

Draft Infrastructure Delivery Plan

Local Plan for Derby

Regulation 19

July 2026



Derby City Council

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1. Introduction

1. This Infrastructure Delivery Plan (IDP) is a key supporting document for the Local Plan for Derby 2023-2043. It forms an integral part of the evidence base and has informed the preparation of the plan itself. It sets out the transport, physical, social and green infrastructure required to support the City's future growth over the plan period.
2. There will be significant levels of growth in terms of housing and employment and it is essential for the Council and its partners to deliver the services necessary to achieve timely, sustainable and effective infrastructure to meet the needs of all residents in the future.
3. The information in this document has been produced in collaboration with the Council's HMA partners and various infrastructure providers operating in the City. The methodology is discussed in more detail in Section 3. Local Plans should be supported by an adequate, up to-date and relevant evidence base about the economic, social and environmental characteristics.
4. This IDP aligns with multiple objectives within the Local Plan for Derby by providing the foundations for the coordinated delivery of infrastructure that supports inclusive communities, sustainable and low-carbon development, and long-term economic growth.
5. Successful implementation of the City Council's Local Plan for Derby depends therefore not only on the actions of the Council but upon the co-ordinated and sustained action from a wide range of other organisations. This requires shared objectives, and involves ensuring related strategies are consistent with the plan so that there is co-ordinated action which effectively delivers essential physical, social, environmental and economic infrastructure on time.
6. This IDP:
 - sets out the main infrastructure issues
 - provides an overview of the action required to deliver the Local Plan for Derby
 - identifies who is responsible for delivery
7. The IDP remains a live document and will continue to be updated as discussions with infrastructure providers and delivery partners progress, additional evidence becomes available, and requirements are further refined. As such, the details of phasing, costs and funding mechanisms remain subject to ongoing review and discussion.
8. The submission version of the IDP will incorporate the outcomes of this ongoing engagement and will be submitted alongside the Local Plan for Derby as part of the evidence base for examination.

2. Scope of the Infrastructure Delivery Plan

9. The purpose of the Infrastructure Delivery Plan (IDP) is to identify what infrastructure is needed, when it is expected to be delivered and which organisations are responsible for its provision. Where possible, the IDP identifies potential funding sources and provides indicative infrastructure costs. These costs are based on the best available information at the time of publication and will be subject to review as more detailed information, feasibility work and funding arrangements are confirmed.
10. Derby cannot accommodate all of its planned growth within its existing administrative boundary and has therefore worked collaboratively with its Housing Market Area (HMA) partners, Amber Valley Borough Council and South Derbyshire District Council, to ensure that growth is delivered in a sustainable and coordinated way. This has resulted in proposals for a number of sustainable urban extensions, primarily within South Derbyshire. The IDP recognises that development beyond Derby City's administrative boundary will have implications for infrastructure provision within the city, including increased demand on existing services and facilities. Accordingly, Derby City Council has continued to work with its HMA partners to establish a consistent and coordinated approach to identifying infrastructure needs, responsibilities and delivery mechanisms.
11. The IDP will provide a framework for addressing Derby's infrastructure requirements and supporting the delivery of the Local Plan. It should not be viewed as a fixed list of projects or a standalone schedule of commitments, but as a strategic tool to coordinate investment, identify priorities and demonstrate how the infrastructure needed to support growth can be delivered.
12. The IDP recognises the importance of understanding the relative priorities for infrastructure delivery, acknowledging that not all identified requirements can be delivered at the same time. Work is ongoing with infrastructure providers and delivery partners to further assess the sequencing and prioritisation of infrastructure. As this work continues, a formal priority classification has not been included within this interim version of the IDP.

3. Methodology

13. The Council is continuing to engage with internal colleagues, infrastructure providers and other service providers to ensure that the Local Plan is informed by the most up-to-date information on existing infrastructure capacity and planned infrastructure provision across Derby and its neighbouring authorities. Ongoing discussions are also being undertaken with infrastructure providers to identify the requirements associated with the proposed site allocations and to inform future infrastructure planning and delivery.
14. Comments made by consultees during the Regulation 18 consultation for the emerging Local Plan for Derby have also been taken into account during the production of the Infrastructure Delivery Plan.
15. The Council will continue engagement with the following infrastructure services and providers to further the IDP:
 - Derbyshire County Council
 - Amber Valley Borough Council
 - South Derbyshire District Council
 - NHS Derby and Derbyshire Integrated Care Board
 - Severn Trent
 - National Grid
 - National Highways
16. In addition, regular joint working discussions within the Derby HMA (comprising of Derby, Amber Valley and South Derbyshire) have aided in ensuring a consistent approach towards infrastructure planning across the neighbouring authorities, particularly in relation to cross-boundary growth. Attendance from Derbyshire County Council and Erewash Borough Council further ensured consistency between infrastructure plans across the wider County.
17. The process began as a desk-based study to determine existing infrastructure provision, plans, and strategies for each infrastructure provider. Likewise, a review of existing planned capital and infrastructure investment was undertaken to identify existing plans for infrastructure investment and improvement within the City.
18. This research and review process will continue following the publication of the Local Plan for Derby Regulation 19 document for consultation. It is intended that information will be collected from service providers continuously, particularly in respect of specific sites and areas where development may be allocated.

Monitoring and Review Process

19. The IDP is a living document, therefore, it will be updated on a regular basis to ensure that new information about plans and programmes feed into the IDP, to ensure that development continues to remain viable and that infrastructure issues are continuously updated.

