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Derby City Council Local Plan

Sustainability Appraisal Regulation 18 Interim Report

Derby City Council

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Making Sustainability Happen

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Basis of Report

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Table of Contents

Tables in Text

Figures in Text

Appendices

Appendix A   Baseline and Review of Plans, Policies and Programmes

Appendix B   RAG Assessment Criteria

Appendix C   Spatial Options Assessment

Appendix D   Policy Assessment

Appendix E   Site Assessment

1.0   Introduction

1.1   Overview

Derby City Council (DCC) are in the process of developing their new Local Plan. The new Local Plan will set out how development will be planned and managed across the city from 2023 to 2043.

The new Local Plan will set a vision for the city's future, identifying where new homes and jobs should go, which areas need protecting and the planning policies that will guide decisions. The Local Plan aims to help to make Derby a vibrant, prosperous and sustainable place to live and work for years to come.

The city boundary and the spatial extent of the new Local Plan is set out in **Figure 1-1**.

Figure 1-1: Derby City Boundary
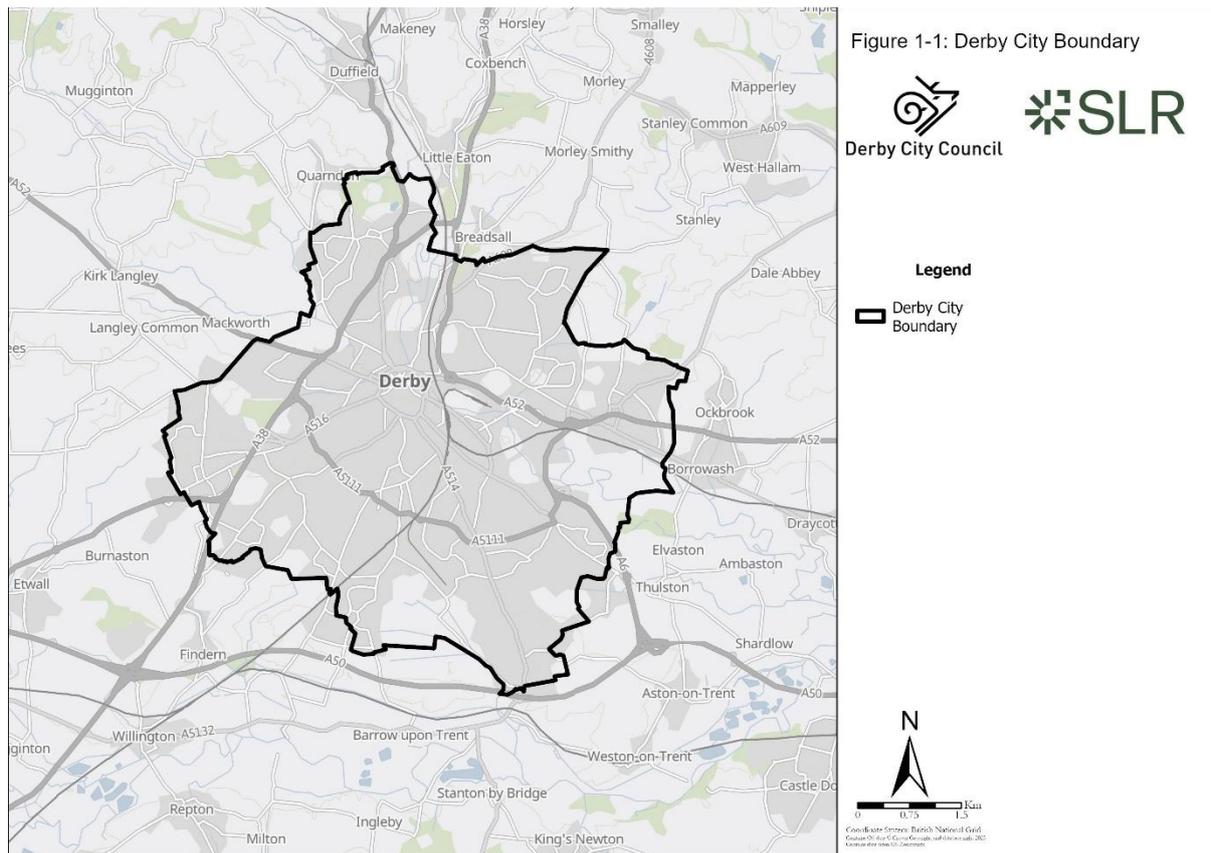
1.2   Local Plans

Section 3 of the National Planning Policy Framework (NPPF)[1] requires that each local planning authority should prepare a local plan for its area, which guides decisions on future development proposals and addresses the needs and opportunities of the area.

Topics that local plans usually cover include housing, employment and shops and they also identify where development should take place and areas where development should be

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[1] UK Government (2025) National Planning Policy Framework. Available at:
https://www.gov.uk/government/publications/national-planning-policy-framework--2

restricted. Once in place, local plans become part of the statutory development plan, which is the starting point for determining local planning applications.

Paragraph 15 of the NPPF states that the 'planning system should be genuinely plan-led. Succinct and up-to-date plans should provide a positive vision for the future of each area and a framework for addressing housing needs and other economic, social and environmental priorities'.

Part 2 of the Town and Country Planning Regulations 2012[2] makes provision in relation to the local plan and supplementary planning documents. Parts 4 and 5 of these regulations prescribe the form and content of local plans and supplementary planning documents (to be prepared by local planning authorities) and prescribes which documents are to be local plans.

1.3   Sustainability Appraisal

Strategic Environmental Assessment (SEA) in England is mandated by the SEA Regulations[3].The SEA Regulations aim at a high level of protection of the environment, and to integrate the consideration of the environment into the preparation and adoption of plans and with a view to promoting sustainable development.

A Sustainability Appraisal (SA) of Development Plan Documents (DPDs) is required under Section 19 of the Planning and Compulsory Purchase Act 2004. The SA must incorporate the requirements of the SEA Regulations. The SEA Regulations transpose the SEA Directive (2001/42/EC) into English law and applies to a range of plans and programmes, including DPDs. The purpose of the SEA Regulations is to ensure a high level of environmental protection and to integrate the consideration of the environment into the preparation and adoption of plans, with a view to promoting sustainable development. Within the context of local planning in England, it is accepted practice to integrate the requirements of SA and SEA into a single assessment process as set out in the NPPG (updated 2024)[4].

The purpose of SA is to appraise the environmental, social and economic effects of plans and programmes. The SA 'testing' of the DPD policies and their reasonable alternatives will help to develop the most sustainable policies and proposals as an integral part of the plan's development.

The Local Plan objectives, policies, development sites and alternatives will be appraised against a set of objectives to identify whether there is the potential for significant effects (either positive or negative) and recommendations will be put forward to mitigate any significant negative effects. Guidance for SA sets out an objectives-led, staged process.

1.4   Purpose of this Report

This report sets out the second stage of the SA/local planning process, which is the assessment of the draft Local Plan and preparation of the Interim SA Report. This report includes the following:

- **Section 2:** Context of the draft Local Plan;

- **Section 3:** SA Methodology;

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[2] The Town and Country Planning (Local Planning) (England) Regulations 2012. Available at: https://www.legislation.gov.uk/uksi/2012/767/contents

[3] The Environmental Assessment of Plans and Programmes Regulations 2004. Available at: https://www.legislation.gov.uk/uksi/2004/1633/contents

[4] National Planning Practice Guidance (NPPG) https://www.gov.uk/government/collections/planning-practice-guidance

- **Section 4:** Identification of Sustainability Issues and Opportunities and the SA Framework;

- **Section 5:** Assessment of the draft Spatial Strategy and Alternatives;

- **Section 6:** Assessment of the draft Policies and Alternatives;

- **Section 7:** Assessment of the draft Sites and Alternatives;

- **Section 8:** Assessment of Cumulative Effects;

- **Section 9:** Mitigation, Enhancement and Monitoring Measures;

- **Section 10:** Recommendations; and

- **Section 11:** Next Steps.

2.0   The Derby City Council Local Plan

2.1   Background

The current Local Plan, adopted in July 2017, along with saved policies from the 2006 plan, sets out Derby's growth strategy through to 2028. National planning regulations require councils to review their Local Plans at least every five years, to ensure they remain effective and up to date.

DCC began reviewing the plan in 2022 and concluded a full new Local Plan would be required to effectively address the city's development needs, working with neighbouring councils to consider the entire surrounding area, ensure the plan is in line with significant national policy changes and ensure policies are applicable to the current state of Derby.

The new Local Plan will set the planning framework for Derby over the next 20 years. It will address:

- Housing needs: how much, where, and what type;

- Employment and economic development;

- The future of Derby city centre;

- How to conserve and enhance the historic environment;

- Transport, infrastructure, and community facilities;

- Environmental protection and climate resilience; and

- How planning decisions are made and managed.

2.2   Work to Date

In order to develop the new Local Plan, DCC undertook an initial round of public consultation to establish the priorities, issues, options and opportunities for the new Local Plan[5]. This consultation was undertaken in Spring 2024 for 6 weeks and provided an anonymous survey for respondents to feed into. The feedback from this consultation has been taken into account when developing the Local Plan's vision, objectives and policies.

This consultation showed that the issues with the highest levels of support were:

- Parks, open spaces and places for nature;

- Living somewhere that is attractive and feels safe;

- Access to services that are close by (such as GPs and schools);

- Protecting historic environment (including World Heritage Site, listed buildings and Conservation Areas); and

- Less reliance on cars, more high-quality safe routes for walking, wheeling and cycling.

Additionally, consultation showed that the most prominent issues and themes respondents wished to be considered within the new Local Plan's vision and objectives were housing and buildings, Green Wedge / Green Belt, and public transport / active travel.

Following this consultation, SLR, on behalf of DCC, produced an SA Scoping Report, which set out the scope and level of detail of the information that will be included in the SA,

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[5] Let's Talk Derby, Local Plan for Derby (LPD). Available at: https://letstalk.derby.gov.uk/local-plan

including the baseline of relevant topics and a review of relevant plans, policies and programmes (see **Appendix A**). This marked the first stage (Stage A) of the SA process (see **Section 3**). The SA Scoping Report was consulted on with statutory consultees (Natural England, Historic England and the Environment Agency) from September – October 2025. Consultation comments on the Scoping Report were considered, changes were made to the scoping information and a final Scoping Report was issued in October 2025.

2.3 Draft Local Plan Vision and Objectives

The draft Spatial Vision describes how Derby will maintain its health and vibrancy whilst strengthening its offer to residents and those coming to live and work here by the end of the Plan period.

The draft Vision for Derby is split into the city centre and parts of the city outside the city centre. The overarching draft vision is:

"By 2043, Derby will be an attractive, thriving, healthy, lively city of growth, opportunity and innovation for all. It will be recognised nationally and internationally as one of the UK's foremost high-tech cities underpinned by its portfolio of high value engineering, advanced manufacturing and knowledge-based employment. It will also be recognised as a regional centre for tourism led by an international reputation for creativity in technology and the arts."

The Local Plan's draft Objectives are:

- **OBJ1:** To enhance Derby as an attractive, vibrant and compact liveable city fully accessible by active travel, which has a strong city centre of regional importance, regenerated urban areas and locally distinct neighbourhoods.

- **OBJ2:** To develop stronger, safer and more cohesive communities through the provision of quality housing, employment opportunities, education, health care, open space, sport, recreation, leisure and community facilities to help ensure that everyone has equal life opportunities, feel they belong to their communities and are less likely to take part in anti-social behaviour or commit crime or be in fear of crime.

- **OBJ3:** To reduce Derby's impact on climate change by promoting more sustainable forms of development, especially through the location and design of new development, the promotion of low carbon technologies, renewable forms of energy, recycling, the careful use of resources and minimising waste.

- **OBJ4:** To strengthen Derby's economy by making the city an attractive location for major employers and inward investment, especially high tech and creative industries, by supporting businesses to start up, survive and grow, delivering new communications infrastructure and retaining wealth by ensuring people have the opportunity to obtain the skills necessary to match jobs available.

- **OBJ5:** To make the best use of previously developed land and vacant or under used buildings in urban or other sustainable locations, including bring empty homes back into use and developing tall buildings in appropriate locations.

- **OBJ6:** To support the development of balanced communities by ensuring that new, well designed, sustainable residential development helps to meet the city's housing needs sustainably and continue to work with neighbouring authorities to make the best provision for unmet need.

- **OBJ7:** To protect and improve Derby's natural environment by developing a network of green infrastructure based around our parks and other green open spaces, wildlife sites and open corridors such as the River Derwent, the cycleways and walkways. These will improve biodiversity.

- **OBJ8:** To enhance and strengthen the role of Derby's Green Wedges and Green Gaps by reviewing them, recognising and protecting them in terms of their contribution towards creating a network of Green Infrastructure that improves access to open spaces and the countryside, brings the countryside into the city, defines the character of our neighbourhoods and providing opportunities for supporting education, sport, recreation, healthy lifestyles, biodiversity and adapting to climate change.

- **OBJ9:** To increase the opportunity for people to socialise, play, be physically active and lead healthy lifestyles through a network of high quality, safe and accessible green infrastructure, sporting facilities, walking and cycling and wheeling routes to help Derby become one of the most active cities in the country and tackle health challenges.

- **OBJ10:** To protect and enhance Derby's character and heritage, its historic assets, public realm, inner-city neighbourhoods and established suburbs. All new development will be of the highest quality, accessible, have regard to local context and be appropriate in terms of scale, density and design.

- **OBJ11:** To promote equality and community cohesion, healthy and active lifestyles and support improvements in community safety, particularly for children and young people.

- **OBJ13:** To enhance transport links and accessibility between key land uses including housing, employment, shopping, education, and leisure ensuring that walkability and public transport accessibility are central. Priority will be given to delivering practical and attractive active travel routes, while reducing the necessity for private car use, particularly for commuting.

- **OBJ14:** To enhance the River Derwent corridor as the city's key environmental, cultural, ecological and historic asset, creating a more attractive and welcoming riverside area for Derby residents and visitors, recognising and enhancing the biodiversity value of the River to the city and working in partnership with the Environment Agency to implement the 'Our City, Our River' Programme to improve overall flood protection to surrounding areas.

- **OBJ15:** To ensure a vibrant, accessible and attractive city centre of regional importance: Derby will have a thriving daytime and evening economy, which supports the vitality of the St Peters and Cathedral Quarters and provides improved links to the railway station and new commercial and residential areas.

- **OBJ16:** To 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.

2.4   Draft Local Plan Policies

In total, the draft Local Plan outlines 82 policies across eight groups. The groups and policies have been outlined in **Table 2-1** below.

