benefits on accessibility, regeneration, air quality, congestion, quality of life and travel safety.
- The closure of a road or repeated reduction in carriageway operation has wider economic impacts.
- The benefits of new public transport, cycle and walking infrastructure improvements would be lost if repeated maintenance has to be carried out because of poor network condition.

### Disadvantages

- Without associated investment in alternatives to the private car to lock in improvements in efficiency and reliability, road congestion is likely to grow with negative economic consequences resulting from increased delays.
- Air quality would deteriorate due to growth in traffic congestion.
- Without investment in transport infrastructure and services, those using private cars, buses or taxis would experience increased journey times reducing their ability to access to jobs, shopping, leisure, services and facilities.
- Where investment is needed in transport infrastructure and services to sustain land use development, there would be disadvantages in terms of access to jobs, shopping, services and facilities.
- People may make less healthy travel choices due to lack of investment in cycling and walking infrastructure and other measures to encourage changes in travel behaviour.



<b>K2</b>	<b>Demand Management: Accommodate travel demand generated by new and existing development by focusing on measures to reduce reliance on motorised travel, especially travel by car</b>
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This option would focus on putting developments in the right places and prioritising investment in measures to influence travel behaviour such as managing the level of commuter parking in the City Centre and 'Smarter Choices'.

Spatial planning directly affects the demand for travel and if land use is integrated then the need to travel will be minimised. However, in an urban area, spatial planning and demand for travel is heavily influenced by existing land use and transport provision. In this case, new development is most sensibly located in areas that are already accessible by public transport, walking and cycling.

Smarter Choices are techniques for influencing people's travel behaviour towards more sustainable options such as encouraging school, workplace and individualised or personal travel planning. They also seek to improve awareness of public transport and provide marketing services such as travel awareness campaigns, setting up websites for car share schemes and supporting car clubs. These techniques can be very effective at changing travel behaviour, but some, such as personal travel plans, can be expensive when provided to large numbers of people.

Investment in demand management and Smarter Choices would help tackle congestion, minimising associated economic, air quality and climate change impacts. Those people lacking access to a private car would have access to a choice of improved alternative means of transport. Those currently using private cars would also have access to a more attractive and improved range of alternative means of transport. Smarter Choices marketing would help to lock in the benefits of these improved choices. New walking and cycling infrastructure and other measures to influence travel behaviour would also encourage healthier lifestyles.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• Would help tackle congestion; minimising associated economic, air quality and climate change impacts.</li> <li>• Would encourage healthy travel choices providing healthier lifestyle.</li> <li>• Reducing reliance on unsustainable modes of transport will help to counter the potential effects of growth on congestion.</li> <li>• Demand management measures help to prevent the undoing of the benefits that have been obtained by changing travel behaviour or other measures that potentially provide or protect capacity on the network.</li> <li>• Smarter Choices can provide a relatively inexpensive way to realise transport benefits and can be implemented at different intensities dependent on available funding.</li> </ul>	<ul style="list-style-type: none"> <li>• The potential for Smarter Choices to make a real difference relies on the alternative modes of transport being in place.</li> <li>• Using Smarter Choices to change travel behaviour for existing journeys can be a relatively difficult and lengthy process requiring a degree of sustained investment to build benefits over time.</li> <li>• The extent to which we can implement demand management techniques, such as the management of commuter parking will need to be balanced to ensure it does not result in economic disadvantages for the HMA.</li> </ul>

**K3** Measures to increase use of alternatives to the car: Accommodate travel demand generated by new and existing development by focusing on public transport and improvements for pedestrians and cyclists

This option would prioritise investment in public transport, walking and cycling. This approach would help to tackle the negative effects of peak hour car use and congestion by providing realistic alternatives. The greater the uptake of these alternatives, the greater the potential improvements to the reliability of public transport, making this an increasingly attractive option. However, it could reduce road capacity for private cars if there is no space to accommodate bus priority, cycle and pedestrian improvements other than using existing road capacity.

This option also seeks to improve awareness of sustainable travel options and marketing services such as travel awareness campaigns, setting up websites for car share schemes and supporting car clubs. These techniques can be very effective at changing travel behaviour, but some, such as personal travel plans, can be expensive when provided to large numbers of people, as in option K2.