20. The baseline position in the submission version of this IDP will allow the Council, through the HMA Joint Working Group and its partners to prioritise investment, decisions and address funding gaps as the Local Plan for Derby is implemented.
21. Later iterations of this document will set out in more detail the mechanisms needed to monitor the impact of the IDP. These mechanisms are being established to ensure:
 - Risks are managed
 - Reports on the delivery of the Infrastructure Schedule are produced at regular intervals
 - Regular updating of the Infrastructure Schedule
 - Inclusion of performance results in the Annual Monitoring Report

4. Delivery Mechanisms

22. For successful implementation of the IDP, a number of challenges need to be overcome:
 - The need for a strong commitment to delivery across a wide range of organisations
 - The need for partner organisations and stakeholders to have greater integration and co-ordination of the investment decisions
 - The need for improved management of existing physical infrastructure assets and the way new assets are delivered
 - The need for additional infrastructure to meet not only the challenges of growth but also that of deficiencies in existing infrastructure.
23. Ongoing pressures on the Council's financial resources mean that effective coordination of infrastructure planning and investment is increasingly important. The IDP provides a framework for aligning resources and priorities between the Council, infrastructure providers, delivery partners and developers, helping to support the timely and efficient delivery of the infrastructure required to accommodate growth.
24. A significant proportion of infrastructure funding is expected to be secured through developer contributions. Currently, these are primarily obtained through Section 106 agreements, in accordance with the requirements of the Community Infrastructure Levy (CIL) Regulations 2010. These regulations establish that planning obligations must be:
 - necessary to make the development acceptable in planning terms;
 - directly related to the development; and
 - fairly and reasonably related in scale and kind to the development.
25. Policy GD9 of the Local Plan explains the role of developer contributions.

5. Development Strategy for Derby

26. The City Council considers that a minimum of 12,500 dwellings can be delivered in its administrative boundary between 2023 and 2043. Priority is given to allocating previously developed sites but there will be a release of some greenfield sites to meet the target and ensure a deliverable supply of housing. In addition to development within the City's boundary, Amber Valley and South Derbyshire Councils are proposing to help meet Derby's needs, as per the Statements of Common Ground here:

[Local Plan for Derby \(LPD\) evidence base - Statements of Common Ground](#)

27. In planning for 12,500 dwellings in the City, the Council needs to take account of the following:

Table 1: Housing Supply Position (1 April 2026)	
Net Completions 2023-2026	3,164
Major Sites with Planning Permission	2,924
Small Sites with Planning Permission	320
Allocations (Outside the City Centre)*	2,234
City Centre Allocations*	2,574
Windfalls (120pa 2029-2043)	1,680
Losses (15pa)	-255
TOTAL	12,641
Note that small sites with permission are known sites that have planning permission and are separate to the windfall allowance.	
* Excludes dwellings with Planning Permission	

28. As part of the Planning Application process, relevant infrastructure services & providers are consulted to ascertain what contributions will be required to ensure infrastructure is adequately provided to support the proposed development and mitigate any impacts. Planning conditions and associated Section 106 Agreements ensure such contributions are secured.
29. The Local Plan proposes a number of sites for housing development to ensure there is an adequate supply of deliverable housing in the City. The proposed housing growth sites, as stated in the Regulation 19 Local Plan for Dery document, are as follows:

Table 2: All Housing Allocations			
Location	Site	Number of Dwellings	Local Plan Policy
Allocations Outside the City Centre	Ryknel Road	Minimum 800	HA1
	Brook Farm	Minimum 214	HA2
	East of Moorway Lane	Minimum 335	HA3
	Royal Hill Road*	Up to 90	HA4
	The Hollow**	Minimum 150	HA5
	Kingsway Boulevard*	Minimum 130	HA6
	Stoney Lane	Minimum 400	HA7
	Former Police Station, Cotton Lane	Minimum 100	HA8
	Bramblebrook House/ Humbleton View	Minimum 90	HA9
	Elton Road Works	Minimum 80	HA10
	Shaftesbury Street	Minimum 20	HA11
	North of Sinfin Moor Lane	Minimum 39	HA12
	Former Beaufort Business Centre	Minimum 28	HA13
	Kitchener Avenue/ Browning Street	Minimum 25	HA14
	Former Ivy House School	Minimum 18	HA15
City Centre Allocations	Land at Former Friar Gate Goods Yard*	276	CC4
	Full Street*	195	CC4
	Northern Gateway	Minimum 200	CC4
	Bradshaw Way*	478	CC4
	Eagle Quarter*	674	CC4
	Abbey Street Car Parks	Minimum 50	CC4
	Babington Lane Car Park	Minimum 150	CC4
	Remaining Land at Becketwell	259	CC4
	Derby Riverside	Minimum 600	CC11
	Railway Station Quarter	Minimum 500	CC13
	North Castleward	Minimum 400	CC14
* Sites with permission as of July 2026			

** The Hollow has permission for 96 dwellings on part of the application site (application reference 24/00425/FUL)

30. Sustainable urban regeneration and economic growth are key priorities for the Council and the Local Plan is central to help deliver this. To help deliver the City's economic strategy, 133 (gross) hectares of land has been identified for new employment uses. Table 3 shows these sites.

Table 3: Employment Allocations	
Site	Local Plan Policy
Land South of Wilmore Road	E5
Smart Parc	E6
Indurent Park	E7
Additional land at Rolls-Royce Submarines	E8
The Central Activity Area and wider City Centre	E4, CC5 and CC7

31. The Gypsy and Traveller site allocation at Wilmorton will also have its own infrastructure requirements.
32. This IDP reflects the ongoing discussions with infrastructure services and providers to ascertain the types of infrastructure and likely contributions required to support the delivery of the allocation sites named across Tables 2 and 3.
33. The IDP reviews requirements across the following infrastructure topic areas:



34. Although the infrastructure categories are discussed separately in this report, it is important to recognise the significant interconnections and dependencies that exist between them in both their delivery and their impacts of the communities they support. For instance, green and blue infrastructure can also support multiple infrastructure objectives by providing social, health, and ecological benefits, as well as contribute to flood risk management. Utilities infrastructure such as reliable energy, water, digital connectivity and telecommunications are essential for the functioning of virtually all other infrastructure sectors.

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6. Transport

BACKGROUND TO TRANSPORT

Providers/ Partners	Highways England, Department of Transport, Network Rail, Derby City Council, public transport providers & commercial parking providers.
Existing Capacity and Recent Provision	The key road infrastructure within the city is the A52, A38, A61, A6 and A511. Outside of the City the A50 and the M1 are also important. The Local Transport Plan¹ states that in a typical day Derby's transport network carries around: • 660,000 car trips • 55,000 bus passenger trips • 2,548 bus services on a network of 33 routes • 38,000 children travelling to 103 schools • 18,000 heavy goods vehicles trips that carry goods to and from Derby Between the 2011 and 2021 Census, the number of households who do not own a car or van decreased significantly, from just over 54,000 in 2011 to 27,420 in 2021. In 2021, just over 44,000 households had one car or van, nearly 26,000 households had two cars or vans while nearly 8000 households had 3 or more cars or vans. Traffic levels, congestion and travel patterns in the Derby HMA generally follow national, regional and local travel trends. However, there are congestion hotspots in the city around, for example, the A38, A52 and the A514 primarily during the morning and evening traffic peak. It is anticipated that future growth will inevitably increase congestion. The Derby City Centre Parking Study Baseline Report stated that approximately 30 car parks, both Council-operated and privately managed, are located within the City Centre, broadly defined as within or just beyond the inner ring road. These provide a combined total of 5,940 spaces. Almost one third of total provision is located at Derbion (1,976 spaces). There are three railway stations in the city – the main station at Railway Terrace and two smaller stations at Pear Tree and Spondon.