Table 2-1: Proposed Draft Local Plan Policies

Policy Group	Policy
General Development Principles	GD1: Placemaking Principles
	GD2: Character and Context
	GD3: Amenity

Policy Group	Policy
	GD4: Accessible Places
	GD5: Resilient Places and Community Safety
	GD6: Health and Wellbeing
	GD7: Comprehensive and Coordinated Development
	GD8: Enforcement
	GD9: Infrastructure and Developer Contribution
Housing	H1: Housing Delivery
	H2: Residential Development - General Criteria
	H3: House Extensions
	H4: Affordable Housing
	H5: Looked After Children
	H6: Accommodation for Older People and People with Disabilities
	H7: Proposals Which Would Create a New House in Multiple Occupation
	H8: Student Accommodation
	H9: Self-Build, Custom Build and Community Build Homes
	H10: Gypsies, Travellers and Travelling Showpeople
Economy	E1: New Employment Locations
	E2: Existing Employment Locations
	E3: Local Labour Agreements
	E4: Office Development
	E8: Defined Centres
	E9: Main Town Centre Uses Outside of Centres
	E10: Tourism and Culture
	E11: Managing the Proliferation of Specific In-Centre Uses
Environment	EN1: Green & Blue Infrastructure
	EN2: Dark Infrastructure
	EN3: Open Space, Sport and Recreation Buildings
	EN4: Allotments and Community Gardens
	EN5: Green Belt
	EN6: Green Wedges
	EN7: Green Gaps
	EN8: Biodiversity and Geodiversity
	EN9: Trees and Hedgerows
	EN10: Biodiversity Net Gain
	EN11: Historic Environment
	EN12: Derwent Valley Mills World Heritage Site

Policy Group	Policy
	EN13: Darley Abbey Mills Complex
	EN14: Conservation Areas
	EN15: Listed Buildings and Locally Listed Buildings
	EN16: Heritage Statements of Significance
	EN17: Uses Within Buildings of Architectural or Historic Importance
	EN18: Archaeology
	EN19: Historic Parks and Gardens and Designed Landscapes
	EN20: Advertisements
	EN21: Shopfronts
	EN22: Air Quality
	EN23: Land Contamination
	EN24: Pollution
Climate Change	CL1: Flood Risk and Water Management
	CL2: Our City Our River
	CL3: Sustainable Design & Construction
	CL4: Renewable & Low Carbon Energy
	CL5: Embodied Carbon
Infrastructure and Community	IC1: Social and Community Facilities
	IC2: Cemetery
	IC3: Education Provision
	IC4: Higher and Further Education
	IC5: Communication Infrastructure
Transport and Movement	T1: Active and Sustainable Transport
	T2: Transport Infrastructure
	T3: Servicing, Accessibility and Parking
	T4: Protected Routes
	T5: Electric Vehicle Charging Facilities
	T6: Transport Mobility Hubs
	T7: Safeguarded Areas around Aerodromes (East Midlands Airport)
City Centre	CC1: City Centre Strategy
	CC2: Defining the City Centre
	CC3: City Centre Living
	CC6: Tall Buildings
	CC7: Businesses, Creativity and Learning
	CC8: Shopping, Eating and Drinking
	CC9: Active and Inclusive Frontages
	CC10: Streets and Spaces

Policy Group	Policy
	CC11: City Centre Quiet Zone

2.5   Draft Local Plan Site Allocations

A key part of the local planning process is to identify key sites for development. The Local Plan proposes 26 site allocations, which are set out in **Figure 2-1** overleaf.

All proposed development sites underwent an initial sifting process by DCC which identified potential key constraints and those sites that were reasonable to develop.

It should be noted that some of the proposed site allocations may be subject to further viability testing.

Figure 2-1: Proposed Site Allocations

Figure 2-1: Proposed Site Allocations

3.0 Methodology

3.1 Sustainability Appraisal

As outlined above, the SA process is a systematic process that must be carried out during the preparation of plans and spatial development strategies. Its role is to promote sustainable development by assessing the extent to which the emerging plan, when judged against reasonable alternatives, will help to achieve relevant environmental, economic and social objectives.

An integrated SEA and SA process refers to the fact that the SA adheres to the requirements of the SEA regulations but also fully reflects relevant social and economic issues.

3.2 SA Process and Requirements

The SA process ensures that sustainability issues are considered in a clear and transparent manner. In particular, the SA process ensures a structured and systematic consideration of sustainability issues through its focus on testing and comparing the merits of different plan alternatives as well as consultation with key stakeholders.

The SA has five key stages:

- **Stage A:** Setting the context and objectives, establishing the baseline and
- deciding on the scope (completed in October 2025);
- **Stage B:** Developing and refining alternatives and assessing effects **(the current stage);**
- **Stage C:** Preparing the SA Report (incorporating the Environmental Report);
- **Stage D:** Consultation and decision-making; and
- **Stage E:** Monitoring implementation of the plan or programme.

The SA process is shown in **Figure 3-1**.

Figure 3-1: The SA Process
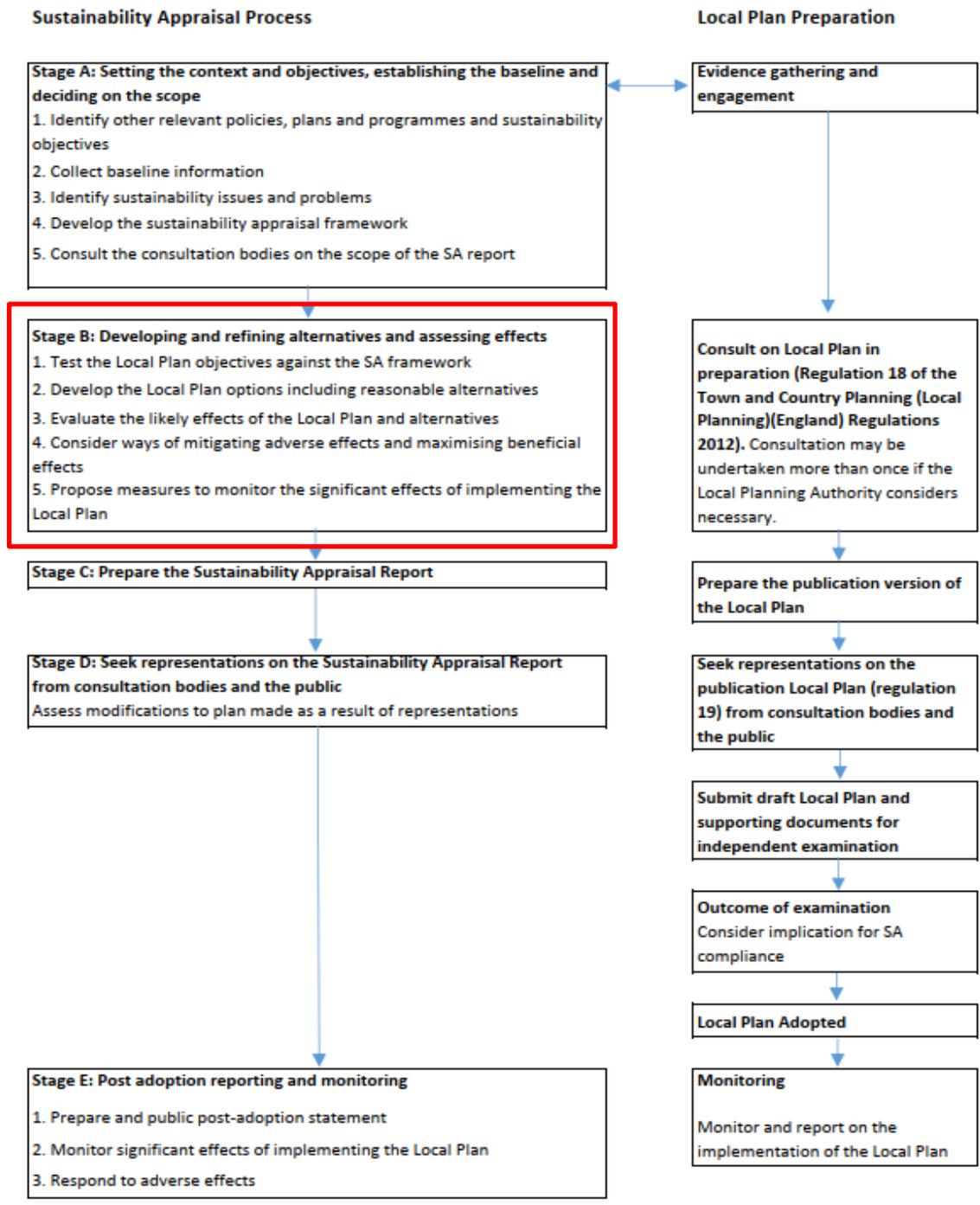
3.3 Habitats Regulations Assessment

In the UK, the Habitats Directive (92/43/EEC) has been transposed into domestic legislation as the Habitats Regulations 2017 (as amended) which requires an assessment of any plans which are likely to have a significant effect on any protected Habitat Sites, i.e. Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Ramsar wetland sites. This is

commonly referred to as a Habitats Regulations Assessment (HRA). This requirement includes strategic plans with an impact on land use.

An HRA screening exercise was undertaken as part of the Regulation 18 draft Local Plan to determine if the sites and preferred policies (either in isolation and/or in combination with other plans or projects) would generate an adverse impact upon the integrity of a Habitat Site, in terms of its conservation objectives and qualifying interests. The findings of the HRA to date can be found in a separate HRA Screening Report. Natural England will be consulted on the findings of the screening exercise.

3.4 SA Report Methodology

Stage B (the current stage) comprises the assessment of the Regulation 18 draft Local Plan against the SA Framework objectives identified within the final Scoping Report.

As per the SEA Regulations, the SA also needs to consider and compare all reasonable alternatives as the plan evolves and assess these against the baseline environmental, economic and social characteristics of the city. Reasonable alternatives are the different realistic options considered by the plan-maker in meeting the objectives of the plan.

The reasonable alternatives spatial options, policies and sites have been assessed .

This Interim SA Report covers the assessment of:

- Spatial strategy and reasonable alternatives;

- Local Plan draft policies and reasonable alternative policies; and

- Site allocations and reasonable alternatives.

3.4.1 Assessment of Effects

The assessment of the spatial strategy, policies, sites and alternatives have all been undertaken using a consistent approach. This approach has considered the following:

- Overall effect significance (negative, positive, uncertain, potential for both negative and positive effect or negligible);

- Nature of effect (direct, indirect);

- Spatial Extent (local, regional, national);

- Reversibility of effect:

  o Reversible: The receptor can return to baseline condition without significant intervention; or

  o Irreversible: The receptor would require significant intervention to return to baseline condition

- Duration (short, medium or long term) – Short term: 0-5 years, Medium term: 5-10 years (up to the end of the plan period) Long term: 10+ years (beyond the plan period).

Table 3-1 sets out the key to the assessment, whilst the detailed assessment criteria are set out in **Appendices C, D and E**.

Table 3-1: Key to Assessment

Effect Significance	Key
Potential for significant positive effects	++
Potential for minor positive effects	+
Potential for minor negative effects	-
Potential for significant negative effects	--
Uncertain effects	?
Negligible	0

It should be noted that where uncertain and negligible effects have been identified, it has not been possible to determine the nature of effect, the spatial extent, the reversibility or the duration of effect. In this instance, these cells have been marked N/A.

3.4.2 Assessment of Spatial Strategy

DCC have identified a preferred spatial strategy, alongside a number of high-level spatial strategy alternatives for the scale and distribution of housing, employment and gypsy and traveller land. **Section 5** of this report, as well as **Appendix C**, presents further information on the spatial strategy options assessment.

3.4.3 Assessment of Policies and Alternatives

The assessment of policies has been undertaken in eight groups, allowing related policies to be assessed together. The assessments identify the outcome of the application of the groups of policies. The findings of the draft policy assessments can be found in **Section 6** and **Appendix D**.

The SEA Regulations require an assessment of the plan and its "reasonable alternatives", in addition to those proposed within the draft plan. The assessment of reasonable alternatives does not need include all possible alternatives, but only those that are realistic.

For example, Derby is significantly constrained by its boundaries and level of existing development and therefore the range of reasonable and realistic SA alternatives are limited.

Reasonable policy alternatives have been identified by DCC officers for some policies and these have assessed to the same level of detail and method. The findings of the policy alternatives can be found in **Section 6.3**.

3.4.4 Assessment of Sites and Alternatives

An initial red, amber, green (RAG) assessment for both the site allocations was undertaken using spatial indicators for each of the SA Framework objectives.

It should be noted that the RAG assessment highlights the potential sensitivity of different indicators, however it does not necessarily mean that indicators are positive or negative. For instance, an area of overall deprivation could be more highly sensitive to change and was therefore awarded a red rating, however development of the site could in turn reduce levels of deprivation. Due to this, professional expertise has been used to review and validate this initial RAG rating to provide the final assessment of each site.

Sites have been assessed individually, using the RAG ratings derived from GIS spatial data and informed by the draft site allocation policies and other policies within the Local Plan which provide mitigation for potential negative effects.

The findings of the sites assessments can be found in **Section 7.3**.

3.4.5   Cumulative Effects

The SEA Regulations require that potential cumulative effects are recorded when identifying likely significant effects. Therefore, a number of plans and policies (local, regional and national) have been reviewed for potential cumulative effects in addition to potential cumulative effects that could occur through the combination of site allocations and policies within the draft Local Plan itself.

In addition, the assessment of sites has considered potential cumulative effects of neighbouring development sites, including those beyond the city boundary.

Potential cumulative effects have been identified in **Section 8** of this report.

3.4.6   Mitigation, Enhancement Measures and Monitoring

The SEA Regulations require that mitigation measures are put forward to prevent, reduce or offset any significant negative effects on the environment as a result of implementing the plan. The measures are known as 'mitigation' measures.

Mitigation measures have been identified in relation to the assessment of policies and site allocations. These include both proactive avoidance of negative and uncertain effects and actions taken after potential effects have been identified. These are set out in **Section 9** of this report.

Section 9 also includes enhancement measures, which aim to optimise positive impacts and enhance sustainability. The mechanism for delivery will ensure the promotion, prevention, reduction and offset of any significant negative effects or enhancement opportunities.

The SEA Regulations also require that monitoring is undertaken on a plan so that the significant effects of implementation can be identified, and remedial action imposed. The purpose of the monitoring is to provide an important measure of the sustainability outcome of the final plan, and to measure the performance of the plan against sustainability objectives and targets. Monitoring is also used to manage uncertainty, improve knowledge, enhance transparency and accountability, and to manage sustainability information.

3.5   Assumptions and limitations

The SEA Regulations require a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of data) encountered in compiling the required information.

Baseline data has been available for Derby, however there are cases where data gaps have been identified. These have been listed for each topic area in **Appendix A**.

The preparation of the Local Plan alongside the SA allows for an iterative process of assessment and refinement in the narrative and policies within the Plan.

The assessment has been undertaken as a desk-based exercise using the baseline information on GIS and as presented within the Scoping Report. No site visits have been undertaken specifically for the purposes of the SA.

SLR have made every effort to ensure that effects are predicted accurately; however, this is inherently challenging given the limited understanding of precisely how the plan will be implemented. Given uncertainties, there is inevitably a need to make assumptions. Assumptions are made cautiously and explained within the assessment text.

In some instances, given reasonable assumptions, it is not possible to predict 'significant effects', but it is possible to comment on merits (or otherwise) of the draft plan and its alternatives in more general terms.

It is also the case that some mitigation is already built into the policies / allocations, due to national policy, and existing planning constraints and protections. Where there is scope for additional mitigation or opportunities for enhancement of sustainability performance, this will be identified through the SA process.

4.0 Identification of Sustainability Issues and Opportunities and the SA Framework

4.1 Introduction

This section sets out the sustainability issues and opportunities for the Local Plan and the SA Framework, against which the Local Plan has been assessed.

Appendix A sets out the Scoping Report baseline and review of plans, policies and programmes.

4.2 Review of plans policies and programmes

A plan may be influenced in various ways by other plans, policies or programmes, or by external environmental protection objectives such as those laid down in policies or legislation. These relationships enable DCC to take advantage of potential synergies and to deal with any inconsistencies and constraints.