Investment in non-car transport modes would help tackle congestion, minimising associated economic, air quality and carbon emission impacts. Those people lacking access to a private car would have access to a choice of improved alternative means of transport. Those currently using private cars would have access to a choice of improved alternative means of transport. New walking and cycling infrastructure would also encourage healthier lifestyles.

Walking and cycling are effective modes of transport where jobs, health care, shopping, education, leisure facilities and services are within convenient travel distances. New development is most sensibly located in areas where these services exist and are accessible by walking and cycling. However, even over short distances walking and cycling can only be a real alternative to the car given appropriate, prioritised, safe and convenient infrastructure.

Public transport, cycle and walking improvements could be highly effective if combined with demand management and smarter choices measures. It could encourage people to switch travel mode in some locations from the car to more sustainable travel modes such as the bus.

Those lacking access to a private car and those currently using private cars would have access to improved public transport. Measures could include integrated ticketing, park and ride facilities and dedicated bus lanes. It should be recognised that public transport solutions would require significant investment.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>Those lacking access to a private car would have increased choice of transport improving their accessibility to services, education and employment.</li> <li>Those currently using private cars would have increased access to a choice of improved alternative means of transport to the private car. This would encourage mode shift, helping to tackle congestion and reducing associated economic, safety, air quality and climate change impacts.</li> <li>Healthy lifestyles would be encouraged by providing better walking and cycling infrastructure.</li> <li>Without investment in improvements for public transport, existing services could become less reliable as a result of the demand for travel associated with growth, causing a degradation in the existing services. The associated disadvantages for public transport users could, in turn increase the use of the private car, further exacerbating the problem.</li> </ul>	<ul style="list-style-type: none"> <li>It may not be possible to provide walking and cycling transport infrastructure without taking road capacity from car users. In these instances there is the potential to increase congestion.</li> <li>Improving the public transport, cycle and walking network could require significant investment.</li> <li>The benefits of providing improvements for public transport, walking and cycling would not be fully realised without associated investment in Smarter Choices measures to raise awareness of the improved options and potentially demand management to lock in the benefits.</li> </ul>

<b>K4</b>	<b>Major Works: Accommodate travel generated by new and existing development by focusing on improved road infrastructure</b>
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This option would prioritise transport investment in new road schemes and improvements to make the road network more efficient. The road network and parking facilities would be able to accommodate more vehicles, improving access for private cars, buses and road freight vehicles. However, the scope to provide additional capacity may be limited in terms of physical constraints and cost. Increasing road capacity may have short term benefits and the predicted growth in car traffic is likely to erode any benefits and lead to increased congestion.

Those people without access to a private car would be disadvantaged by the lack of additional or improved facilities in walking, cycling, public transport and other measures to influence travel behaviour. Air quality is likely to deteriorate and the potential to tackle carbon emissions would be missed, as would potential to encourage healthier lifestyles.

Regional policy indicates that targeted improvements to road capacity should only be considered as a last resort to accommodate residual car trips after intensive travel demand management and public transport, walking and cycling options have been explored. However, national research has indicated that, when based on full appraisal of environmental and social costs and benefits, targeted new infrastructure can offer good value for money. This may include smaller projects which unblock pinch-points and variable infrastructure schemes to support public transport in urban areas.

Advantages	Disadvantages
<ul style="list-style-type: none"> <li>• New road schemes can provide relief to areas that suffer from inappropriate traffic movements, providing that they are designed to be capacity neutral. This has benefits reducing severance, improving local air quality and reducing accidents.</li> <li>• Capacity provided through improving efficiency of the road network, such as improved traffic signal control, can provide local benefits to tackle congestion hot spots.</li> <li>• Infrastructure schemes can provide very good value for money in terms of high returns on investment.</li> <li>• Major works can provide an opportunity to provide the optimum solution rather than being constrained by what is already in existence.</li> </ul>	<ul style="list-style-type: none"> <li>• New infrastructure will require significant investment - more costly than K2 and K3.</li> <li>• Any capacity improvements are likely to be eroded by congestion or suppressed demand that is already delayed in the network, unless the benefits are locked in, for example with appropriate demand management.</li> <li>• Major road schemes are only acceptable where there are no other land use or transport alternatives.</li> </ul>

**Other Topic Issues and Options**

This consultation paper does not cover every issue that could be included in the final version of the Core Strategy. The aim at this stage is to concentrate on options for the broad strategy and the main topics that will support this. Issues that we will be developing as part of future consultation include those where there will be no real choice as to our approach, such as a criteria based policy for Gypsies and Travellers which will need to closely follow national guidance. Another area that we will be developing at future stages are those policies that we cannot establish until we have chosen our strategy. These could include the provision of physical and social infrastructure, such as new schools, shops and community facilities.