¹ <http://www.derby.gov.uk/transport-and-streets/transport-policy/planning-transport-policy/>

	Derby has one bus station, located adjacent to the Morledge, as part of the Riverlights development which was opened in March 2010. Derby has a reasonably strong local bus network provided by a number of commercial operators. There are only footpaths and bridleways recorded on the Definitive Map and Statement areas², which cover the city. The public rights of way network is approximately 45 km in length. There are approximately three kilometres of public bridleways in the city with the majority of that length being situated in the Sinfen Moor and Chellaston areas. All the stretches of bridleway are located close to the city boundary and lead out of the city. The bridleways are supplemented by the Council's own dedicated multi-user paths, some of which allow horse riding. The City Council currently require developer contributions from developments of 11 dwellings and over for highways and transportation. The current Financial Contribution Matrix³ sets out the requirements.
Underlying Demand Trend	There is a general underlying trend of increased congestion around the City. Congestion is already an issue on many of the City's roads and development of the strategic sites proposed in the Local Plan for Derby will exacerbate this situation. A HMA-wide programme of transport modelling has been produced to support the development the development of the Local Plan and provide evidence about the potential impact of growth both within and on the edge of the City. Further modelling to support planning applications will allow the agreement of additional site-specific mitigation measures, for example relevant junction improvements and highway design.
Non-Developer Funding Sources	Department for Transport, Highways England, Derby City Council, Network Rail, EMCCA
Developer Funding Arrangements in Place	Individual negotiations from planning applications in terms of Section 106 and CIL.

² [Rights of way - information and advice - Derby City Council](#)

³ [Appendix B Financial Contributions Matrix](#)

Infrastructure Requirement	LP Policy Link	Evidence Base/ Justification	Indicative Cost	Timeframe for Delivery	Delivery partners	Priority	Funding Source	Notes
A38 Derby Junctions Grade Separation Scheme	T2 (Transport Infrastructure)	Derby City Council	TBC	TBC	National Highways Department for Transport EMCCA Derby City Council	TBC	TBC	Three existing roundabout junctions: • A38/ A5111 Kingsway roundabout • A38/ A52 Markeaton roundabout • A38/ A61 Little Eaton roundabout
Phases 1 and 2 of the South Derbyshire Integrated Transport Link, including the A50 Junction	T2 (Transport Infrastructure)		TBC	TBC		TBC	TBC	
Allocation-specific Infrastructure								
Provision of, or improvements to public transport, cycling, and pedestrian facilities and/ or network capacity	HA5 (The Hollow)	Derby City Council	£200,736 secured for the Hollow.	1-5 years	Developer Derby City Council	TBC	Developer Contributions	Priority to be given to a pedestrian crossing on Uttoxeter Road in the vicinity of Brierfield Road, subject to

improvements on allocated housing sites and their adjacent road networks.								consultation with the Highways Authority.
	HA4 (Royal Hill Road)		£2,001 per house and £1,041 per apartment secured for Royal Hill Road.					Agreed provision in line with the outline permission granted on site (reference 23/01631/OUT)
Provision of an improved local bus service to serve the Rykneld Road development	HA1 (Rykneld Road)	Derby City Council	TBC	TBC	Developer Derby City Council	TBC	Developer Contributions	



7. Education

BACKGROUND TO EDUCATION	
Providers/ Partners	Derby City Council
Existing Capacity and Recent Provision	Both Derby University and Derby College provide further education opportunities in the City and contribute to the City's economy. The University's main campus can be found at Kedleston Road with a further two sites on Markeaton Street and at Britannia Mill. The University has approximately 23,000 students, 3,000 staff, and contributes roughly £300 million to the regional economy through jobs, contracts and research. Derby College serves around 19,000 pupils annually and employs over 1,200 staff. The Council has a legal duty to ensure there a sufficient school places available. There are 3 adult learning centres run by the Derby Adult Learning Service in the city. Currently, there is a total of 75 Primary Schools (including 2 Free Schools, 2 Voluntary Aided Schools, and 1 Foundation School) in Derby. As of 1st May 2025, Derby City has a total of 25,922 primary school places, 2,862 of which are available for new pupils⁴. There are currently 16 Secondary Schools in Derby, including 2 Foundation Schools and 1 Community School. As of 1st May 2025, Derby City has a total of 21,738 secondary school places, 1,775 of which are available for new pupils⁴. There are 4 Children's Centres across Derby where families with children under 8 years old can go to meet other families in their area. The 2023 Childcare Sufficiency Assessment⁵ indicates there is a total of 6,196 full-time equivalent childcare places for the 0 to 5 age group in the city. The availability of these places differs between wards. As of 2023, there were also 120 registered childminders in the city. The City Council currently require developer contributions from residential developments of 25 dwellings and above for the provision of education facilities, including new schools and/ or contributions towards school extensions and new facilities.
Underlying Demand Trend	The level of growth in and adjacent to the city will have an impact on school places in the city. The Department for Education⁴ forecast that there will be 23,412 Primary pupils by 2029/30, generating a need for an additional 155 Primary

⁴ [Explore and download data - School capacity - Explore education statistics - GOV.UK](#)

⁵ [Childcare Sufficiency Assessment - Derby City Council](#)

	places. There is a forecast 19,632 Secondary pupils by 2031/32, generating a need of 21 Secondary places⁴. Some existing secondary schools may be capable of expansion. However, schools will not be able to expand sufficiently to accommodate all pupils numbers from the significant volume of housing proposed around the edge of the City. The level of housing growth 2023-2043 in and around the city means that a number of new primary schools will also be required in the city and County on brownfield and large urban extension sites. The individual and collective impact of other sites coming forward may also necessitate extensions to existing primary schools.
Non-Developer Funding Sources	TBC
Developer Funding Arrangements in Place	Individual negotiations from planning applications in terms of Section 106 and CIL.