The Scoping Report undertook an initial review of policies, plans, programmes, strategies and initiatives that may have an impact on the preparation of relevant policies being reviewed as part of Local Plan preparation. This review has informed both the development of the Local Plan and the SA framework.

A detailed outline of the policy documents, the objectives and the targets reviewed is set out in **Appendix A**.

4.3 Sustainability Issues

The detailed baseline data is contained within **Appendix A**. **Table 4-1** outlines a summary of the information contained within the appendix, specifically key sustainability issues, presented by SA topic. The baseline data in this section and in **Appendix A** was updated following consultation on the SA Scoping Report between September and October 2025.

Table 4-1: Sustainability Issues and Opportunities

SA Topic	Issues and Opportunities
Population and Equality	• The city's population is projected to increase overall, including a sharp increase in older age groups (especially 75+), leading to higher care, housing, and health needs, and a greater proportion of non-working dependents. Planning of infrastructure to meet the needs of an elderly population, such as accessible housing and an elderly care workforce will become more important if this trend continues; • The number of children and young people is decreasing; however, some areas may still face localised school pressures, particularly in primary school places where demand is expected to rise until 2029; • Educational attainment is below the national average, with a high proportion of residents having no qualifications; this is particularly acute in Derby South; • Deprivation is significant, especially in Derby South, where children are disproportionately affected by income deprivation; • Education, income, and employment deprivation levels are high, with large disparities across the city; • There is a need for accessible, well-designed developments to meet the needs of an ageing population and diverse communities, ensuring equitable access to services; and • The city is becoming increasingly ethnically diverse, and this will require culturally inclusive services and engagement approaches.
Human Health	• Air pollution, particularly from PM2.5, presents the greatest environmental risk to health in Derby. Vulnerable groups such as children, older people, and those with pre-existing health conditions are most affected; • Obesity is a significant issue for both adults and children in the city, with Year 6 obesity rates (40.4%) and adult obesity rates (33%) both higher than national and regional averages. Low physical activity levels, particularly among children, increase risks of chronic health conditions such as diabetes; • Around 1 in 5 residents identify as disabled, with rates of disability higher than the East Midlands and England averages. This signifies a need to continue to provide housing (new and existing) that are built to regulation accessible and adaptable standards so that, where appropriate, people with disabilities can live comfortably and independently; • Disability employment rates remain below national and regional averages, despite significant improvement over the last decade; • Life expectancy for both males and females is lower than regional and national averages, reflecting persistent health inequalities; • Mental health indicators have worsened in recent years, with rates of suicide and self-harm higher than the national and regional averages; • Health inequalities are closely linked to deprivation hotspots in the south of the city, where poorer health outcomes are concentrated; and • There is a need to improve opportunities for physical activity and access to open space, particularly in deprived areas, to support better mental and physical health outcomes.
Economy and Employment	• In 2024, average weekly earnings for men in Derby were £103.10 higher for men than for women in full-time roles; • The unemployment rate in Derby is above the East Midlands and England averages, with female unemployment nearly double the national figure; • The rate of economic activity in Derby is below regional and national averages; 35% of this group want a job, which is a higher proportion compared to regional and national figures; • Employment in professional occupations is below the national average. Employment in admin and skilled trades is also below average, suggesting a gap in mid-level skills. Employment in service and sales roles is significantly higher than the regional and national averages; • The majority of enterprises in Derby employ fewer than 10 staff, creating vulnerability to business closure and associated job losses. Small business dominance means resilience is dependent on improving business survival rates, particularly in volatile economic conditions; • There is a significant reliance on a small number of large employers; • There is a disparity between earnings of residents of the City and those of City employees, higher earners don't always live within the City • High vacancy rates, driven by competition from Derbion, Wyvern, Kingsway Retail Parks and the Meteor Centre, and online retail trends, suggest a need for city centre regeneration and diversification; • Strategic sites such as Infinity Park Derby and Derby Commercial Park offer major opportunities for job creation, skills development, and sector diversification, especially in advanced manufacturing, green industries, and logistics; • Nearly half of Derby's workforce commute to work by private car or van, contributing to congestion and emissions; and • Nearly a quarter of residents work mainly from home, indicating a need for strong broadband infrastructure to support hybrid working.
Crime and Safety	• Derby's crime rate is significantly higher than regional and national averages; • Violence and sexual offences are the most common crimes, followed by anti-social behaviour and shoplifting; • Drug offences have risen sharply, indicating growing concerns around supply and misuse; • Sexual offences and shoplifting have increased, while other theft offences have declined; and • Anti-social behaviour remains a persistent issue across communities. There are opportunities for the Local Plan to positively influence design, to reduce fear of crime and anti-social behaviour.
Housing	• The number of households in Derby is projected to grow by 3.76% from 2018 to 2028, significantly below regional and national averages;

SA Topic	Issues and Opportunities
	• There has been a decrease in home ownership and a rise in private renting, suggesting affordability pressures, especially for younger residents; • There has been significant growth of people on the waiting list for affordable housing over the past decade, and affordable housing demand, especially for social rented properties are high • Property prices in Derby rose by 6.7% from 2024 to 2025, with flats seeing the highest increase, though overall prices remain below regional trends; • Derby remains more affordable than the East Midlands and national averages, particularly for first-time buyers and lower-income households. Rental prices are moderate, with one-bedroom properties averaging £510/month and four-bedroom homes at £1,137/month; • Over 2,200 households sought homelessness support in the past year, with more than 500 individuals identified as sleeping rough. Homelessness among refugees has surged by 70%, placing additional strain on local support services; • Fuel poverty affects 17% of households in Derby, higher than both regional (15.1%) and national (13.1%) averages; • The city faces overcrowding pressures, with a high proportion of over-occupied homes and limited supply of larger properties; and • There is a shortfall in Gypsy and Traveller accommodation, with 28 permanent pitches needed to meet current and future demand. Derby's only permanent Traveller site (Imari Park) does not meet assessed needs, prompting consultation on new site options.
Leisure and Recreation	• Physical inactivity levels in Derby are significantly higher than regional and national averages, with 31.5% of residents classified as inactive. A relatively small proportion of the population is moderately active; • Despite the presence of high-quality sports facilities, overall activity levels remain low, suggesting barriers to access or participation; and • Over half of Derby's public green spaces are rated only average in quality, which may limit their appeal and effectiveness in promoting active lifestyles.
Biodiversity and Natural Capital	• There are a range of nature conservation sites (statutory and non-statutory) within the city which require protection from development; • There is a need to ensure development includes habitat creation and enhancement with consideration of the wider landscape and ecological corridors; • There is a need to ensure that the minimum target of 10% BNG is met in developments; • Potential effects on European designated Habitats Sites need to be considered; • There is need to ensure favourable management of protected sites within the city; • There is a need to increase resilience of nature in light of climate change. Green spaces should be joined up, and water resources protected from damage; and • There is a need to prioritise nature recovery across the city, in line with the emerging Derbyshire LNRS.
Landscape and Townscape	• National Character Areas in the city are at risk of degradation from the pressures of new development. Planning policy needs to guide development to ensure it is contextually responsive and reinforces local character; • The city has areas of multiple environmental sensitivity and development should respect its landscape and townscape setting and make a positive contribution to the relationship of rural and urban areas, as well as avoiding encroachment on Green Wedges; • Development has the potential to cause direct and indirect impacts on designated landscapes and townscapes, affecting the character and sense of place; and • Future growth could risk compromising landscape and townscape character and features. However, design that incorporates public realm and green infrastructure principles could play a key role in the enhancement of the natural environment, visual amenity and physical and mental health of the city's people.
Historic Environment	• There are a number of locally, nationally and internationally important heritage assets within the plan area, particularly within the City Centre. These will need to be conserved and enhanced by future development; • Development pressure is likely to be one of the most significant issues for the historic environment, such as housing growth, infrastructure development and climate change (retrofitting); • Designated and non-designated heritage assets in the city could be negatively affected by new development which can erode the quality of the built environment and heritage features or sterilise or lead to the loss of existing heritage assets; • The Derwent Valley Mills World Heritage Site (DVMWHS) and buffer zone are located within the city. This will need to be conserved by future development in order to protect its Outstanding Universal Value. An integrated and sustainable approach will need to be developed in order to meet and promote the transportation and accessibility needs of the DVMWHS and its users; UNESCO maintains vigilance regarding concern about the conservation of the WHS into the future. • Future development within the city will need to respect the setting of local heritage assets; • There are opportunities for enhancing the setting of heritage assets through the development of schemes to reduce traffic noise and enhance accessibility through active forms of transport; and • There are opportunities to preserve and enhance heritage assets, including addressing the needs of heritage at risk.
Air, Noise and Light Pollution	• There is significant reliance on the petrol or diesel-fuelled private cars as the main modes of transport within the city; • The city has one Air Quality Management Area (AQMA) and air pollution levels could be improved; • Air quality issues may be exacerbating inequalities related to air pollution heath issues; • There is the potential for negative effects on health if new development is located near a major source of noise and air pollution, including any existing or new major roads; • There is a need to reduce light pollution and restrict further intensification of light pollution from new developments; and

SA Topic	Issues and Opportunities
	• Air, noise and light pollution could be generated through construction works that occur as a result of growth proposed in the Local Plan.
Water Environment	• Only one of the waterbodies within the city is currently achieving 'Good' overall status. There is subsequently a need to improve water quality; • There is potential for groundwater and surface water pollution as a result of development within the city; • Upgrading existing infrastructure provides the opportunity to improve pollution control for waterbodies, improving water quality; • Increased development near a watercourse (including transport, housing and other infrastructure) can increase flood risk on a local and catchment scale; • Population growth will increase demand on already stressed water resources and waste treatment infrastructure. Sustainable urban drainage systems (SuDS) and water-efficient development are needed to manage future demand and climate change impacts; • Fluvial and surface flooding present the greatest risks in the city; • Where possible, development should be designed to reduce the impacts of flood risk; • SuDS should be used throughout the design process of new developments to limit the risk of flood events causing a detrimental impact to the area; • The physical and chemical quality of water resources is an important aspect of the natural environment and can be negatively affected by pollution associated with surface water runoff from new or existing transport infrastructure, as well as by changes to waterbodies which can affect their quality as a habitat; and • Climate change is likely to increase the occurrence of flooding from all sources and hence raise the flood risk in Derby City, in addition to existing residual flood risk in the event of a breach or failure of the flood defences.
Climate Change and Greenhouse Gases	• It is important to become more resilient to the wider effects of climate change through adaptation measures. New developments need to minimise vulnerability and provide resilience to climate change, including implementing adaptation measures in respect of rising temperatures, water scarcity and extreme weather events, particularly heavy rainfall/flooding and heat waves; • Green Infrastructure presents opportunities to address multiple climate change issues through multifunctional spaces; • New development will need to incorporate SuDS to sustainably reduce flood risk, particularly due to climate change exacerbations of flood events; • New developments will need to incorporate low-carbon and renewable energy to minimise carbon emissions; • Transport and domestic emissions are the main contributors of CO_2 in the city; and • There is a need to work with communities to build resilience to the effects of climate change. • There has been an increase in renewable energy supplies across the city; • There has been changes in household energy demand due to seasonal temperature changes; • The Local Plan should facilitate renewable energy generation and reduce demand for energy use through energy efficiency; • Policies should ensure that developments are designed to be net zero, or net zero enabled, to aid in achieving net zero targets; • The Local Plan should facilitate the adaptation of existing buildings for higher summer temperatures, increased weather intensity, and improved energy performance; and • There is an expected switch towards electric transport and heating.
Transport and Accessibility	• There is a significant reliance on the petrol or diesel-fuelled private car as the main mode of transport within the city; • The proportion of workers using sustainable transport to get to work is currently low and can be improved; • The number of Electric Vehicle (EV) charging points is not currently sufficient to meet the needs of residents; • Uncertain growth in private car ownership could contribute to further air pollution, and associated impacts on climate, human health and biodiversity; and • There is a need to encourage more walking and cycling, including making improvements to safe and direct cycling routes across the city, to reduce high levels of private car use and existing congestion issues.
Geology and Soils	• The growing population and associated need for development is likely to increase the use of mineral resources; • Non-recycled materials are a finite resource, and materials will be required for new housing developments to meet the demands of a growing population; and • There is a need to protect Green Belt and Green Wedge land from development, prioritising brownfield land.
Waste	• Local Authority Collected Waste (LAWC) is currently managed through landfill, recycling, composting, and incineration; • Recycling rates for DCC are above the national average; • The quantity of household waste produced has increased in recent years; and • In order to implement the circular economy, new developments need to ensure that there is adequate space for waste separation.

4.4   SA Framework

The review of relevant plans, policies and programmes, collation of baseline information and identification of issues has been used to inform the SA Framework, which is set out in **Table 4-2,** overleaf. The SA Framework is used to test the sustainability of the Local Plan and its alternatives. The SA Framework has been updated in light of comments received during consultation on the SA Scoping Report.

Table 4-2: SA Framework

SA Topic	SA Objective	Supporting questions
Population and Equality	**SA1:** To build inclusive communities by reducing social exclusion, reducing deprivation, promoting equity, equality and respecting diversity, improving local accessibility to healthcare, education, employment, retail facilities and recreational resources (including open spaces and sports facilities).	Will the policy or proposal: • Help to reduce deprivation and the inequality gap? • Ensure all residents have equitable access to health services? • Consider the needs of an aging population? • Ensure new housing is well located, close to a range of services such as shops, schools and employment opportunities? • Improve opportunities for active travel including walking and cycling? • Ensure everyone has access to high quality open space and recreation facilities? • Protect community facilities and improve access to important local services for the most deprived?
Human Health	**SA2:** To improve health and wellbeing and reduce health inequalities, improving quality of life for all.	Will the policy or proposal: • Help to improve health and reduce health inequalities? • Contribute to healthy lifestyles? • Encourage walking, cycling and a reduction in private car use? • Help to ensure health services are provided alongside development? • Protect existing services?
Economy	**SA3:** To deliver economic growth and support the creation of new and retention of existing businesses.	Will the policy or proposal: • Support the growth of higher skilled economic sectors? • Provide new employment premises which meet identified local needs in the area? • Improve business infrastructure, such as broadband and provide attractive sites for modern businesses? • Support the city's retail sector, especially the city centre and other retail centres?
Employment	**SA4:** To create greater employment opportunities, higher value jobs and access to training.	Will the policy or proposal: • Increase job availability? • Increase the quality and choice of local employment? • Improve access to employment centres? • Meet the skills needs and future demand for labour?
Crime and Safety	**SA5:** To reduce crime and the fear of crime for all residents inclusively, improving safety.	Will the policy or proposal: • Help to create streets where people feel safe, particularly after dark? • Make a positive contribution to community cohesion? • Support designing out crime principals? • Reduce levels of crime derivation? • Improve road safety and reduce the number of people killed or seriously injured (KSI) on the roads, particularly children from deprived backgrounds? • Create spaces where women and girls feel safe and included?
Housing	**SA6:** To provide everybody with access to an affordable home which is resilient to the effects of climate change.	Will the policy or proposal: • Support a range of housing types and sizes, including affordable housing units?? • Ensure that there is an adequate supply of housing development land to meet local needs? • Be sustainably designed and resilient to the effects of climate change and designed to meet all needs, for example "Lifetime Homes" standards?