Another key issue for the Core Strategy that is not covered in this paper is the Environment Agency's proposals for major investment in the City as part of its Lower Derwent Flood Risk Management Strategy. A major part of this strategy is the creation of a Blue Corridor along the river in and around the city centre. This involves building new flood defences set back further from the river to allow the river more room in times of extreme flooding. The Council has supported the principles of this strategy and the Agency will be consulting on detailed proposals later on this year. As part of this work, the Council intends to commission a Master Plan for the Blue Corridor area to look in more detail at the issues it raises. The first stage of this work will consider the broad vision for the area and will be subject to separate consultation. The outcome of these processes will be used to help inform further stages of the Core Strategy, but it is recognised that this is a major issue that it will need to address.



# Next Steps

Consultation on this Options Paper will be open until Wednesday 31 March 2010. This will enable us to talk to as many people as possible about the options being put forward. There will, however, be further opportunities for people to have their say as we move through the process of writing our Core Strategy.

The next stage in preparing the Core Strategy is to produce our Preferred Option and to consult on a draft Core Strategy which will develop our Preferred Option further taking on board the comments we have received and any new evidence that has emerged. At this stage, a more detailed analysis of the sustainability implications of the options, including the Preferred Option, will be published. This will also take into account the consultation responses and further evidence. This will all form part of the Sustainability Appraisal process.

In developing the draft Core Strategy we will also be undertaking more work to identify the kind of infrastructure and services that will need to be in place to deliver the Preferred Option. This will form the basis for the Infrastructure Delivery Plan which has to form part of the final Core Strategy. This will show how the policies will be delivered, through detailed delivery schedules setting out what the priorities are, where they are, how much they cost, how they will be funded and who will deliver them.

We have included the opportunities for you to identify your priorities for new infrastructure as part of the response form for the consultation.

We look forward to hearing from you...



# Glossary

<b>Adoption</b>	The formal approval or acceptance of Local Development Framework (LDF) documents by the Council
<b>Affordable Housing</b>	Affordable housing is considered to be housing which is affordable to those householders who cannot either rent or purchase housing on the open market. It is defined as rented accommodation as well as low cost and subsidised housing.
<b>Air Quality Management Areas (AQMAs)</b>	Air quality targets have been set by the Government for the protection of health. Councils must check air quality against these targets every three years. Where targets are unlikely to be met councils must designate Air Quality Management Areas and draw up plans to try and make sure these targets are met in the future.
<b>Annual Monitoring Report (AMR)</b>	Local Development Framework (LDF) process document reporting, by December annually, on the production and implementation of our main LDF policies and proposals. The report highlights any action we intend to take to reflect the findings of the report, including any need to review any part of the LDF.
<b>Area Action Plan (AAP)</b>	Local Development Framework (LDF) Development Plan Documents (DPDs) for key areas of change or conservation, focussing on proposals and their implementation.
<b>Brownfield land</b>	Brownfield land is land that has been previously developed.
<b>Building for Life Standards</b>	‘Building for Life’ is the national standard for well designed homes and neighbourhoods. The award scheme is led by the Commission for Architecture and the Built Environment (CABE) and the Home Builders Federation (HBF). Awards are given on an annual basis to new housing projects that demonstrate a commitment to high quality design and good place making.
<b>Building Schools for the Future</b>	Building Schools for the Future (BSF) is the biggest-ever school buildings investment programme. The aim is to rebuild or renew nearly every secondary school in England.
<b>CABE</b>	The Commission for Architecture and the Built Environment. A public body acting as a champion of good design in England.
<b>Community</b>	Any person or groups of people with shared needs or interests living within the city.
<b>Conservation areas</b>	Areas of special architectural or historic interest designated by the Council because their character or appearance is judged worthy of preservation or enhancement against local and regional criteria.
<b>Core Strategy (CS)</b>	This is a Development Plan Document that sets out the long term vision for Derby City, along with the objectives, policies and implementation plan to deliver that vision.
<b>Decentralised Energy</b>	Decentralised energy is energy that is produced near to where it is used, therefore reducing wastage. Forms of decentralised energy include combined heat and power (CHP) units and micro generation linked to individual buildings and / or communities.