Infrastructure Requirement	LP Policy Link	Evidence Base/ Justification	Indicative Cost	Timeframe for Delivery	Delivery partners	Priority	Funding Source	Notes
The provision of a new primary school to serve the City Centre	CC12 (Derby Riverside)	School Place Planning and Organisation Team advice	TBC	TBC	Developer Local Education Authority	TBC	Developer Contributions	
The provision of a new 1FE (210 place) primary school to serve Rykneld Road on-site	HA1 (Rykneld Road)	School Place Planning and Organisation Team advice	To be determined dependent on the reserved matters application, subject to the methodology of the Planning Obligations Supplementary Planning Document ⁶ and the Financial Contributions Matrix ⁷ .	TBC	Developer Local Education Authority	TBC	Developer Contributions	
Extension to local secondary school	HA1 (Rykneld Road)	School Place Planning and	To be determined dependent on	TBC	Developer	TBC	Developer Contributions	

⁶ [Planning Obligations Supplementary Planning Document](#)

⁷ [Appendix B Financial Contributions Matrix](#)

to serve Rykneld Road		Organisation Team advice	the reserved matters application, subject to the methodology of the Planning Obligations Supplementary Planning Document ⁸ and the Financial Contributions Matrix ⁹ .		Local Education Authority			
TBC	HA2 (Brook Farm)	School Place Planning and Organisation Team advice	TBC	TBC	Developer Local Education Authority	TBC	Developer Contributions	
The Ridgeway Infant and Gayton Junior catchment is near full capacity. Potential for cross boundary solution with Derbyshire County Council as a result of	HA3 (East of Moorway Lane)	School Place Planning and Organisation Team advice	TBC	TBC	Developer Local Education Authority	TBC	Developer Contributions	

⁸ [Planning Obligations Supplementary Planning Document](#)

⁹ [Appendix B Financial Contributions Matrix](#)

possible future housing growth in South Derbyshire.								
Assessment of school capacity to be made at reserved matters stage for approved outline permission (23/01631/OUT)	HA4 (Royal Hill Road)	School Place Planning and Organisation Team advice	If school places are insufficient, the following sums to be paid for provision/ improvements to Springfield Primary and West Park Secondary schools: £19,483 per primary school place £29,321 per secondary school place	1-5 years	Developer Local Education Authority	TBC	Developer Contributions	Agreed provision in line with the outline permission granted on site (reference 23/01631/OUT)
Provision of, or improvements to, primary education facilities at Brookfield Primary School, The Hollow, Mickleover, or any other primary	HA5 (The Hollow)	School Place Planning and Organisation Team advice	£549,720	1-5 years	Developer Local Education Authority	TBC	Developer Contributions	Agreed provision in line with the outline permission granted on site (24/00425/FUL) for the northernmost land parcel.

school suitable for serving the development (27 places) Potential for the proposed new primary school at Rykneld Road catchment area to include the Hollow site.								
Provision of, or improvements to, secondary education facilities at Littleover Community School, Pastures Hill, Littleover, or any other secondary school suitable for serving the development (19 places)	HA5 (The Hollow)	School Place Planning and Organisation Team advice	£582,160	1-5 years	Developer Local Education Authority	TBC	Developer Contributions	Agreed provision in line with the outline permission granted on site (24/00425/FUL) for the northernmost land parcel.
To secure financial contributions towards the provision of a new	HA5 (The Hollow)	School Place Planning and Organisation Team advice	TBC	TBC	Developer Local Education Authority	TBC	Developer Contributions	

school to serve the entirety of the cross-boundary community (The Hollow and SDDC's Land South of Mickleover allocation). The school should be provided on the South Derbyshire site.								
Assessment of school capacity to be made at reserved matters stage for approved outline permission (25/01377/OUT)	HA6 (Kingsway Boulevard)	School Place Planning and Organisation Team advice	If school places are insufficient, the following sums to be paid for provision/improvements to Brackensdale Primary, Wren Park Primary, Bemrose School, or other schools capable of serving the application site:	1-5 years	Developer Local Education Authority	TBC	Developer Contributions	Agreed provision in line with the outline permission granted on site (reference 25/01377/OUT)

			£20,828 per primary school place £31,345 per secondary school place					
The Borrow Wood Primary catchment has surplus places to accommodate the anticipated 112 primary pupils.	HA7 (Stoney Lane)	School Place Planning and Organisation Team advice	TBC	TBC	Developer Local Education Authority	TBC	Developer Contributions	
West Park School is at capacity and unable to accommodate the anticipated 80 pupils. Need for comprehensive assessment alongside emerging proposals across Spondon.	HA7 (Stoney Lane)	School Place Planning and Organisation Team advice	TBC	TBC	Developer Local Education Authority	TBC	Developer Contributions	



8. Health

BACKGROUND TO HEALTH	
Providers/ Partners	Derby City Council, NHS England, Derbyshire Healthcare NHS Foundation Trust, NHS Derby and Derbyshire Integrated Care Board (ICB), Derby Community Health Service NHS Trust (DCHS), East Midlands Ambulance Service NHS Trust (EMAS).
Existing Capacity and Recent Provision	University Hospitals of Derby and Burton NHS Foundation Trust currently run the Royal Derby Hospital and the Florence Nightingale Community Hospital. The East Midlands Ambulance Service (EMAS) covers Derbyshire, Leicestershire, Rutland, Lincolnshire, Northamptonshire and Nottinghamshire providing urgent 999 care and patient transport services. There are three ambulance stations located in the City at Mickleover, Raynesway and Willow Row. Derbyshire Healthcare NHS Foundation Trust delivers Mental Health and Community Children's services to the City of Derby and also the whole of Derbyshire from the Kingsway Hospital Site and the Radbourne Unit. The NHS Derby and Derbyshire Integrated Care Board (ICB) co-ordinate the provision of primary care in the City. Primary care is the first point of contact with health services for most people in most circumstances. It provides the gateway to a comprehensive system of care and treatment and when a patient needs to see a specialist it is the primary care clinicians that initiate the process by which patients can access that care. With regards to secondary care, NHS England commissions the majority of hospital services for patients residing in Derbyshire. The Council is responsible for a range of services relating to Public Health, including drug and alcohol misuse services; physical activity and tackling obesity; community safety; sexual health services; accidental injury prevention; seasonal mortality; public mental health; stopping smoking services; lifestyle interventions; health at work; children's public health; social exclusion; dental public health; fluoridation; prevention and early presentation in relation to cancer; and the commissioning of health visitors. Currently, Derby has over 30 GP practices and over 50 dental surgeries.