SA Topic	SA Objective	Supporting questions
Leisure and Recreation	**SA7:** To provide better opportunities for people to participate in cultural, leisure and recreational activities.	Will the policy or proposal: • Help to improve access to formal and informal recreation facilities? • Provide opportunities for engagement in a range of cultural activities? • Create new allotments where there is a demand?
Biodiversity and Natural Capital	**SA8:** To protect and improve biodiversity, geo-diversity, including protect and enhance favourable conditions on SSSI's, SPAs, SACs and other wildlife sites and improve connectivity between, and access to, green spaces and functional habitats.	Will the policy or proposal: • Conserve and enhance habitats in the LNRS? • Conserve and enhance species diversity and in particular avoid harm and increase the ranges of protected species? • Provide opportunities for new habitat creation and lead to a net gain in biodiversity? • Protect geo-diversity? • Improve the ecological quality and character of open spaces? • Maintain and enhance woodland cover and management in appropriate areas (e.g. areas of ash dieback)? • Maintain or enhance tree cover? • Protect and promote effective management of SPAs and SACs in the LP area and its surroundings? • Help to protect and enhance other designated sites e.g., SSSIs, Wildlife Sites, LNRs etc? • Improve climate change adaptation through provision of accessible green space or green and blue infrastructure? • Prevent the fragmentation of habitats, provide links between green spaces or help to deliver/support other ecological networks? • Support the natural capital of the city?
Landscape and Townscape	**SA9:** To protect and enhance the character and appearance of the landscape and townscape, including landscape and townscape assets, as well as the area's other natural assets and resources.	Will the policy or proposal: • Protect and enhance landscape and townscape quality, character and distinctiveness? • Avoid loss of, and damage to greenbelt / green wedge land? • Make use of previously used / brownfield land and buildings? • Safeguard individual landscape and townscape features such as hedgerows, ponds, public squares, etc?
Historic Environment	**SA10:** To conserve and enhance the historic environment, heritage assets (including known and unknown archaeological sites) and their settings and maintain and enhance access to cultural heritage for enjoyment and educational purposes.	Will the policy or proposal: • Preserve and enhance the character or appearance of Conservation Areas and their settings? • Preserve or enhance heritage assets and their settings? • Preserve or enhance archaeological features and their settings? • Improve the condition of heritage at risk? • Re-use/retain historic buildings or fabric? • Protect and conserve the Outstanding Universal Value of the DVMWHS?
Air, Noise and Light Pollution	**SA11:** To maintain good local air quality and to minimise noise and light pollution	Will the policy or proposal: • Maintain or improve local air quality? • Encourage the installation of electric vehicle charging points? • Avoid adverse impacts from noise? • Minimise light pollution?
Water Environment	**SA12:** To ensure sustainable management of water resources and to minimise the risk of flooding.	Will the policy or proposal: • Minimise contamination of watercourses and improve water quality in watercourses? • Avoid exacerbating flood risk for any source and be designed to be resilient to flood risk for its lifetime? • Support the use of Sustainable Drainage Systems? • Encourage water efficiency and demand management?

SA Topic	SA Objective	Supporting questions
		• Avoid deterioration and enhance the ecological status of water bodies? • Contribute toward achieving Water Framework Directive objectives?
Climate Change	**SA13:** Adapt to the effects of climate change including flood risk, extreme weather and overheating, and strengthen climate resilience.	Will the policy or proposal: • Minimise flood risk and ensure new development provides sustainable urban drainage? • Ensure new development is designed to withstand future climate change (e.g. overheating and increased storm severity)? • Increase and improve green and blue infrastructure to create a connected network across the city and within the wider area? • Ensure surface and groundwater water resources are used efficiently? • Reduce energy consumption? • Support the delivery of renewable and decentralised energy capacity (including small scale or community energy projects)? • Support energy efficient design?
Greenhouse Gases	**SA14:** To reduce the contribution towards the emission of greenhouse gases.	Will the policy or proposal: • Reduce greenhouse gas (GHG) emissions? • Support the shift towards low carbon technologies and the usage of electric and ultralow emissions vehicles and appropriate infrastructure to support these? • Provide opportunities to access local services and facilities by low carbon public transport, walking or wheeling? • Promote a low carbon local economy? • Reduce levels of embodied carbon?
Transport and Accessibility	**SA15:** To reduce the number of journeys made by car, within and to and from the area and improve access to jobs, services and facilities.	Will the policy or proposal: • Utilise and enhance existing infrastructure? • Help to meet local needs locally through low carbon travel options? • Facilitate safe walking and cycling? • Facilitate the use of public transport? • Deliver opportunities to relieve traffic congestion? • Encourage travel planning for businesses? • Help to reduce the distances people have to travel on a regular basis for education, employment and services? • Help to improve access to services and facilities for those living in rural or remote settlements, or experiencing other access constraints? • Help to support homeworking by residents?
Geology and Soils	**SA16:** To minimise water and soil pollution and ensure protection of natural resources including greenfield land, soil, and minerals resources.	Will the policy or proposal: • Utilise previously developed land? • Seek to improve or remediate contaminated land or reuse previously developed land which has not been restored? • Protect soil quality and avoid soil pollution? • Protect Best and Most Versatile (BMV) Agricultural Land? • Protect Greenbelt / Green Wedges land? • Protect sites safeguarded for mineral workings?
Waste	**SA17:** To minimise the generation of waste and effectively manage waste that is created.	Will the policy or proposal: • Enhance opportunities for waste to be treated in line with circular economy principles (e.g. recycling, re-using, composting)? • Provide adequate waste separation facilities in new and existing developments in order to encourage more recycling? • Encourage the repurposing and refurbishing of buildings, instead of demolition?

5.0   Assessment of Spatial Strategy

5.1   Spatial Strategy Options

As part of Stage B of the SA process, 'Developing and Refining Options' DCC considered a number of high-level options for the scale and distribution of housing and economic growth across Derby City. This allowed some early SA findings to be generated and will help inform the Council's decision-making process regarding which of the spatial strategy alternatives to take forward as the chosen spatial strategy. It should be noted that all effects detailed below are pre-mitigation i.e. they do not take into account mitigation, for example, which may be provided by development management policies.

Three potential spatial strategy alternatives have been identified:

- **Option A:** Development focused on brownfield, and City Centre sites identified through the allocations process, then the residual need met by sustainable greenfield sites within the Derby administrative boundary and meeting need through HMA contributions;

- **Option A1:** Require brownfield allocations to come forward and be given planning permission before greenfield sites;

- **Option B:** Brownfield and greenfield development fully meeting the standard method housing need within the Derby administrative area boundary;

- **Option C:** Export greater proportion of housing needs to Housing Market Area (HMA) neighbouring authorities;

- **Option D:** A new settlement which meets the City's full housing needs outside of the Derby administrative boundary; and

- **Option E:** Allocate sufficient housing to allow the City's full affordable needs to be met within the Derby administrative boundary.

Table 5-1: Spatial Strategy Options

Option	Scale of Housing and Employment	Option Description
Option A: Development focused on brownfield, and City Centre sites identified through the allocations process, then the residual need met by sustainable greenfield sites within the Derby administrative boundary and meeting need through HMA contributions	Housing Growth – 12,500, capacity. Meeting the Derby HMA target for Derby, but capped below the 18,340 net new homes needed over the plan period (2023- 2043). Because of the agreed capacity cap, the Derby HMA authorities of Amber Valley and South Derbyshire meet the unmet need by 5,840. Employment Land - 130ha	Concentrate growth on brownfield and city centre land first, with utilisation of greenfield land where necessary. Existing previously developed land in the city centre is utilised and redeveloped for housing and employment use. Additional housing is located on greenfield land within the Derby City administrative boundary. New employment land is to be contained on three strategic employment sites and the city centre. Both Smart Parc and Indurent Park are on previously developed land. Infinity Park is greenfield.
Option A1: Require brownfield allocations to come forward and be given planning permission before greenfield sites	As option A	As option A, but with a phasing requirement for greenfield allocations, requiring brownfield allocations to come first. Employment land to be delivered as in Option A.
Option B: Brownfield and greenfield development fully meeting the standard method housing need within the Derby administrative area boundary	Housing Growth –18,340 net homes (standard method) Employment Land - 130ha	Housing and/or employment land is developed on all identified deliverable brownfield sites (approx. 4,500 including both permissions and new allocations) the remaining greenfield locations on Green Belt land, regardless of whether they are identified as grey belt, as well as Green Wedge land, regardless of its condition and linkage to the wider area would accommodate the remaining 13,840 units. Employment land to be delivered as in Option A.
Option C: Export greater proportion of housing needs to HMA neighbouring authorities	Approximately 6,300 homes within the City and the rest exported to South Derbyshire and Amber Valley Employment Land - 130ha	4,500 homes would be accommodated within the City Centre as part of regeneration allocations and permissions, and approximately 1,800 would be met through windfalls, but no greenfield allocations would be made within the Derby administrative boundary outside the City Centre. Neighbouring authorities would be requested to meet the remaining 12,040 homes required by the city in the standard method. Employment land to be delivered as in Option A.

Option	Scale of Housing and Employment	Option Description
Option D: A new settlement which meets the City's full housing needs outside of the Derby administrative boundary	Housing Growth – 18,340 net homes (standard method) Employment Land - 130ha	All of the City's growth needs would be met through the development of a new settlement. Employment land to be delivered as in Option A.
Option E: Allocate sufficient housing to allow the City's full affordable needs to be met within the Derby administrative boundary	Housing Growth – More than 18,340 net homes (standard method) Employment Land - 130ha	This option would mean that the plan's full affordable need would be met through allocating sufficient development that affordable housing needs could be met in entirety. Housing and/or employment land is developed on all identified deliverable brownfield sites (approx. 4,500 including both permissions and new allocations) the remaining greenfield locations on Green Belt land, regardless of whether they are identified as grey belt, as well as Green Wedge land, regardless of its condition and linkage to the wider area would accommodate the remaining 13,840 plus units. This option is similar to Option B but a greater proportion of homes would be affordable. This may be delivered through higher density development on the same sites as Option B. Employment land to be delivered as in Option A.

5.2 Assessment Summary

Table 5-2 provides an overview of the performance of each of the spatial strategy alternatives against the SA Framework objectives. The full spatial strategy alternatives assessment can be found in **Appendix C**.

Table 5-2: Assessment of Spatial Strategy Options

Spatial Strategy Option	SA Objectives																
	Population and Equality	Human Health	Economy	Employment	Crime and Safety	Housing	Leisure and Recreation	Biodiversity and Natural	Landscape and Townscape	Historic Environment	Air, Noise and Light Pollution	Water Environment	Climate Change	Greenhouse Gases	Transport and Accessibility	Geology and Soils	Waste
	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15	SA16	SA17
Option A	+	+	++	+	+	+	+	-	-	?	-	-	-	+	+	-	+
Option A1	+	+	-	-	+	?	+	-	-	?	-	--	--	+	+	-	+
Option B	-	-	--	-	?	++	--	--	--	-	-	--	--	-	-	--	-
Option C	-	-	-	-	+	--	?	?	?	?	-	-	?	?	?	?	?
Option D	?	-	--	?	?	?	?	--	--	?	--	--	--	?	?	--	--
Option E	+	-	--	-	?	+	--	--	--	--	-	--	--	-	-	--	-

The different spatial strategy alternatives have performed similarly against the majority of SA objectives, however there are some differences, particularly related to housing (SA6) economy (SA3), employment (SA4), biodiversity (SA8) and landscape and townscape (SA9).

Option A has the potential to result in potential significant effects for housing (SA6). This preferred option contributes to achieving the Derby HMA housing number for Derby of 12,500 homes, and also encourages regeneration and investment within the city centre. However, uncertain effects have been identified for the historic environment (SA10) as there is potential for development to both alter and enhance the setting of heritage assets, but the scale of this is unknown.

The assessment of Option A1 has identified two uncertain effects, for housing (SA6) and the historic environment (SA10). This alternative is largely similar to Option A, however, it requires brownfield sites to come forward and be developed prior to greenfield sites, which may result in delays to ensuring adequate provision of housing and services across the city, particularly in areas outside of the city centre, for example, from site assembly or multiple ownerships, current uses needing to cease, potential land remediation requirements. Similarly to Option A, there is also potential for development to both alter and enhance the setting of heritage assets, but the scale of this is unknown. Potential significant negative effects have been identified for water environment (SA12) and climate change (SA13) due to the location of development within flood zones and the potential for increases in hard standing to exacerbate flood risk.

Option B has the potential to result in one significant positive effect, as this option would provide the required proportion of homes identified by the standard method (SA6). However, this alternative has the potential to result in eight significant negative effects. Significant negative effects have been identified for economy (SA3), leisure and recreation (SA7), biodiversity and natural capital (SA8), landscape and townscape (SA9), historic environment (SA10), water environment (SA12), climate change (SA13), and geology and soils (SA16). Option B utilises Green Belt and Green Wedge land, regardless of grey belt designation, and is therefore anticipated to result in loss of high quality greenfield land. This is in turn anticipated to result in significant losses of biodiversity and landscape character, as well as opportunities for informal recreation. Similarly, due to the quantity of housing proposed within this option, above the capacity of Derby, in order to accommodate this, there is anticipated to be a loss of employment land. This option also has the potential to alter the setting of heritage assets through urban intensification. There is also potential for development within flood zones to increase hard standing and exacerbate flood risk. Additionally, the assessment of this alternative has resulted in uncertain effects for crime and safety (SA5), as these effects are likely to be determined by individual developments that may arise.

Option C has the potential to result in the joint highest proportion of uncertain effects (nine), alongside Option D. These have largely been identified where development is likely to occur within neighbouring authorities. Therefore, effects are likely to be determined by the location of development sites within these authority areas. This alternative also has the potential to result in significant negative effects on housing (SA6) as the alternative falls short of delivering both the standard method and the Derby HMA identified housing need within Derby of 12,500 homes. This is likely to limit adequate housing provision within Derby.

Option D has the highest number of potential significant negative effects. This alternative includes the development of a new settlement to accommodate Derby's full housing need. However, the development of a new settlement is anticipated to result in large scale land take, negatively affecting economy (SA3), biodiversity (SA8), landscape (SA9), air, noise and light pollution (SA11), water (SA12), climate resilience (SA13), soils (SA16) and waste (SA17). Uncertain effects have been identified for population and equality (SA1), employment (SA4), crime and safety (SA5), housing (SA6), leisure and recreation (SA7), historic environment (SA10), greenhouse gases (SA14) and transport (SA15) as these

effects would be determined by the location of development, provision of additional infrastructure, and design of the settlement.

Option E has The potential to result in eight potential significant negative effects. These have been identified for economy (SA3), leisure and recreation (SA7), biodiversity (SA8), landscape (SA9), historic environment (SA10), water environment (SA12), climate change (SA13), and geology and soils (SA16). These potential effects have been identified as this alternative would lead to the loss of employment land and greenfield land to development. This alternative also has the potential to alter the setting of heritage assets through urban intensification. Additionally, the assessment of this alternative has identified uncertain effects for crime and safety (SA5), as these effects are likely to be determined by individual developments that might be delivered through this alternative.

6.0   Assessment of Policies

6.1   Introduction

The assessment of the draft Local Plan policies is summarised below and presented in full in **Appendix D**. A matrix approach has been used for the assessment which has used the significance criteria identified in **Table 6-1** below.