<b>Derby City Partnership</b>	An alliance of organisations working together to improve the quality of life for the people of Derby. There are members representing the public sector, the community, local people and the private sector.
<b>Derby Cityscape Ltd</b>	Derby Cityscape Ltd is a not-for-profit urban regeneration company which is responsible for driving forward the physical regeneration of Derby's city centre. It is funded by the East Midlands Development Agency, Homes and Communities Agency (formerly English Partnerships) and Derby City Council.
<b>Development Plan</b>	The term 'Development Plan' describes the various planning policy documents that provide planning guidance for the city. These documents set out the Councils adopted policies and proposals for the use of land and take the form of often quite detailed publications, containing formal policies and explanatory text, together with detailed maps of the area, showing the various allocations or restrictions upon land and other pertinent information. The development plan includes the Regional Plan.
<b>Development Plan Documents (DPDs)</b>	Development Plan Documents perform a similar function to the old style local plans. They can include a Core Strategy and Site Specific Allocations of land. They will all be shown geographically on an adopted Proposals Map. Derby sets out its programme for preparing Development Plan Documents in the Local Development Scheme.
<b>Examination</b>	Formal examination of Local Development Framework (LDF) documents by an independent inspector appointed by the Secretary of State, to consider if the plan is sound. Issues may be considered through formal or informal hearings or through written representations.
<b>Feedback</b>	Ensuring that any representations received are acknowledged, that communities and stakeholders are aware of the current and next stages and are informed of the decisions that have been taken.
<b>Green Infrastructure</b>	Green infrastructure is the physical environment within and between cities, towns and villages. It comprises a network of multi-functional open spaces, including formal parks, gardens, woodlands, green corridors, waterways, street trees and open countryside.
<b>Greenfield Land</b>	Greenfield land is land that has not been developed before or that has returned to a natural state after being developed.
<b>Gypsy &amp; Traveller Accommodation Assessment</b>	The assessment of Gypsy and Traveller accommodation need is a statutory requirement under s.225 of the Housing Act 2004. Gypsies and Irish Travellers are distinct ethnic groups under Race Relations case law and all the duties on public bodies under Race Relations legislation apply. The accommodation needs of all Gypsies and Travellers, including the above groups as well as "New Travellers", should be identified, understood and addressed through the planning framework and housing strategy on the same basis as other sectors of the community. Only in this way can the needs of each sector of the community be understood and appropriate allocation of resources be ensured. This will help to ensure that future planning and investment decisions are based on well informed and accurate data.
<b>Houses in Multiple Occupation</b>	A house is a HMO if it is the only or principal residence of three or more qualifying persons from three or more families. In this context, 'house' includes any building, or any part of a building occupied as a separate dwelling. This includes shared houses, flats and bedsits and also hostels, student halls of residence and staff accommodation in hotels or hospitals. Separate units within a building which share use of a toilet, personal washing facilities or cooking facilities, are taken to form part of a single house. For example, a house with six rooms which each have their own en-suite bathroom, but share a kitchen, would be treated as one HMO with six occupants.