	The Council currently require developer contributions from residential developments of 75 dwellings or over to contribute towards healthcare facility provision. Community centre contributions are determined on a cost per person basis for new or improved facilities, as per the Financial Contributions Matrix¹⁰.
Underlying Demand Trend	Ongoing pressures on public sector finances present challenges in maintaining existing infrastructure and delivering new infrastructure to support the needs arising from population growth and planned housing development across Derby. Effective coordination between the Council, service providers and other partners (such as the NHS Derby and Derbyshire Integrated Care Board) will therefore be essential to ensure that infrastructure investment is targeted effectively and that services remain sustainable as demand increases. An ageing population, combined with increased life expectancy and a greater prevalence of long-term health conditions, is expected to place continued pressure on health and social care services across Derby. Ensuring that housing provision reflects changing demographics (such as through adaptable homes) will help reduce pressure on existing services by enabling residents to remain independent, while supporting the creation of inclusive communities where people can live well throughout their lives.
Non-Developer Funding Sources	NHS England, Derbyshire Healthcare NHS Foundation Trust, NHS Derby and Derbyshire Integrated Care Board (ICB), Derby Community Health Service NHS Trust (DCHS), East Midlands Ambulance Service NHS Trust (EMAS).
Developer Funding Arrangements in Place	Individual negotiations from planning applications in terms of Section 106 and CIL.

¹⁰ [Appendix B Financial Contributions Matrix](#)

Infrastructure Requirement	LP Policy Link	Evidence Base/ Justification	Indicative Cost	Timeframe for Delivery	Delivery partners	Priority	Funding Source	Notes
Improvements to existing GP provision in Derby or the creation of new practices	IC1 (Social and Community Facilities)	Discussions with the Derby and Derbyshire Integrated Care Board NHS England	To be determined on a site-by-site basis, subject to the methodology of the Planning Obligations Supplementary Planning Document ¹¹ and the Financial Contributions Matrix ¹² .	2023 to 2043	Developer Derby City Council	TBC	Developer Contributions	Specific responses to GP provision to be determined by NHS England and the ICB over the plan period. Discussions are ongoing.
Improvements to existing pharmacy provision in Derby or the creation of new practices	IC1 (Social and Community Facilities)	Discussions with the Derby and Derbyshire Integrated Care Board NHS England	To be determined on a site-by-site basis, subject to the methodology of the Planning Obligations Supplementary Planning Document ¹¹ and the Financial Contributions Matrix ¹² .	2023 to 2043	Developer Derby City Council	TBC	Developer Contributions	Specific responses to pharmacy provision to be determined by NHS England and the ICB over the plan period. Discussions are ongoing.

Improvements to Chapel Street Medical Centre, Derwent Valley Medical Practice and/ or The Park Medical Practice	IC1 (Social and Community Facilities) HA4 (Royal Hill Road)	Discussions with the Derby and Derbyshire Integrated Care Board	£92,178	1-5 years	Developer Derby City Council	TBC	Developer Contributions	To be paid on or before the occupation of 25% of dwellings Agreed provision in line with the outline permission granted on site (reference 23/01631/OUT)
The provision of or improvements to Horizon Health Care (Mackworth and Burton Road sites), Vernon Street Medical Centre, Park Farm Medical Centre (Mian and Vernon Street sites), Mickleover Centre, and/ or Mickleover Surgery.	IC1 (Social and Community Facilities) HA6 (Kingsway Boulevard)	Discussions with the Derby and Derbyshire Integrated Care Board	£1,000 per dwelling	1-5 years	Developer Derby City Council	TBC	Developer Contributions	To be paid on/ before commencement date Agreed provision in line with the outline permission granted on site (reference 25/01377/OUT)

¹¹ [Planning Obligations Supplementary Planning Document](#)

¹² [Appendix B Financial Contributions Matrix](#)



9. Social & Community Infrastructure

BACKGROUND TO SOCIAL & COMMUNITY INFRASTRUCTURE	
Providers/ Partners	Derby City Council, faith groups, community groups
Existing Capacity and Recent Provision	There are currently 26 Community Centres in Derby owned by Derby City Council and run by individuals or community groups. There are 15 libraries located across the city run by Derby City Council. The Council also runs a Home Library Service, delivering books to some sheltered housing schemes and care homes. Derby has three operating theatre venues – Derby Theatre, Derby Arena, and the Chapel Street Arts Centre. The Guildhall Theatre is currently closed for refurbishment after receiving a £10 million grant from the government's Levelling Up Fund. Derby also has three multi-screen cinemas. This includes the Quad, a cinema, gallery, café bar, digital resource and workshop. The Derby Arena is also a venue for Cultural events, exhibitions and conferences. A scheme to redevelop the Assembly Rooms site after the car park fire in 2014 is currently being considered. One aspect of this scheme includes a new multi-purpose live music/ community venue. There are 3 museums in the City, managed by the Derby Museums Trust - Pickford's House Museum on Friar Gate, Derby Museum and Art Gallery located on The Strand and the Silk Mill located on Silk Mill Lane. There are a multitude of places of worship across the city that provide spaces for different religious groups Derby County Football Club is based at the Pride Park Stadium and offers conference facilities and space for other sporting events. Derbyshire County Cricket Club is based at the OurCoop County Ground at Racecourse Park; the site also offers conference facilities. The City Council runs the Derby Arena and Springwood Leisure Centre. The Gayton Pool in Littleover is managed on behalf of the Council by a subsidiary of the Lonsdale Swimming and Sports Trust, who also run the Lonsdale Swimming Pool in Mickleover. The Moorways Sports Village opened in 2022 and offers facilities such as a 50-metre swimming pool, water park, soft play, a gym, athletic track and footpath pitches. Moorways