Table 6-1: Significance of Effect

Effect Significance	Key
Potential for significant positive effects	++
Potential for minor positive effects	+
Potential for minor negative effects	-
Potential for significant negative effects	--
Uncertain effects	?
Negligible	0

Policies have been assessed within their groups and references have been made to other policies within the Local Plan which provide mitigation for potential uncertain and negative effects.

For the purposes of the assessment, the policy groups follow those set out in the draft Local Plan. Policies within the 'Environment' theme have been split for the purposes of this assessment, due to the quantity of policies. The groups assessed are:

- General Development Principles;
- Housing;
- Economy;
- Environment – Biodiversity and Green Infrastructure;
- Environment – Historic Environment;
- Environment – Townscape;
- Environment – Pollution;
- Climate Change;
- Infrastructure and Community;
- Transport and Movement; and
- City Centre.

Table 6-2 overleaf provides an overview of the performance of the Local Plan policy groups against each SA objective within the SA Framework and **Table 6-3** outlines potential significant effects against each SA objective. For the purpose of the SA, significant effects are deemed to be the following:

- Significant positive effects;
- Significant negative effects; and
- Uncertain effects.

Further details on the insignificant effects, i.e. minor positive, minor negative and neutral effects, are detailed in **Appendix D**. This appendix also sets out the nature of effects such as magnitude, spatial extent and duration.

6.2 SA Assessment of Policies

Table 6-2 provides an overview of the performance of proposed policies against each SA objective and **Table 6-3** outlines significant effects based on each SA objective within the SA Framework.

Table 6-2: Overview of Policies

Policy Grouping	SA Objectives																
	Population and Equality	Human Health	Economy	Employment	Crime and Safety	Housing	Leisure and Recreation	Biodiversity and Natural Capital	Landscape and Townscape	Historic Environment	Air, Noise and Light Pollution	Water Environment	Climate Change	Greenhouse Gases	Transport and Accessibility	Geology and Soils	Waste
	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15	SA16	SA17
General Development Principles	++	++	+	0	++	++	++	+	++	++	+	+	++	+	++	+	+
Housing	++	+	0	0	+	++	+	?	++	-	-	0	+	?	?	+	?
Economy	+	+	++	++	+	0	+	?	+	+	0	?	0	?	?	+	?
Environment – Biodiversity and Green Infrastructure	++	++	0	0	?	0	++	++	++	+	+	++	++	+	0	?	0
Environment – Historic Environment	+	0	+	0	0	0	++	+	++	++	0	0	+	0	+	+	+
Environment – Townscape	+	0	+	0	+	0	0	0	+	+	?	0	-	0	0	0	0

Policy Grouping	SA Objectives																
	Population and Equality	Human Health	Economy	Employment	Crime and Safety	Housing	Leisure and Recreation	Biodiversity and Natural Capital	Landscape and Townscape	Historic Environment	Air, Noise and Light Pollution	Water Environment	Climate Change	Greenhouse Gases	Transport and Accessibility	Geology and Soils	Waste
	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15	SA16	SA17
Environment – Pollution	0	+	0	0	0	0	0	+	0	+	++	+	0	+	0	+	0
Climate Change	+	+	0	0	0	+	0	+	+	+	+	++	++	++	+	0	+
Infrastructure and Community	++	++	+	+	0	+	++	?	+	+	0	+	0	+	+	-	?
Transport and Movement	++	++	+	0	+	0	+	?	+	+	+	0	0	+	++	?	?
City Centre	++	+	++	++	++	++	+	+	++	+	+	+	+	+	+	++	0

Table 6-3: Summary of Policy Significant Effects

SA Objective	Summary of Effects
SA1: Population and Equality	Six of the policy groups have the potential to result in potential significant positive effects on population and equalities. Generally, these policies contribute to providing high quality infrastructure, including housing and transport infrastructure that is accessible to all groups, supporting the needs of current and future generations.
SA2: Human Health	Four of the policy groups, General Development Principles, Environment – Biodiversity and Green Infrastructure, Infrastructure and Community, and Transport and Movement, have the potential to result in significant positive effects on health. These policies contribute to encouraging healthy lifestyles, largely through improving active travel and opportunities for physical activity. There is also potential for policies to reduce health inequalities due to providing additional access to infrastructure.
SA3: Economy	Two of the policy groups, Economy and City Centre, have the potential to result in significant positive effects on economy. These policies both contribute to economic growth and investment within Derby, including providing spaces for businesses and employment, as well as supporting retail provision.
SA4: Employment	Two of the policy groups, Economy and City Centre, have the potential to result in significant positive effects on employment. These policies both contribute to economic growth and regeneration and additional employment opportunities within Derby. These policies are also anticipated to improve the diversity of employment opportunities available.
SA5: Crime and Safety	Two policy groups, General Development Principles and City Centre, have the potential to result in significant positive effects on crime and safety. These policy groups contribute to high quality design and public realm improvements that are anticipated to improve feelings of safety as well as reduce crime rates. Uncertain effects have been identified for Environment – Biodiversity and Green Infrastructure policies as these policies include the potential for new open space, as well as altering lighting in night time hours. However, effects arising from these policies are likely to be determined by individual scheme design.
SA6: Housing	Three policy groups, General Development Principles, Housing and City Centre, have the potential to result in significant positive effects on housing. These policy groups all contribute to improving housing provision within Derby, providing high quality homes across a range of housing types and tenures.
SA7: Leisure and Recreation	Four policy groups, General Development Principles, Environment – Biodiversity and Green Infrastructure, Environment – Historic Environment, and Infrastructure and Community, have the potential to result in significant positive effects on leisure and recreation. Generally, these policy groups will contribute to enhancing the open space provision within Derby, providing opportunities for informal recreation. These policies should also result in the development of new leisure and recreation facilities.
SA8: Biodiversity and Natural Capital	Environment – Biodiversity and Green Infrastructure policies have the potential to result in significant positive effects on biodiversity. The policies within this group should all contribute to protecting and enhancing biodiversity within Derby, and also support the development of green and blue infrastructure.

SA Objective	Summary of Effects
	Uncertain effects have been identified for Housing, Employment, Infrastructure and Community and Transport and Movement policies. These policy groups could lead to development that could result in loss of biodiversity. However, this would be determined by individual developments that may arise from these policies.
SA9: Landscape and Townscape	Five of the policy groups have the potential to result in significant positive effects on landscape and townscape. These policy groups should all contribute to high quality design and enhancement of the public realm and landscape setting within Derby. Policies have also considered existing landscape and townscape character, ensuring design is sensitive to these features.
SA10: Historic Environment	Two policy groups, General Development Principles and Environment – Historic Environment, have the potential to result in significant positive effects on the historic environment. These policy groups consider heritage assets within development, and aim to protect and enhance the assets and their settings.
SA11: Air, Noise and Light Pollution	Environment – Pollution policies have the potential to result in significant positive effects on air, noise and light pollution. These policies should all contribute to reducing pollution within Derby, including during construction and operation of developments. Uncertain effects on air, noise and light pollution have been identified in relation to the Environment – Townscape policies. have resulted in uncertain effects on air, noise and light pollution as there is potential for additional light pollution, noise and air pollution to arise from development.
SA12: Water Environment	Both Environment – Biodiversity and Green Infrastructure and Climate Change policy groups have the potential to result in significant positive effects on the water environment. These policies should contribute to improving blue infrastructure, water quality and flood risk mitigation measures within Derby, as well as implementing water efficiency measures within developments. Uncertain effects have been identified for the Economy policy group as there is potential for increases in hard standing and urban intensification to increase flood risk in the city centre, which has a large proportion of the area located within a flood zone. Effects are likely to be determined by individual scheme design.
SA13: Climate Change	Three policy groups, General Development Principles, Environment – Biodiversity and Green Infrastructure, and Climate Change, have the potential to result in significant positive effects on climate change. These policy groups should contribute to implementing climate resilience measures, including SuDS, as well as measures to minimise overheating and ensure energy efficiency.
SA14: Greenhouse Gases	Climate Change policies have the potential to result in significant positive effects on greenhouse gases due to reducing GHG emissions through requiring the implementation of energy efficiency measures, as well as minimising embodied carbon within developments. These policies should also contribute to meeting Derby's target of being net zero by 2035. Both Housing and Economy policy groups have the potential to result in uncertain effects on greenhouse gases. Effects are likely to be determined by the location of developments that may arise as a result of these policies.
SA15: Transport and Accessibility	Both General Development Principles and Transport and Movement policy groups have the potential to result in significant positive effects on transport and accessibility. These policies support the development of new sustainable transport infrastructure, and encourage a modal shift away from private vehicle use and improving the accessibility of services.

SA Objective	Summary of Effects
	Uncertain effects have been identified for Housing and Economy policies as effects upon sustainable transport accessibility are likely to be determined by the location of developments that arise and their proximity to the existing transport network.
SA16: Geology and Soils	City Centre policies have the potential to result in significant positive effects on geology and soils. These policies encourage the regeneration of existing buildings, the use of brownfield land and protection of greenfield land within Derby, particularly agricultural land. Uncertain effects have been identified for both the Environment – Biodiversity and Green Infrastructure and Transport and Movement policy groups. These have been identified where development has potential to result in loss of green wedges and greenfield land, but this will be determined by development proposals.
SA17: Waste	Uncertain effects have been identified for the Housing, Employment, Infrastructure and Community and Transport and Movement policy groups. These policies may result in developments that are resource intensive and could generate a significant amount of construction waste. However, effects will be determined by individual scheme design.

6.3   Assessment of Policy Alternatives

Alternatives have been identified for each of the Local Plan policies. Alternative policies generally fit into three scenarios:

1) The application of the existing Local Plan policy;

2) The application of the NPPF and/or national policy requirements such as the National Design Guide and the National Development Management Policies (once published); and

3) No including a policy in the Local Plan.

In some cases, there is no reasonable alternative to including the policy within the Local Plan.

As the Local Plan is an iterative process, there are likely to be policy changes and amendments which will emerge throughout the process. This may provide reasonable alternative policies, which would be subject to SA. Policy changes / alternatives will be considered at the Regulation 19 stage, as appropriate. The formal SA Report will provide a comparison of the alternatives considered, and the preferred Plan.

Table 6-4 below presents the policy alternatives for each of the draft policies within the Local Plan. Where there is no reasonable alternative, this is also indicated within the table.

The three alternative policy scenarios have been subject to a high level assessment and the findings are presented in **Table 6-5**. The key to potential effects is outlined in **Table 6-1**.

In general, the application of the existing Local Plan policies, the application of the NPPF, and the 'no policy' alternatives could result in fewer potential significant positive effects when compared to the draft Local Plan policies.

Whilst the application of the NPPF would ensure that the Local Plan is sound, the NPPF lacks Derby specific details, which the Local Plan would provide. However, some of the existing Local Plan policies are outdated, and no longer reflect key issues within Derby, such as changing employment needs and city centre development needs.

The alternatives which would mean not including a policy within the Local Plan could predominantly result in negative effects, including potential significant negative effects. Without Local Plan policies, development would be largely unguided, and additional provisions would be left to developers, which may result in a lack of infrastructure and facilities and potential for harm on designated assets within Derby.

Table 6-4: Outline of Policy Alternatives

Policy Theme	Policy	1) Application of Existing Local Plan Policy	2) Application of NPPF and National Policies	3) Not including a policy in the Local Plan
General Development Principles	Policy GD1: Placemaking Principles	✓	✓	✗
	Policy GD2: Character and Context	✓	✓	✗
	Policy GD3: Amenity	✓	✓	✗
	Policy GD4: Accessible Places	✗	✓	✗
	Policy GD5: Resilient Places and Community Safety	✓	✓	✗
	Policy GD6: Health and Wellbeing	✗	✓	✓
	Policy GD7: Comprehensive and Coordinated Development	✗	✗	✓
	Policy GD8: Enforcement	✗	✗	✓
	Policy GD9: Infrastructure and Developer Contributions	No reasonable alternative.		
Housing	Policy H1: Housing Delivery	No reasonable alternative to having a policy on this topic. Commentary on site selection and spatial strategy is set out in Section 5 and Section 7 of this Report, as well as in Chapter 4 of the draft Local Plan		
	Policy H2: Residential Development – General Criteria	✓	✗	✗
	Policy H3: House Extensions	No reasonable alternative. This is an essential policy in the local plan as residential extensions are one of the most common application types and require planning policy and guidance, informed by the latest NPPF and National Design Guide, as well as the Draft City Design Guide.		
	Policy H4: Affordable Housing	No reasonable alternative. It would not be a reasonable alternative not to include this policy as the NPPF requires the plan to contain affordable housing requirements. It would not be a reasonable alternative to copy currently adopted Policy into the new plan, as affordable housing requirements and plan wide viability have changed since the adoption of the last plan.		
	Policy H5: Looked After Children	No reasonable alternative. It would not be a reasonable alternative not to include this policy as the NPPF and ministerial statement (2023) make clear that the plan should not be silent on this issue.		
	Policy H6: Accommodation for Older People and People with Disabilities	No reasonable alternative. It would not be a reasonable alternative not to include this policy as National Planning Practice Guidance (NPPG) makes clear that the plan should not be silent on this issue.		
	Policy H7: Proposals Which Would Create a New House in Multiple Occupation	✗	✗	✓
	Policy H8: Student Accommodation	No reasonable alternative. It would not be a reasonable alternative not to include this policy as NPPG makes clear that the plan should not be silent on this issue.		
	Policy H9: Self-Build, Custom Build and Community Build Homes	No reasonable alternative. It would not be a reasonable alternative not to include this policy as NPPG makes clear that the plan should not be silent on this issue.		
	Policy H10: Gypsies, Travellers and Travelling Showpeople	No reasonable alternative. Making provision for accommodation meeting the housing needs of gypsies, travellers and travelling show people is a requirement in national policy and guidance and there is therefore no reasonable alternative to doing so.		
Economy	Policy E1: New Employment Locations	No reasonable alternative. Commentary on site selection and spatial strategy is set out elsewhere in the Section 5 and Section 7 of this Report, as well as in Chapters 4 and 7 of the draft Plan.		
	Policy E2: Existing Employment Locations	✗	✗	✓
	Policy E3: Local Labour Agreements	✗	✗	✓
	Policy E4: Office Development	✓	✗	✓
	Policy E8: Defined Centres	✓	✗	✗
	Policy E9: Main Town Centre Uses Outside of Centres	✓	✗	✓
	Policy E10: Tourism and Culture	✓	✗	✓
	Policy E11: Managing the Proliferation of Specific In-Centre Uses	✗	✗	✓
	Policy EN1: Green & Blue Infrastructure	✓	✗	✗