<b>Housing Market Area</b>	A sub-regional policy area designated in the Regional Plan. The Derby HMA is made up of three local authority areas of Derby City Council, Amber Valley Borough Council and South Derbyshire District Council.
<b>Lifetime Homes</b>	A lifetime home is defined as a dwelling which is designed with built in flexibility that makes it easy to adapt to suit people's changing life circumstances from families with young children through to frail older people and those with temporary or permanent disabilities.
<b>Listed building</b>	A building, object or structure that has been judged by English Heritage to be of national historical or architectural interest, including houses, buildings designed by prominent architects, churches, public as well as private buildings, cottages, and historic monuments, such as milestones and village pumps.
<b>Local Development Framework (LDF)</b>	A folder of documents, providing the framework for planning in the city and to guide planning decisions.
<b>Local Strategic Partnership</b>	A forum of organisations from the public, private and voluntary sectors with the key role of implementing the Community Strategy (see Derby City Partnership).
<b>Local Transport Plan (LTP)</b>	All local transport authorities produce local transport plans. LTPs set out the strategies and proposals for improving transport in the local area. The second Derby Joint LTP, LTP2, covers the period 2006 to 2011, and sets out our longer term approach to travel and transport in Derby and the surrounding rural area, helping to meet everyone's travel needs, making roads safer and providing viable alternatives to the car for more journeys. The document is produced in partnership with Derbyshire County Council.
<b>Planning Inspector</b>	A Planning Inspector is a person appointed on behalf of the Planning Inspectorate (itself an executive agency of Government) to conduct the Examination, oversee and to carry out site visits, and consider both written and oral evidence in order to reach a reasoned decision on the soundness of proposed Development Plan Documents
<b>Planning Policy Statements/ Guidance (PPSs/ PPGs)</b>	National planning policy published by the Department for Community and Local Government, a material consideration in all regional and local planning matters.
<b>Production</b>	Preparing draft Local Development Framework (LDF) documents.
<b>Regional Plan</b>	See Regional Spatial Strategy
<b>Regional Spatial Strategy (RSS)</b>	Sets out the East Midlands region's policies in relation to the development and use of land and forms part of the Development Plan for local planning authorities. Local Development Plan Documents (DPDs) and accompanying Supplementary Planning Documents (SPDs) must be in conformity with the RSS.
<b>Strategic Housing Land Availability Assessment (SHLAA)</b>	The Strategic Housing Land Availability Assessments are a key component of the evidence base to support the delivery of sufficient land for housing to meet the community's need for more homes. These assessments are required by national planning policy, set out in Planning Policy Statement 3: Housing (PPS3).



<b>Strategic Housing Market Assessment (SHMA)</b>	The Strategic Housing Market Assessment's should provide a fit for purpose basis upon which to develop planning and housing policies by considering the characteristics of the housing market, how key factors work together and the probable scale of change in future housing need and demand. The document will form an important part of the evidence base that will be needed to support the development of Development Plan Documents.
<b>Site Specific Allocations development plan documents (SSAs)</b>	Local Development Framework (LDF) development plan documents (DPDs) allocating land for specific uses, for example housing or shops.
<b>Social Cohesion</b>	Social cohesion is a term used to describe the bonds that exist within a community or society as a whole.
<b>Spatial development</b>	Changes in the distribution of activities in space and the linkages between them in terms of the use and development of land.
<b>Spatial planning</b>	<p>Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function.</p> <p>This will include policies which can impact on land use by influencing the demands on, or needs for, development, but which are not capable of being delivered solely or mainly through the granting or refusal of planning permission and which may be implemented by other means.</p>
<b>Stakeholder</b>	Anyone with an interest in the city, for example, employers and employees in the city, residents or anyone who visits.
<b>Submission</b>	Submission of the Local Development Framework (LDF) documents, as proposed for adoption, to the Secretary of State.
<b>Supplementary Planning Documents (SPD)</b>	Detailed policy to Supplementary Development Plan Documents (DPD) policies and proposals. SPDs can be thematic or site specific.
<b>Sustainability Appraisal (SA)</b>	An appraisal of the potential social, environmental and economic impacts of policies and proposals.
<b>Sustainable Community Strategy (SCS)</b>	This is the long-term vision for improving the quality of people's lives, with the aim of improving the economic, social and environmental well being of the city. The strategy is produced by Derby City Partnership, of which the Council is a key partner.
<b>The Planning Inspectorate (PINS)</b>	The Agency that acts on behalf of the Secretary of State in examining the soundness of planning documents and deciding planning applications appeals.
<b>World Heritage Site</b>	In recognition of its international significance, UNESCO inscribed the Derwent Valley Mills on the World Heritage List in December 2001. The Derwent Valley Mills World Heritage Site extends approximately 24 kilometres along the River Derwent, from Masson Mill, Matlock Bath, to the Industrial Museum, formerly Lombe's Silk Mill, at Derby. It includes Darley Abbey: the mill complex, the historic village and its church, Darley Abbey Park and the flood plain of the river Derwent. The Derwent Valley has been described as the 'Cradle of the Factory System'. It represented a seminal development of the Industrial Revolution. It served as the model for planned factory villages in the United Kingdom and abroad.



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Hindi

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Urdu

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