	Sports Village is managed on behalf of the Council by Everyone Active. The City Council maintains facilities for golf, cricket, football, hockey, rugby union and gymnastics. A number of private health centres, sports halls, swimming pools and bowling greens also add to the City's leisure provision. The Derby Market Hall reopened in May 2025 following a £35.1 million restoration. The market is managed by Derby City Council and offers permanent retail stalls, street food, an on-site distillery, and event space. The outdoor Allenton Market also provides fresh produce and general goods. The Council currently require developer contributions from residential developments of 50 dwellings or over to contribute towards community facility provision. Community centre contributions are determined on a cost per person basis for new or improved facilities, as per the Financial Contributions Matrix¹³. Contributions are sought for three types of sport facilities – health and fitness suites, swimming pools, and sports halls – dependent on the provision required.
Underlying Demand Trend	The proposed level of growth will have an impact on the existing social and cultural facilities in the city. For example, an increase in population could result in an increase in the number of residents who wish to participate in sporting activities, thus putting pressure on existing indoor sports facilities and playing pitches; more people may want to make use of their local library or place of worship, putting pressure on existing capacity.
Non-Developer Funding Sources	Sport England, Derby City Council, Derby University, private leisure providers, faith groups and performing groups.
Developer Funding Arrangements in Place	Individual negotiations from planning applications in terms of Section 106 and CIL.

¹³ [Appendix B Financial Contributions Matrix](#)

Infrastructure Requirement	LP Policy Link	Evidence Base/ Justification	Indicative Cost	Timeframe for Delivery	Delivery partners	Priority	Funding Source	Notes
Provision of or improvements to Spondon Village Hall	HA4 (Royal Hill Road)	Derby City Council	To be determined dependent on the reserved matters application, subject to the methodology of the Planning Obligations Supplementary Planning Document ¹⁴ and the Financial Contributions Matrix ¹⁵ .	TBC	Developer Derby City Council	TBC	Developer Contributions	Agreed provision in line with the outline permission granted on site (reference 23/01631/OUT)
Provision of or improvements to Bramblebrook Community Centre	HA6 (Kingsway Boulevard)	Derby City Council	To be determined dependent on the reserved matters application, subject to the methodology of the Planning Obligations	TBC	Developer Derby City Council	TBC	Developer Contributions	Agreed provision in line with the outline permission granted on site (reference 25/01377/OUT)

¹⁴ [Planning Obligations Supplementary Planning Document](#)

¹⁵ [Appendix B Financial Contributions Matrix](#)

			Supplementary Planning Document ¹⁴ and the Financial Contributions Matrix ¹⁵ .					
Provision of or improvements to Derby Arena, Moorways Sports Village, Hayton Swimming Pool and other facilities capable of serving of application site	HA4 (Royal Hill Road)	Derby City Council	To be determined dependent on the reserved matters application, subject to the methodology of the Planning Obligations Supplementary Planning Document ¹⁴ and the Financial Contributions Matrix ¹⁵ .	TBC	Developer/s Derby City Council	TBC	Developer Contributions	Agreed provision in line with the outline permission granted on site (reference 23/01631/OUT)
	HA6 (Kingsway Boulevard)							Agreed provision in line with the outline permission granted on site (reference 25/01377/OUT)
Provision of new or enhancement of the existing community centres and built sport facilities	IC1 (Social and Community Facilities)	Derby City Council	To be determined on a site-by-site basis, subject to the methodology of the Planning Obligations Supplementary	2023 to 2043	Developer/s Derby City Council	TBC	Developer Contributions	

			Planning Document ¹⁴ and the Financial Contributions Matrix ¹⁵ .					
Provision of new or enhancement of the existing libraries	IC1 (Social and Community Facilities)	Derby City Council	To be determined on a site-by-site basis, subject to the methodology of the Planning Obligations Supplementary Planning Document ¹⁴ and the Financial Contributions Matrix ¹⁵ . Contributions negotiated based on costs of improvements required.	2023 to 2043	Developer/s Derby City Council	TBC	Developer Contributions	Although existing provision is likely to be sufficient, circumstances may arise where existing library facilities are unable to cope with the demand from the new population.



10. Green & Blue Infrastructure

BACKGROUND TO GREEN & BLUE INFRASTRUCTURE	
Providers/ Partners	Derby City Council, Derbyshire County Council, Derbyshire Wildlife Trust, Natural England.
Existing Capacity and Recent Provision	Parts of the Derby/Nottingham Green Belt can be found to the north of Allestree, to the north and east of Spondon and to the south-east of Chellaston. There are 11 Green Wedges in Derby. Each wedge has two functions - defining the City's various neighbourhoods and providing a link between the urban core and the surrounding countryside. There is also one Green Gap in Derby, located between Mickleover and Littleover, those primary function is to separate distinct neighbourhoods without a direct link to the surrounding countryside. The city contains the following types of open space: • 49 parks, including City, District and Neighbourhood Parks • 64 Local Wildlife Sites • 10 Local Nature Reserves • 11 Locally Important Geological Sites • 29 allotments which, in total, covers 63.64 hectares • 6 cemeteries • 90 play areas The city also contains one Site of Special Scientific Interest (SSSI) located at Boulton Moor, designated for its geological value. The Derbyshire and Derby Local Nature Recovery Strategy (LNRS) provides an important evidence base for the planning and delivery of green infrastructure, identifying priorities for habitat creation, ecological connectivity and biodiversity enhancement. The IDP will have regard to the LNRS in identifying opportunities to deliver nature recovery alongside sustainable development and infrastructure investment. The Council has commissioned a Playing Pitch Strategy to identify existing and future shortfalls in playing pitch provision and quality. The Local Plan for Derby has regard to a public green space standard of 3.8 hectares per 1000 people; this standard is made up of Local Nature Reserves and wildlife sites, parks, allotments, outdoor sports facilities and Amenity Green Space. This figure is broken down to require the following:

	• Amenity Green Space of 1.4 hectares per 1,000 population • Major Open Space of 2.4 hectares per 1,000 population There is a contrast in the provision of public green spaces across the City, particularly within the City Centre. The City Council currently require developer contributions from developments to contribute towards open space provision. The current Planning Obligations Supplementary Planning Document¹⁶ requires a contribution for: • Amenity Green Space 10 dwellings or more • Major Public Open Space 25 dwellings or more
Underlying Demand Trend	The proposed level of growth will place additional pressures on existing open space, biodiversity assets and sports facilities and potentially affect the setting of heritage assets. The need to provide a viable and deliverable development strategy will require the development of some greenfield sites both within and on the edge of the City; this includes land currently identified as 'Green Wedge'.
Non-Developer Funding Sources	Derby City Council
Developer Funding Arrangements in Place	Individual negotiations from planning applications in terms of Section 106 and CIL.