Policy Theme	Policy	1) Application of Existing Local Plan Policy	2) Application of NPPF and National Policies	3) Not including a policy in the Local Plan
Environment – Biodiversity and Green Infrastructure	Policy EN2: Dark Infrastructure	✘	✘	✔
	Policy EN3: Open Space, Sport and Recreation Buildings	No reasonable alternative. It would not be a reasonable alternative not to include this policy, as it would leave critical standards for development open to uncertainty, and fail to protect open space, contrary to the requirements of national policy and guidance. In addition, the loss of the standards would make it difficult for officers to negotiate with developers for both on and off-site open space		
	Policy EN4: Allotments and Community Gardens	✘	✘	✔
	Policy EN5: Green Belt	✘	✘	✔
	Policy EN6: Green Wedges	No reasonable alternative. It would not be a reasonable alternative not to include this policy. Green Wedges are an important part of Derby's character and are a long-standing, and successful local planning policy. The retention and protection of functional green wedges is a council corporate and Local Plan strategic objective. As part of the production of the draft Local Plan, the City has conducted a Green Wedge and Green Belt review, which supports the retention of the designation in the majority of cases. The green belt and green wedge maps have been amended taking into account these recommendations. Not having this policy would be detrimental to the city. Green Wedges provide multiple benefits for the city however, there is constant pressure to release these greenfield sites for development. Without this policy, it would be difficult for the Council to promote city centre regeneration and development of brownfield land		
	Policy EN7: Green Gaps	✘	✘	✔
	Policy EN8: Biodiversity and Geodiversity	No reasonable alternative. This topic as is a National Policy and Guidance requirement.		
	Policy EN9: Trees and Hedgerows	✘	✘	✔
	Policy EN10: Biodiversity Net Gain	No reasonable alternative. It would not be a reasonable alternative not to include this policy as setting out the policy requirements arising from the environment Act and ensuring biodiversity net gain is required for all qualifying development in the plan is necessary as part of national policy.		
Environment – Historic Environment	Policy EN11: Historic Environment	No reasonable alternative. This topic as is a National Policy and Guidance requirement.		
	Policy EN12: Derwent Valley Mills World Heritage Site	No reasonable alternative. It would not be reasonable to have no policy on this topic given the significance of the heritage asset to the City. Whilst the NPPF gives guidance, it would be unrealistic not to address it in the Local Plan.		
	Policy EN13: Darley Abbey Mills Complex	No reasonable alternative. It would not be reasonable to have no policy on this topic given the significance of the heritage asset to the City. The Darley Abbey Mills Complex is a key part of the Derwent Valley Mills World Heritage Site, and an area under ongoing transformation. Whilst the NPPF gives guidance, it would be unrealistic not to address it in the Local Plan.		
	Policy EN14: Conversation Areas	No reasonable alternative. It would not be reasonable to have no policy on this topic given the significance of the Conservation Areas to the city and the policy's role in giving direction to development within them. These are unique to the City. In addition, many Conservation Areas are subject to article 4 directions, so policy is needed to determine applications which would otherwise be permitted development. Retention of the existing policy would also not have been a reasonable alternative now that it is almost 20 years old, and national policy and guidance on the topic has changed.		
	Policy EN15: Listed Buildings and Locally Listed Buildings	✘	✘	✔
	Policy EN16: Heritage Statements of Significance	✘	✘	✔
	Policy EN17: Uses Within Buildings of Architectural or Historic Importance	✘	✘	✔
	Policy EN18: Archaeology	✘	✘	✔
	Policy EN19: Historic Parks and Gardens and Designed Landscapes	✘	✘	✔
Environment – Townscape	Policy EN20: Advertisements	No reasonable alternative. It would not be a reasonable alternative to fail to include this policy in the plan, because although the NPPF gives guidance on this topic, appropriate adverts are a vital part of the street scene and can help or hinder regeneration and be either visually in keeping or harmful. The policy helps to meet the Council's corporate policy and local plan objectives of City Centre vibrancy and regeneration.		
	Policy EN21: Shopfronts	No reasonable alternative. It would not be a reasonable alternative to fail to include this policy in the plan, because although the NPPF and local and national design guides give guidance on this topic, high quality shop fronts are a vital part of the street scene and can help or hinder regeneration and be either visually in keeping or harmful. The policy helps to meet the Council's corporate policy and local plan objectives of City Centre vibrancy and regeneration.		

Policy Theme	Policy	1) Application of Existing Local Plan Policy	2) Application of NPPF and National Policies	3) Not including a policy in the Local Plan
Environment – Pollution	Policy EN22: Air Quality	No reasonable alternative. It would not be a reasonable alternative to fail to include this policy in the plan, because the NPPF requires plans to sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones.		
	Policy EN23: Land Contamination	✗	✗	✓
	Policy EN24: Pollution	✗	✗	✓
Climate Change	Policy CL1: Flood Risk and Water Management	✗	✗	✓
	Policy CL2: Our City Our River	No reasonable alternative.		
	Policy CL3: Sustainable Design & Construction	No reasonable alternative.		
	Policy CL4: Renewable & Low Carbon Energy	No reasonable alternative.		
	Policy CL5: Embodied Carbon	✗	✗	✓
Infrastructure and Community	Policy IC1: Social and Community Facilities	✗	✗	✓
	Policy IC2: Cemetery	✗	✗	✓
	Policy IC3: Education Provision	No reasonable alternative.		
	Policy IC4: Higher and Further Education	No reasonable alternative.		
	Policy IC5: Communication Infrastructure	✗	✗	✓
Transport and Movement	Policy T1: Active and Sustainable Transport	✗	✗	✓
	Policy T2: Transport Infrastructure	✗	✗	✓
	Policy T3: Servicing, Accessibility and Parking	✓	✗	✓
	Policy T4: Protected Routes	✗	✗	✓
	Policy T5: Electric Vehicle Charging Facilities	✗	✗	✓
	Policy T6: Transport Mobility Hubs	✗	✗	✓
	Policy T7: Safeguarded Areas around Aerodromes (East Midlands Airport)	No reasonable alternative.		
City Centre	Policy CC1: City Centre Strategy	✗	✗	✓
	Policy CC2: Defining the City Centre	✗	✗	✓
	Policy CC3: City Centre Living	✗	✗	✓
	Policy CC6: Tall Buildings	✗	✓	✗
	Policy CC7: Business, Creativity and Learning	No reasonable alternative. The NPPF requires the identification of the extent of 'centres' for the purposes of applying the sequential test. The Central Activity Area (CAA) is the extent of the 'centre' for applying the sequential test for office development.		
	Policy CC8: Shopping, Eating and Drinking	No reasonable alternative. The NPPF requires identification of the Primary Shopping Area (PSA), so not including a policy is not a reasonable alternative. Clearly, there numerous iterations related to the extent of the boundary.		
	Policy CC9: Active and Inclusive Frontages	✗	✓	✓
	Policy CC10: Streets and Spaces	✗	✓	✓
	Policy CC11: City Centre Quiet Zone	✗	✓	✓

Table 6-5: High Level Assessment of Policy Alternatives

SA Objective	1) Application of Existing Local Plan Policy		2) Application of NPPF and National Policies		3) Not including a Policy in the Local Plan	
	Sig.	Summary	Sig.	Summary	Sig.	Summary
SA1: Population and Equality	+	The application of existing Local Plan policies is anticipated to provide additional services for the local population, including employment, services and facilities, alongside housing.	+	The implementation of the NPPF is anticipated to promote safe, healthy and inclusive communities through ensuring high quality design and aiding in ensuring that development meets accessibility needs, as well as providing adequate housing provision for the community.	-	Not including the outlined policies within the plan is anticipated to result in stretched services due to increased populations, without supporting infrastructure, and a lack of services that meet both current and future population needs. There is potential that development would also not occur in line with Derby's needs, for example, not providing appropriate telecommunication infrastructure to reduce inequalities.
SA2: Human Health	+	Application of the existing Local Plan policies would encourage sustainable transport modes, which may reduce private vehicle use and improve air quality, improving human health. Additionally, providing housing is anticipated to improve health as high quality housing is a key determinant of health.	-	The NPPF alternative options have potential to result in positive effects on health, as this policy promotes achieving healthy communities. The NPPF recognises the potential for harm when hot food takeaways are in certain locations near schools or the potential for such uses to intensify other social harms. However, as health and wellbeing outcomes in the City are sometimes worse in some measures than regional or national equivalents, the absence of a local plan policy may result in increased health inequalities within Derby due to higher levels of inequality within Derby.	-	By not including policies, there is the potential for the over proliferation of uses such as takeaways and betting shops, at the expense of other uses which can be open to all members of the public, especially in the daytime.
SA3: Economy	+	The use of existing Local Plan policies, specifically CP10, CP11 and CP12, would provide additional employment space, including office and retail development. The existing policies are also anticipated to support city and district centre development. These policies are anticipated to provide additional opportunities for investment and employment within Derby. However, the application of existing policies does not reflect the updated City Centre definition, including the Central Activity Area, and reflect changes to district centre needs, for example in providing smaller co-working spaces. Relying on the current definition would not provide the focus and profile needed to regenerate / repopulate more northern areas of the city centre.	0	The NPPF alternatives are not anticipated to have potential effects upon economy.	--	Failure to include the proposed policies may result in a failure to safeguard existing employment sites, in favour of other development. This would reduce economic and employment opportunities within Derby. Without proposed policies, there is also potential for a lack of sustainable access to employment sites that may arise. There is also potential for the over-proliferation of uses, without specific guidance on preventing the over-proliferation of uses such as hot food takeaways in certain locations.
SA4: Employment	+	The use of existing Local Plan policies, specifically CP10, CP11 and CP12, would provide additional employment space, including office and retail development. These policies are anticipated to provide additional opportunities for employment within Derby.	0	The NPPF alternatives are not anticipated to have potential effects upon employment.	-	The absence of Local Plan policies may reduce opportunities for social mobility and training within Derby, which may therefore limit skills and employment opportunities.
SA5: Crime and Safety	+	The application of the existing Local Plan policy, specifically E24, is anticipated to improve safety through incorporating crime prevention measures such as design, layout, lighting arrangements, landscaping proposals and the extent to which they encourage lively, attractive and welcoming environments. However, this policy does not contain high levels of detail or reflect an up to date understanding of how different elements of urban design affect safety.	?	The NPPF seeks to promote safe, healthy and inclusive communities. This has potential to include measures that design out crime, however, this is likely to be determined by individual design that may arise. There is potential that developers may not ensure safe design if no specific Local Plan policy requires this.	-	Not including a policy in the plan would risk reducing the safety of new development and increasing the fear of crime within the City.
SA6: Housing	+	The application of existing Local Plan policy, specifically H13, CP8, and CP7, would aid in delivering high quality housing within the city. The existing local plan policy effectively meets the housing needs of gypsies and travellers. However, the application of the existing local plan does not consider updates to the NPPF, including affordable housing needs, and	0	The NPPF alternatives are not anticipated to have potential effects upon housing. This scenario has not been applied to housing policies, and is therefore not likely to contribute to effects.	-	An absence of the proposed HMO policy may lead to uncertainty and inconsistency as to how to determine planning applications for smaller HMOs, which may alter this provision within Derby.

SA Objective	1) Application of Existing Local Plan Policy		2) Application of NPPF and National Policies		3) Not including a Policy in the Local Plan	
	Sig.	Summary	Sig.	Summary	Sig.	Summary
	+	introduction of Technical Space Standards, ensuring that housing includes wheelchair accessible homes.			-	
SA7: Leisure and Recreation	-	The existing Local Plan policy, CP14, does not reflect the current tourism demand and culture of Derby. This may limit opportunities for leisure and recreation for the current and future population, and limit opportunities to improve tourism.	0	The NPPF alternatives are not anticipated to have potential effects upon leisure and recreation.	-	Not including the proposed policies would reduce opportunities to promote sustainable tourist destinations and cultural events. It is also unlikely to provide additional leisure and recreational facilities and opportunities.
SA8: Biodiversity and Natural Capital	+	Implementing the existing policies are anticipated to positively contribute to biodiversity and natural capital through the implementation of green infrastructure. However, the application of the existing policy CP16 does not consider the implementation of blue infrastructure, nor does it integrate the aims and objectives of the adopted Local Nature Recovery Strategy for Derbyshire DNRS. There is also no consideration of the requirement of 10% Biodiversity Net Gain.	0	The NPPF alternatives are not anticipated to have potential effects upon biodiversity and natural capital.	--	The absence of local plan policies may limit enhancements to biodiversity net gain and may not include additional opportunities for habitats, such as allotments. There is also potential that development may result in loss of biodiversity, including within the green belt.
SA9: Landscape and Townscape	+	There are a number of policies within the current plan that contribute to high quality design, including CP3, CP4, GD5. Preserving and enhancing the local landscape and townscape contributes to high quality streetscapes within the City and improves the current condition of the landscape and townscape. However, the existing policies are not reflective of the most recent Draft City Centre Design Guide and Tall buildings study therefore there is potential for design to be not as sensitively developed.	-	The application of the NPPF has potential to result in high quality design, enhancing the city's landscape and townscape. However, the application of the NPPF and the National Design Guide would not reflect the local characteristics of the City. There is also potential that the application of national policies may encourage development that does not enhance the City's landscape and townscape value, for example where tall buildings may not be well located and considered unacceptable in terms of design.	--	By not including policies, there is potential for development to be located insensitively, and design is not likely to reflect acceptable standards, for example, through tall buildings or over-proliferation of hot food takeaways. Additionally, there is potential that development may result in land take from the green belt, which may permanently result in the loss of green space and negatively affect the landscape setting. There is also likely to be a lack of joined up approaches to development, reducing the likelihood of implementing high quality green, blue and hard infrastructure as part of development.
SA10: Historic Environment	+	The application of existing Local Plan policies has potential to contribute to enhancing the setting of heritage assets through high quality design and improving the landscape and townscape. There is also potential that improvements to air quality may reduce degradation on heritage assets.	-	The application of the NPPF has potential to result in high quality design, enhancing the setting of heritage assets. However, the application of these policies would not reflect the local characteristics of the City. There is also potential that the application of national policies may encourage development that does not enhance the setting of assets by taking into account local character and context.	--	The absence of proposed policies has potential to cause significant harm to the local historic environment through the potential for loss or damage to assets and insensitive design that does not consider the significance of heritage assets. Without specific policies, it is unlikely that development would contribute to maintaining a vibrant city centre and protecting and enhancing heritage assets in Derby, particularly the DVMWHS. There is also potential that development could lead to delay or failure to properly record and maintain archeologically significant assets if discovered during development.
SA11: Air, Noise and Light Pollution	+	Application of the existing Local Plan policies encourage sustainable transport modes, which may reduce private vehicle use and improve air quality.	0	The NPPF alternatives are not anticipated to have potential effects upon air, noise and light pollution.	--	Not including proposed policies to limit pollution may result in increased levels of air, water, noise, light or other forms of pollution.
SA12: Water Environment	0	The existing Local Plan alternatives are not anticipated to have potential effects upon the water environment	0	The NPPF alternatives are not anticipated to have potential effects upon water environment	--	Absence of pollution policies may result in increased water pollution in Derby, particularly as a result of development. Additionally, not including flood risk and water management policies is anticipated to exacerbate pollution and flood risk within the city.
SA13: Climate Change	?	Existing local plan policies include the development of high quality design and landscapes, as well as green infrastructure improvements. There is potential for this to contribute to improving climate resilience. However, it is unclear whether high quality design would lead to energy efficiency measures.	0	The NPPF alternatives are not anticipated to have potential effects upon climate change.	--	Without the implementation of policies, the inclusion of climate resilience measures is likely to be determined by individual developers and scheme design. This has potential to result in developments that are not resilient to the effects of climate change, including flood risk. Given the risk of flooding in Derby, this is anticipated to result in potential significant negative effects.

SA Objective	1) Application of Existing Local Plan Policy		2) Application of NPPF and National Policies		3) Not including a Policy in the Local Plan	
	Sig.	Summary	Sig.	Summary	Sig.	Summary
SA14: Greenhouse Gases	+	Application of the existing Local Plan policies could encourage sustainable transport modes, which may reduce private vehicle use and reduce greenhouse gases from transport. However, development that comes forward is anticipated to result in high levels of embodied carbon.	0	The NPPF alternatives are not anticipated to have potential effects upon greenhouse gases.	-	Without policy implementation, the provision of EV infrastructure in non-residential development would be at the behest of the applicant. Additionally, there is potential for development to include high levels of embodied carbon if policies are not implemented, particularly as it might result in less re-use of existing buildings and sustainable materials.
SA15: Transport and Accessibility	+	Policies within the existing Local Plan that would be continued, specifically policies T15, CP24, and CC17, focus on improving sustainable transport within Derby, including linking to the wider area, and alleviating the impact of servicing within the city centre.	0	The NPPF alternatives are not anticipated to have potential effects upon transport and accessibility.	--	The application of no policy may create a situation where development is approved which has poor access and creates problems for pedestrians and traffic flow. Additionally, there may be a lack of EV infrastructure implemented within development, because without policy, the provision of EV infrastructure in non-residential development would be at the behest of the applicant. Without policy implementation, there are also likely to be barriers to improving suitable and safe infrastructure across the city to assist modal shift away from private vehicle use.
SA16: Geology and Soils	0	The existing local plan alternatives are not anticipated to have potential effects upon geology and soils.	0	The NPPF alternatives are not anticipated to have potential effects upon geology and soils.	--	Not including policies may result in development being insensitively located, negatively affecting Green Belt / Green Wedge land, as well as resulting in unsuitable sites being developed, for example, not providing an adequate site for the development of the cemetery. Additionally, not including this policy would be less helpful to applicants seeking to understand the relevant requirements of development on contaminated land and may reduce consistency in decision making and in the quality of applications.
SA17: Waste	-	The existing Local Plan policies may result in proposals that could generate a significant amount of construction waste.	0	The NPPF alternatives are not anticipated to have potential effects upon waste.	-	An absence of proposed policies may limit the redevelopment of existing buildings and sites, resulting in proposals that could generate a significant amount of construction waste.

7.0   Assessment of Site Allocations

7.1   Introduction

The SEA Regulations require an assessment of the plan and its "reasonable alternatives", in addition to those proposed within the draft plan. The assessment of reasonable alternatives does not need include all possible alternatives, but only those that are realistic.

It should be noted that the outcome of the SA is not the only factor that determines whether a site should be allocated. The deliverability and viability of sites are also key considerations for DCC, as to whether a site or policy can be justified for allocation and inclusion in the final plan. As identified through DCC's sites study, there are limited sites within Derby that are deemed to be suitable to develop. When identifying potential allocation sites, DCC undertook a Strategic Housing Land Availability Assessment (SHLAA), establishing 'showstoppers' to site deliverability and whether the site was being actively promoted. The sites that have been assessed in **Section 7.2** are those which passed the SHLAA and are deemed to be the only reasonable site allocation options for development within the city.

As the Local Plan is an iterative process, there are likely to be site changes and amendments which will emerge throughout the process. This may provide reasonable alternative sites, which would be subject to SA. Site changes / alternatives will be further assessed at the Regulation 19 stage, as appropriate.

The assessment findings are summarised in **Section 7.2** and presented in full, alongside the RAG assessment, in **Appendix E**. A matrix approach has been used for the assessment which has used the significance criteria shown in **Table 7-1**. It should be noted that all potential effects detailed below are pre-mitigation.

Table 7-1: Significance of Effect

Effect Significance	Key
Potential for significant positive effects	++
Potential for minor positive effects	+
Potential for minor negative effects	-
Potential for significant negative effects	--
Uncertain effects	?
Negligible	0

Table 7-2 overleaf provides an overview of the performance of proposed sites against each SA objective in the SA Framework and **Table 7-3** outlines the potential significant effects based on each SA objective.

For the purpose of the SA, potential significant effects are deemed to be the following:

- Significant positive effects;
- Significant negative effects; and
- Uncertain effects.

Further details on the insignificant effects, i.e. minor positive, minor negative, mixed and neutral effects, are detailed in **Appendix E**. This appendix also sets out the nature of effects such as magnitude, spatial extent and duration. Details on mitigation measures put forward to address potential negative and uncertain effects are included in **Appendix E**.

7.2   Assessment of Sites

Table 7-2 provides an overview of the performance of proposed site allocations against each SA objective and **Table 7-3** outlines significant effects based on each SA objective.

Table 7-2: Overview of Draft Site Allocations

Site	SA1	SA2	SA3	SA4	SA5	SA6	SA7	SA8	SA9	SA10	SA11	SA12	SA13	SA14	SA15	SA16	SA17
HA1: Rykneld Road, Littleover	++	++	++	+	+	++	+	+	?	0	0	-	-	-	+	--	-
HA2: Brook Farm, Chaddesden	+	+	+	-	?	++	++	+	-	0	-	-	--	-	--	--	-
HA3: East of Moorway Lane, Littleover	++	++	+	+	+	++	++	+	-	0	0	-	-	-	+	--	-
HA4: Royal Hill Road, Spondon	+	+	+	+	+	+	+	+	-	0	+	-	-	-	+	--	-
HA5: The Hollow, Mickleover	++	+	+	+	+	++	++	+	-	+	-	-	-	-	?	--	-
HA6: Former Manor/Kingsway Hospital	++	?	+	+	+	++	+	+	++	+	-	0	+	-	+	++	-
HA7: Stoney Lane, Spondon	++	+	+	+	+	++	+	+	-	0	+	-	-	-	+	--	-
HA8: Former Police Station, Cotton Lane	+	+	+	+	+	++	++	+	++	0	+	--	-	-	+	++	-
HA9: Bramblebrook House/Humbleton View, Littleover	+	++	+	+	+	+	++	0	0	+	-	0	?	-	-	++	-
HA10: Elton Road Works, Osmaston	+	+	+	+	?	+	++	+	++	0	+	-	?	-	+	++	-
HA11: Former Shaftesbury Leisure Centre	+	+	+	+	?	+	++	+	++	+	+	-	?	-	+	-	-
HA12: North of Sinfin Moor Lane	+	?	+	0	+	+	+	+	+	0	-	-	?	-	-	--	-
HA13: Bembridge Drive, Alvaston	+	+	+	-	?	+	-	+	+	0	+	0	?	-	+	-	-
HA14: Former Beaufort Business Centre, Chaddesden	+	+	+	+	?	+	++	+	++	0	-	?	?	-	-	++	-
HA15: Kitchner Avenue/Browning Street	+	+	+	+	?	+	++	+	++	+	-	0	?	-	+	++	-
HA16: Former Ivy School House	+	+	+	+	?	+	++	+	++	+	+	-	?	-	+	++	-
HA17: Gypsy and Traveller Site Allocation	+	-	-	+	?	++	-	-	-	-	-	0	?	-	-	-	-
CC4: Residential Led, Mixed Use Site Allocations	++	++	++	++	+	++	++	+	?	+	+	-	?	-	+	+	-
CC5: Non-Residential Regeneration Opportunities	++	++	++	++	+	0	++	0	++	+	-	--	-	-	+	+	+
CC12: Derby Riverside	++	++	++	++	+	++	++	++	?	-	?	?	?	-	++	++	-
CC13: University of Derby, City Centre Hub	++	+	+	++	+	?	+	+	++	?	+	--	-	-	++	++	+
CC14: Railway Station Quarter	+	+	+	++	+	++	++	+	++	+	-	--	-	+	++	-	-
CC15: North Castleward	+	+	+	++	+	++	++	+	++	?	-	--	-	+	++	++	-
E5: Land South of Wilmore Road (Infinity Park)	+	++	++	++	+	0	0	+	?	0	0	-	+	-	+	--	-
E6: SmartParc, Spondon	+	+	++	++	+	0	0	+	+	0	0	--	?	-	+	+	+
E7: Indurent Park	+	+	++	+	+	0	0	+	+	0	0	--	?	-	+	+	-

SA Objectives: SA1 Population and Equality; SA2 Human Health; SA3 Economy; SA4 Employment; SA5 Crime and Safety; SA6 Housing; SA7 Leisure and Recreation; SA8 Biodiversity and Natural Capital; SA9 Landscape and Townscape; SA10 Historic Environment; SA11 Air, Noise and Light Pollution; SA12 Water Environment; SA13 Climate Change; SA14 Greenhouse Gases; SA15 Transport and Accessibility; SA16 Geology and Soils; SA17 Waste

Table 7-3: Summary of Significant Effects of Proposed Sites

SA Objective	Summary of Effects
SA1: Population and Equality	Nine sites have the potential to result in significant positive effects on population and equality. These allocations should provide new facilities, as well as being well located, close to existing community facilities and will likely reduce levels of inequalities, which will help support current and future populations.
SA2: Human Health	Seven sites have the potential to result in significant positive effects on health. These allocations should provide improved access to employment opportunities across a range of sectors, improving wellbeing. These allocations should also encourage active travel and recreation opportunities, improving physical health and wellbeing.
SA3: Economy	Five sites have the potential to result in significant positive effects on economy as the allocations should provide economic development and support employment growth within the city. These allocations are all anticipated to attract inward investment and support the development of business parks within the area.
SA4: Employment	Eight sites have the potential to result in significant positive effects on employment as these allocations should provide a range of employment opportunities across different sectors, including high skilled sectors, which is likely to increase employment opportunities.
SA5: Crime and Safety	Uncertain effects have been identified for eight sites in relation to crime and safety as these sites are located in areas of high crime deprivation, and there is limited information on designing out crime principles that may be applied, particularly as alterations of land use may result in effects on feelings of safety in the area.
SA6: Housing	Potential significant positive effects have been identified for 12 sites that will contribute a large quantity of housing (100 homes or more) towards meeting Derby's housing target. Uncertain effects have been identified for one site, CC13: University of Derby, City Centre Hub, as it is currently unclear if this allocation will include the development of additional student accommodation.
SA7: Leisure and Recreation	Potential significant positive effects on leisure and recreation have been identified for 15 sites. These sites will all contribute to providing additional open space for informal recreation, or provide space for formal recreation, within developments.
SA8: Biodiversity and Natural Capital	One site, CC12: Derby Riverside, is anticipated to lead to significant positive effects on biodiversity and natural capital due to development at the site making a significant contribution to the greening of the City Centre, through landscaping and tree planting, as well as the provision of amenity green space.
SA9: Landscape and Townscape	Potential significant positive effects on landscape have been identified for 12 sites. These allocations should all contribute to high quality design that is anticipated to enhance the public realm, and landscape assets. Uncertain effects have been identified for three sites (HA1: Rykneld Road, Littleover, CC4: Residential Led, Mixed Use Site Allocations, and E5: Land South of Wilmore Road (Infinity Park)) as development of these sites has the potential to alter the visual landscape. However this is likely to be determined by individual scheme design.

SA Objective	Summary of Effects
SA10: Historic Environment	Uncertain effects on the historic environment have been identified for three sites (CC12: Derby Riverside, CC13: University of Derby, City Centre Hub, and CC15: North Castleward). These sites intersect with a number of heritage assets and there is potential for development to alter the setting of these assets both in the short and long term. However the nature of effects is likely to be determined by individual scheme design.
SA11: Air, Noise and Light Pollution	No potential significant effects have been identified for air, noise and light pollution.
SA12: Water Environment	Potential significant negative effects on the water environment have been identified for 7 sites. This has been identified where sites are located in close proximity to a water body, as well as being located within flood zone 3 and supporting text does not include specific flood alleviation measures. There is therefore potential for increased flood risk and pollution of nearby water bodies as a result of construction and operational activities at these allocation site.
	The assessment identifies uncertain effects on the water environment from two sites, HA14: Former Beaufort Business Centre and CC12: Derby Riverside. The CC12 site is located next to the River Derwent and is partially within flood zone 2. Similarly, site HA14 is likely to benefit from reduced flood risk as a result of the Our City Our River (OCOR) project. However, the exact risk to flooding is currently unknown as the site will contribute to the ongoing OCOR project, which has not yet concluded.
SA13: Climate Change	Uncertain effects have been identified for 13 sites in relation to climate change as these sites are located within an area of flood zone 3 and the implementation of flood risk mitigation measures is currently uncertain.
SA14: Greenhouse Gases	No potential significant effects have been identified with regards to GHG emissions.
SA15: Transport and Accessibility	One site, HA2: Brook Farm, Chaddesden has the potential to result in significant negative effects on transport and accessibility due to its location, which is not well-connected to existing public or active transport links.
	Potential significant positive effects have been identified for four sites (CC12: Derby Riverside, CC13: University of Derby, City Centre Hub, CC14: Railway Station Quarter, and CC15: North Castleward) as these sites are all well connected to existing public and active travel routes.
	Uncertain effects have been identified for HA5: The Hollow, Mickleover as the site development is anticipated to include the improvement of pedestrian routes and public transport, however the nature and scale of improvements is currently unknown.
SA16: Geology and Soils	Potential significant negative effects have been identified for eight sites. This has been identified where sites are located on greenfield land and development will result in the permanent loss of this finite resource.
	Potential significant positive effects have been identified for 12 sites. These effects have been identified where sites are located on brownfield land, encouraging the reuse of previously developed land, which represents an efficient use of land.
SA17: Waste	No potential significant effects have been identified with regards to waste.

8.0   Cumulative Effects

8.1   Introduction

The SEA Regulations require that cumulative effects are considered when identifying likely significant effects. Cumulative effects arise, for instance:

- Where several individual policies and sites have a combined effect on an objective; or

- Where several policies and sites each have insignificant effects but together have a significant effect.

The significance of cumulative effects resulting from a range of activities, or multiple incidences of one activity, may vary based on factors such as the nature of the proposed sites and policies and the sensitivity of the receiving communities and environment.

This section therefore presents the findings of the following:

- **Intra-plan effects:** Consideration of how different proposed policies and sites within the Local Plan may interact and cause cumulative effects on a receptor; and

- **Inter-project effects:** How the proposed policies and sites within the Local Plan could result in cumulative effects in association with other plans, policies and projects in the surrounding area.

8.2   Intra-plan effects

Table 8-1 outlines the key to effects for potential intra-plan cumulative effects.

The potential intra-plan cumulative effects identified for both proposed policies and sites are identified in **Table 8-2** over the page.