¹⁶ [Planning Obligations Supplementary Planning Document](#)

Infrastructure Requirement	LP Policy Link	Evidence Base/ Justification	Indicative Cost	Timeframe for Delivery	Delivery partners	Priority	Funding Source	Notes
Public green space provision	EN1 (Green and Blue Infrastructure) EN3 (Open Space, Sport and Recreation Buildings)	Derby City Council	To be determined on a site-by-site basis, subject to the methodology of the Planning Obligations Supplementary Planning Document ¹⁷ and the Financial Contributions Matrix ¹⁸ .	2023 to 2043	Developer Derby City Council	TBC	Developer Contributions	The provision of public green space will be determined on a site-by site basis and assessed. Provision may be provided on-site or through improvements to existing facilities.
Playing pitch provision	EN3 (Open Space, Sport and Recreation Buildings)	Derby City Council emerging Playing Pitch Strategy	TBC	2023 to 2043	Developer Derby City Council	TBC	TBC	

¹⁷ [Planning Obligations Supplementary Planning Document](#)

¹⁸ [Appendix B Financial Contributions Matrix](#)



11. Flooding & Drainage

BACKGROUND TO FLOODING & DRAINAGE	
Providers/ Partners	Derby City Council, Severn Trent Water & the Environment Agency
Existing Capacity and Recent Provision	The Derwent Valley Aqueduct is a 200-kilometre fresh water supply pipeline in the East Midlands which supplies water to the cities of Nottingham, Derby and Leicester and via the Riven Tunnel to Sheffield. The major reservoirs in the Derwent and Dove valleys and several river abstractions provide the majority of water supplying Derby and the Derby HMA. Derby lies within the Strategic Grid Zone which is the largest water resource grid in Severn Trent's area. Severn Trent's Water Resource Management Plan (WRMP4)¹⁹ highlights the pressures facing the company. Overall, future pressures mean that there is a likely future supply/demand deficit of 290MI/d by 2040, growing to 600MI/d by 2050. This deficit is being driven by a number of factors including increased demand, climate change and reductions in water available to abstract due to licence capping requirements. The City Council's Level 1 Strategic Flood Risk Assessment (SFRA1) highlights flooding from a number of sources in the city. Fluvial flooding from the River Derwent and other watercourses in the city was highlighted along with surface water and sewer flooding. The City Council's Level 2 Strategic Flood Risk Assessment (SFRA2) considers in more detail the risk of flooding in the City Centre. The Our City Our River (OCOR) project is a joint City Council and Environment Agency scheme which will create new flood defences along the River Derwent. Package 1 has been completed while Package 2 is being constructed now. It is envisaged that Package 3 will be delivered once funding has been secured. Development sites within the OCOR area are required to provide flood defences on-site, secured via planning condition or Section 106. The Derby HMA Outline Water Cycle Study²⁰ indicated that the Raynesway Wastewater Treatment Works has capacity to accommodate future development. However, the Study did highlight current capacity issues in the sewer infrastructure, particularly to the south of the City. As a result, Severn Trent are

¹⁹ <https://www.severntrent.com/about-us/our-plans/water-resources-management-plan/>

²⁰ <https://www.derby.gov.uk/media/derbycitycouncil/contentassets/documents/environmentandplanning/planning/localplan/part1/corestrategyexamination/DerbyCityCouncil-2010Watercyclestudypart1.pdf>

	exploring ways improve the existing sewer network to increase capacity and reduce the risk from flooding. The Outline Water Cycle Study also highlighted water quality issues, particularly from elevated nutrient levels; these are likely to be a result of agricultural/urban run-off as well as sewage discharge. The provision of Sustainable Drainage Systems (SuDS) is generally secured via planning condition, however, necessary off-site SuDS for flood management will require developer contributions. The City Council currently require developer contributions from developments of 11 dwellings or more (and 1000 sqm floor space or more for major commercial development) to contribute towards these Sustainable Drainage Systems.
Underlying Demand Trend	It is predicted that the occurrences of severe flooding events from watercourses will increase due to the impact of climate change. In addition, the occurrences of flooding from sewers and surface water run-off will increase.
Non-Developer Funding Sources	Various Public and Private bodies that are involved in the sector
Developer Funding Arrangements in Place	Individual negotiations from planning applications in terms of Section 106 and CIL.

Infrastructure Requirement	LP Policy Link	Evidence Base/ Justification	Indicative Cost	Timeframe for Delivery	Delivery partners	Priority	Funding Source	Notes
Provision of Sustainable Drainage Systems (SuDS)	CL1 (Flood Risk and Water Management)	Derby City Council	To be determined on a site-by-site basis, subject to the Strategic Flood Risk Assessment, methodology of the Planning Obligations Supplementary Planning Document ²¹ and the Financial Contributions Matrix ²² .	2023 to 2043	Developer Derby City Council	TBC	Developer Contributions	The provision of SuDS will be determined on a site-by site basis to ensure development is flood resilient and not lead to an increased risk elsewhere. Provision may be provided on-site/ off-site to the standards of the Council.
Our City Our River Package 2	CL1 (Flood Risk and Water Management) CL2 (Our City Our River)	Our City Our River Masterplan Derby City Council's Level 1 Strategic Flood Risk Assessment	TBC	Tentative 2023 to 2027	Derby City Council is the lead organisation working in partnership with the Environment Agency	TBC	DEFRA/ Environment Agency Derby City Council	Located at Breadsall, Darley Abbey Mills Bridge, all sites between North Riverside and Meadow Lane, and sites at Derby Junction Railway Bridge, Pride Park, Ambaston and Shardlow.
Our City Our River Package 3	CL1 (Flood Risk and	Our City Our River Masterplan	TBC	TBC	Derby City Council is the lead	TBC	DEFRA/ Environment Agency	Located from Chaddesden Sidings and Triangle and Raynesway on the north

	Water Management) CL2 (Our City Our River)	Derby City Council's Level 1 Strategic Flood Risk Assessment			organisation working in partnership with the Environment Agency		Derby City Council	side of the river, plus Alvaston Park on the south side of the river.
Implementation of OCOR adjacent to Rolls Royce Submarines	CL1 (Flood Risk and Water Management) CL2 (Our City Our River) E8 (Rolls-Royce Operations)	Our City Our River Masterplan Derby City Council's Level 1 Strategic Flood Risk Assessment	TBC	TBC	Rolls Royce Environment Agency Derby City Council	TBC	Developer-led	

²¹ [Planning Obligations Supplementary Planning Document](#)

²² [Appendix B Financial Contributions Matrix](#)



12. Utilities

BACKGROUND TO UTILITIES

Providers/ Partners	National Grid, National Gas, mobile network and broad operators, British Telecom.
Existing Capacity and Recent Provision	The Department for Energy Security and Net Zero estimated Derby's total kilotonnes of carbon dioxide equivalent emissions in 2024 to be 1,064 across all sectors. The Derby Energy Network is an emerging low-carbon energy project to capture waste heat from local industry to supply several buildings across the city. Ofcom's 2026 Connected Nations data²³ examines the provision of Broadband across the country. It reports that Derby 87.7% of premises have full fibre availability and 97.7% have gigabit availability. 99.7% of premises were also found to have Super-Fast Broadband availability. This coverage is above the UK average. Fibre coverage in the city has seen significant improvements in recent years due to the partnership between the Council and CityFibre to rollout gigabit-speed connections. Currently in the UK, there are two predominant types of mobile network: 4G and 5G. The 3G network was decommissioned between 2024-2026, and the 2G network remains operational, but is mandated to be phased out by 2033. 4G networks provide voice and data services and was primarily designed for mobile access. 5G is the latest mobile standard and is designed for higher speed connections across a range of devices; the roll out of this network has expanded to cover between 61% and 79% of outside premises as of 2026. There are four Mobile Network Operators in the UK (EE, O2, Vodafone, and Three). Information provided by Ofcom's 2026 Connected Nations indicates that coverage of 4G outdoor mobile and data signal from all 4 major operators is 100% in Derby (and 99.9% for indoor connectivity). Ofcom's 2026 data also indicates that 85.32% of Derby's premises receive an outdoor coverage of high confidence 5G network connection across all four mobile network operators. This is currently above the average UK availability of 63.85%.

²³ <https://www.ofcom.org.uk/phones-and-broadband/coverage-and-speeds/connected-nations-update-spring-2026>

Underlying Demand Trend	The National Infrastructure Plan²⁴ recognises that “each new home requires connections to water, wastewater, energy, transport and digital networks. Without this infrastructure, the homes that the country needs will not be delivered” It should be noted that utility connections are a prerequisite for development and are secured through statutory duties with relevant providers. As such, this IDP focuses on the need for new infrastructure and upgrades to the wider network, where necessary.
Non-Developer Funding Sources	Government initiatives, National Grid, Derbyshire County Council, Derby City Council, EMCAA
Developer Funding Arrangements in Place	Individual negotiations from planning applications in terms of Section 106 and CIL.

²⁴ <https://www.gov.uk/government/publications/uk-infrastructure-a-10-year-strategy>

Infrastructure Requirement	LP Policy Link	Evidence Base/ Justification	Indicative Cost	Timeframe for Delivery	Delivery partners	Priority	Funding Source	Notes
Reinforcement and expansion of electricity and gas transmission network capacity, where required.		Derby City Council	TBC	2023 to 2043	National Grid National Gas	TBC	TBC	Discussions are ongoing.
Wastewater network and treatment works upgrades, where required.		Derby City Council	TBC	TBC	Severn Trent	TBC	TBC	Discussions are ongoing.
Utility easements, diversion and protection works, where required.		Derby City Council	TBC	TBC			TBC	Discussions are ongoing.



13. Waste Management

BACKGROUND TO WASTE MANAGEMENT

Providers/ Partners	Derby City Council, Private Contractors
Existing Capacity and Recent Provision	Derby City Council is a Waste Collection and Waste Disposal Authority. Derbyshire and Derby City's revised Joint Municipal Waste Management Strategy, 'Dealing with Derbyshire's Waste'²⁵, was published in the autumn of 2014. It sets out a vision and framework to help manage waste sustainably for the communities of Derbyshire and Derby City up to 2026. A new Derbyshire and Derby Waste Local Plan is currently under preparation, which will guide decisions on any planning applications for waste management developments up to 2040. Derby City Council operates kerbside waste collection and, in conjunction with Nottingham City Council, provides a waste a recycling service to more than 1,600 businesses across the city. In addition the Council also provides a clinical waste collection service. In addition to the black, brown and green bins, the City Council recently introduced a food waste collection service as of March 2026. The Raynesway Household Waste and Recycling Centre (HWRC) is Derby's main site for residents to recycle and dispose of household waste safely and responsibly. The Reuse Raynesway Shop is part of the HWRC and allows residents to donate your unwanted, good quality items which are then sold at the fraction of buying new.
Underlying Demand Trend	With the level of housing proposed in and adjacent to Derby, there is a need to re-assess the waste capacity of the City and attempt to increase the infrastructure capacity.
Non-Developer Funding Sources	Derbyshire County Council, Derby City Council and private businesses
Developer Funding Arrangements in Place	Individual negotiations from planning applications.

²⁵ <https://www.derbyshire.gov.uk/environment/rubbish-waste/waste-strategy/derbyshires-waste-strategy-to-2026.aspx>

Infrastructure Requirement	LP Policy Link	Evidence Base/ Justification	Indicative Cost	Timeframe for Delivery	Delivery partners	Priority	Funding Source	Notes
At this stage, no strategic waste management infrastructure projects have been identified as being directly required to support the Local Plan. The focus is on ensuring that new development is appropriately designed to accommodate waste storage and collection, while the Council continues to monitor the implications of growth for operational waste services and future infrastructure requirements.		Derby City Council	TBC	2023 to 2043	TBC	TBC	TBC	Discussions are ongoing.