Table 8-1: Key to Cumulative Effects

Effect	Key
Positive cumulative effect	+
Negative cumulative effect	-
No overall cumulative effect	0

Table 8-2: Potential Intra-Plan Cumulative Effects Summary

SA Objective	Effect	Summary of Effects
SA1: Population and Equality	+	There is potential for positive cumulative effects to occur through the delivery of multiple well-designed developments together which deliver necessary infrastructure to meet the needs of new residents. Secondary benefits to existing residents may also be realised. Additionally, the Local Plan promotes inclusive design, particularly through the general development principles, housing, infrastructure and community, and city centre policies, improving access to all social groups inclusively.
	-	If developments are delivered which do not provide infrastructure to meet needs, pressure could be placed on existing services due to increased population demands arising from multiple developments, leading to potential cumulative negative effects. There is also potential for a cumulative increase in disturbance to existing local residents.
SA2: Human Health	+	Infrastructure and community policies as well as some of the proposed allocations include the provision of new community facilities and services, such as health provisions and public leisure facilities. This could result in a positive cumulative effect on health and wellbeing. The provision and improvements to the public realm and open spaces, as part of some developments and policies, could result in positive cumulative effects on the health and wellbeing of the population in Derby.
	-	There is a potential for negative cumulative effects to result if multiple housing developments were to come forward without necessary capacity in healthcare facilities, due to the increased strain on existing healthcare facilities and the potential increased demand from new populations.
SA3: Economy	+	There is the potential for positive cumulative effects on the economy if multiple large-scale developments were to come forward, including proposed employment allocations. Proposed policies and sites will provide a substantial amount of office space and jobs, as well as housing provisions, which will help to improve connectivity between employment centres and housing areas. Developments are further supported by the Local Plan's economy policies which aim to support existing employment space within Derby and improve investment in Derby, including through the development of defined town and district centres. This coupled with potential new developments could help to attract further inward investment and provide employment opportunities.
SA4: Employment	+	There is potential for a positive cumulative effect on employment if multiple developments were to come forward. Such developments also have the potential to increase access to public transport which will help communities within Derby to be better connected to jobs, services and facilities.
SA5: Crime and Safety	+	It is assumed that all new developments will be built to a high standard of safety. There may be potential for positive cumulative effects from developing sites to provide housing and public realm improvements, particularly if designing out crime principles are applied. Policies support high quality design and landscaping which can also help to generate a sense of pride and ownership within the community, resulting in the potential to reduce crime rates further.
SA6: Housing	+	There is potential for a positive cumulative effect if multiple housing developments within Derby come forward within the plan period. These developments will help to meet Derby's housing target and increase the provision of affordable homes, reducing the significant barriers to housing and aiding in providing a mix of homes that suit the needs of the growing population. There is also potential for a cumulative positive effect on housing quality and standards across the city, by taking into account the needs of different groups in the community.
SA7: Leisure and Recreation	+	There is potential a positive cumulative effect on leisure and recreation to arise from the development of additional open space, as well as the preservation of existing open space. Additionally, the development of new community infrastructure is likely to increase opportunities for social interaction and cultural opportunities, which is further supported by improvements to infrastructure and facilities that support tourism in the area.
SA8: Biodiversity and Natural Capital	+	There is the potential for a positive cumulative effect from the implementation of environment policies. Developments should deliver additional green spaces, include green infrastructure, and provide biodiversity enhancements in accordance with Biodiversity Net Gain requirements. Natural capital enhancements are possible through the connection of green spaces and protection of habitats linking population centres which may otherwise be lost or severed through a lack of maintenance or through other development.
	-	There is the potential for a negative cumulative effect on biodiversity if multiple large scale housing developments and employment developments were to come forward. Given that a number of housing allocations are located on greenfield land, there is potential for a cumulative loss of greenfield land to development, which could lead to damaged and fragmented habitat connectivity.
SA9: Landscape and Townscape	+	Positive cumulative effects may arise due to good design of housing and employment developments, and improvements to the public realm, parks and open spaces and the natural environment. In combination, such improvements could enhance the landscape and townscape character over the long term.
	-	There is the potential for a negative cumulative effect on landscapes and townscapes if multiple housing developments were to come forward in close proximity to parks and open spaces and areas with high townscape values. During construction of these new developments there is the potential for disturbance to the setting and tranquillity of these areas, temporarily harming the visual amenity.
SA10: Historic Environment	+	A positive cumulative effect may arise if development designs are sensitive to the historic environment and enhance the setting of any surrounding designated heritage assets. This will be further supported by environment policies, which aim to preserve and enhance the historic environment. Additionally, cumulative improvements to the public realm could improve the setting of heritage assets. Policies may also result in a cumulative improvement in air quality, and reduction in the degradation of heritage assets.
	-	There is the potential for negative cumulative effects on the historic environment if multiple developments were to come forward in close proximity to heritage assets, or if developments were not of an appropriate scale and design. During construction of these new developments there is the potential for disturbance to the historic environment due to noise, vibration and temporary reductions in air pollution (dust soiling). During operation, these developments have the potential to negatively impact the setting of heritage assets if not sensitively designed.
SA11: Air, Noise and Light Pollution	+	If multiple developments are located with good connectivity to public transport facilities it will enable more people to use public transport modes instead of private vehicles, helping to improve air quality. Improvements to pedestrian and cycle connections may further reduce reliance on private cars and encourage low-emission sustainable and active travel, in turn providing health benefits. Therefore, there is also the potential for a positive cumulative effect on air quality. Environment, climate change, and transport and movement policies support the improvement of air quality through reducing air pollution, as well as through measures including low or zero emission transport, increasing accessibility to public transport, and increasing green infrastructure which will help to reduce air pollution.

SA Objective	Effect	Summary of Effects
	-	A temporary negative cumulative effect has the potential to arise during the construction phase, if multiple housing or employment developments were to come forward with overlapping construction periods. Construction of these developments may temporarily worsen air and noise pollution from construction plant emissions, dust and construction traffic.
SA12: Water Environment	+	Water quality and drainage measures are likely to be specific to each development, but there may be cumulative benefits if implemented city wide, particularly through the implementation of sustainable development, climate change and environmental policies. The application of drainage measures (which may include SuDS) across multiple developments, especially in combination with green infrastructure, could mitigate the impacts of flooding as a nature-based solution, contributing to urban resilience and climate change adaptation.
	-	There is potential for decreases in water quality from developments as a result of increases in surface water runoff and impacts on surface water and groundwater, particularly from physical alterations as a result of development from housing allocations. If not adequally mitigated, there is potential for cumulative increases in flood risk arising from housing developments, urban intensification and additional employment developments, due to increases in hard standing and sealed surfaces. A large number of new developments could result in potential negative cumulative effects on flood risk, particularly for those sites located within flood zone 3, if potential cumulative effects are not considered in site Flood Risk Assessments and adequately mitigation is not put in place.
SA13: Climate Change	+	A number of policies within the general development principles, housing, environment, and climate change groups should help to improve climate resilience through encouraging the incorporation of drainage measures which will help to reduce overall flood risk within Derby. These policies also aim to manage climate resilience, including heating. These policies could help to provide a cumulative increase in resilience to climate change within the city.
	-	The addition of increased use of hard standing surfaces as part of the proposed housing and employment allocations could increase surface water runoff. Therefore, a large number of new developments could result in potential negative cumulative effects on flooding, if flood resilience measures are not implemented across developments, reducing resilience to climate change.
SA14: Greenhouse Gases	+	Policies set out in the general development principles, housing, environment, transport and movement, and climate change groups all support a transition towards reducing GHG emissions through reductions in energy use, vehicle reliance, and/or low levels of embodied carbon. These measures, alongside the support for sustainable transport modes, could cumulatively reduce GHG emissions within the city.
	-	If multiple developments were to come forward, there is the potential for these developments to be resource intensive and have high levels of embodied carbon. A potential negative cumulative effect is therefore identified in relation to GHG, particularly in the construction phases.
SA15: Transport and Accessibility	+	There is the potential for positive cumulative effects on sustainable transport and accessibility if multiple developments were to come forward within Derby. Most new developments will help to improve access to sustainable transport through improvements to pedestrian and cycle connections, making active travel more appealing. Access to public transport may also be improved as part of the developments, including measures for accessible public spaces and transport networks, improving access to all groups inclusively. This is further supported by the Local Plan policies, particularly those in the transport and movement group, which aim to ensure that new development is located in suitable areas where the transport requirements can be met in a sustainable manner, and encourages travel by sustainable modes.
SA16: Geology and Soils	+	The Local Plan promotes the efficient use of land and resources where possible, in a way that makes as much use of previously developed land and brownfield sites as possible. Over half of the proposed site allocations are located on either previously developed land or brownfield sites, resulting in a potential positive cumulative effect on geology and soils.
	-	There are a number of proposed allocations where there is potential for land take of greenfield land to occur. Some other developments which may arise, could result in a cumulative loss of more valuable land, including agricultural land.
SA17: Waste	+	The Local Plan policies support the re-use of buildings and materials within developments. The re-use of materials within developments also contributes to positive cumulative effects, reducing construction waste.
	-	There is potential for increases in waste produced by demolition, excavation, and construction resulting from developments arising from the Local Plan, including housing and employment developments and therefore an overall negative cumulative effect on this waste objective.

8.3   Inter-project effects

Table 8-3 outlines the sources of potential inter-plan cumulative effects, whilst **Table 8-4** details the potential cumulative effects identified for each of the SA topics in relation to these policies and plans. This uses the same key to effects as set out in **Table 8-1** above.

Table 8-3: Sources of Inter-Plan Effects

Policy or Plan	Plan Details
A38 Derby Junctions	The project aims for Highway improvements to three existing roundabout junctions on the A38 at Derby: • A38/A5111 Kingsway Junction; • A38/A52 Markeaton Junction; and • A38/A61 Little Eaton Junction. The scheme aims to reduce congestion, improve journey times between Birmingham, Derby and the M1, facilitate regional development and growth in and around Derby City, improve safety for all road users, and connect people by maintaining existing facilities.
Midlands Rail Hub	Midlands Rail Hub aims to provide faster, better and more frequent connections across the Midlands. The scheme will add up to 300 additional trains on the rail network per day into or out of Birmingham and provide faster, more frequent or new rail links for over 50 locations including: Nottingham, Leicester, Bromsgrove, Nuneaton, Worcester, Hereford and Cardiff. Midlands Rail Hub will build two 'chords' at Bordesley, as well as 10+ engineering interventions throughout the region. • The West Chord: consists of improvements between Bordesley and Moor Street, allowing access to Birmingham Moor Street from South- West and Wales, allowing additional trains towards Worcester, Hereford, Bristol and Cardiff. • The East Chord: creates an access to Birmingham Moor Street from the East Midlands, allowing direct access for trains from cities such as Leicester, Derby and Nottingham.
Derbyshire Local Nature Recovery Strategy	Local nature recovery strategies are a new system of spatial strategies for nature and environmental improvement across England that will establish priorities and map proposals to drive nature's recovery and provide wider environmental benefits. The local nature recovery strategy (LNRS) for Derbyshire will provide the process for nature recovery in Derbyshire. It will set a long-term vision and action plan that is formed and delivered in collaboration with partners, stakeholders and the public.
Neighbouring Local Plans	Local plans and emerging local plans in neighbouring borough's (Amber Valley, Erewash, and South Derbyshire) influence cross-boundary development improvements. The plans include: • Amber Valley Borough Local Plan 2022-2040 (not yet adopted); • South Derbyshire Local Plan 2011 to 2028; • South Derbyshire's Local Plan Part 1 2022-2041 (not yet adopted); • Erewash Core Strategy 2011-2028; and • Erewash Local Plan Review (undergoing development).

Policy or Plan	Plan Details
Neighbouring Transport Plans	Local Transport Plans enable Local Authorities to plan for transport in their areas. They can identify both strategic policy and implementation plans for delivering this policy. Therefore, they identify policy options for implementing transport improvements, including different modes of transport. They also prioritise areas and schemes for development over the plan period.

Currently, Derbyshire Council Council's Local Transport Plan 3 (2011 to 2026) applies to Derby and all neighbouring boroughs.

The East Midlands Combined County Authority (EMCCA) are currently developing a new Transport Plan that will cover the four Constituent Authorities (Derby City, Derbyshire County, Nottingham City and Nottinghamshire County Councils). |
| East Midlands Freeport | The East Midlands Freeport features three main sites: the East Midlands Airport and Gateway Industrial Cluster in North West Leicestershire, the Ratcliffe-on-Soar Power Station site in Rushcliffe in Nottinghamshire and the East Midlands Intermodal Park in South Derbyshire. |
| East Midlands Gateway | SEGRO Logistics Park East Midlands Gateway (SLPEMG) is a 700-acre development which has delivered over 4.5m sq ft of logistics accommodation to date, with a further c.70,000 sq ft available.

The development incorporates a 50-acre Strategic Rail Freight Interchange (SRFI) which includes a rail freight terminal, capable of handling up to sixteen 775m freight trains per day, container storage and HGV parking.

SLPEMG is centrally located in the Midlands, adjacent to East Midlands Airport, with direct access to J24 of the M1. Nottingham is 13 miles north east, Leicester 20 miles to the south and Derby is 14 miles north west. |

Table 8-4: Potential Inter-Plan Cumulative Effects Summary

SA Objective	Significance	Summary of Effects
SA1: Population and Equality	+	A potential positive cumulative effect could result from the provision of new community facilities, employment opportunities and services as part of developments. New transport schemes (Midlands Rail Hub) will improve access and connectivity to community facilities and services, especially for the people who cannot drive or do not have access to a private car. If multiple housing developments within both Derby and neighbouring authorities were to come forward, more people will be placed closer to community facilities and employment opportunities. This will result in positive cumulative effects.
	-	If adequate community infrastructure is not developed, there is a potential for a negative cumulative effect to result if multiple developments were to come forward across the city and within neighbouring local authorities due to the increased strain on existing community facilities from the increased demand from new populations.
SA2: Human Health	+	The provision of new and improved public realm and open spaces as part of some of these developments (neighbouring local plans), has the potential to result in a positive cumulative effect on the health and wellbeing of the population in the region. This is because access to greenspace can provide better mental health and wellbeing outcomes including reduced levels of depression, anxiety and enhanced quality of life, as well as helping to bind communities together, reduce loneliness, and mitigate the negative effects of air pollution and excessive noise.
	-	There is a potential for a negative cumulative effect to result if multiple housing developments were to come forward without adequate infrastructure, due to the increased strain on existing community health facilities resulting from the increased demand from new populations.
SA3: Economy	+	There is the potential for a positive cumulative effect on the economy if multiple large-scale developments were to come forward. These developments will provide a substantial amount of office space and jobs, as well as housing provision, which will help to improve connectivity between employment centres and housing. Greater cumulative connectivity will result through investments in sustainable transport developments such as Midlands Rail Hub and A38 Derby Junctions and those arising from transport plans. This will help communities to gain greater access to jobs, services and facilities. Access to activities provides the potential for people to participate in education, work, social, leisure and cultural activities. Greater connectivity to Derby may also bring about greater tourism opportunities.
SA4: Employment	+	There is the potential for a positive cumulative effect on employment if multiple large-scale developments were to come forward. These developments will provide a substantial amount of office space and jobs, which will help to improve connectivity between employment centres. Greater cumulative connectivity will result through investments in sustainable transport developments such as Midlands Rail Hub and A38 Derby Junctions. This will help communities to gain greater access to jobs, services and facilities.
SA5: Crime and Safety	+	It is assumed that all schemes and projects will be built to a high standard of safety. There may be potential for a positive cumulative effect across Derby and neighbouring borough's from developing land to provide housing and public realm improvements, particularly if designing out crime principles are applied. Using high quality design and landscaping can also help to generate a sense of pride and ownership within the community, resulting in the potential to reduce crime rates further.
SA6: Housing	+	It is anticipated that a positive cumulative effect will result if multiple housing developments were to come forward in combination with Derby's proposed development sites. These developments will help to meet housing targets across the Derby HMA and increase the provision of affordable housing in the wider area.
SA7: Leisure and Recreation	+	There is a potential for a positive cumulative effect to result if developments were to come forward providing additional open space. There is also potential for a positive cumulative effect arising from additional development of facilities in the wider area, as proposed within neighbouring local plans. This is likely to provide increased opportunities for recreation and leisure activities.
SA8: Biodiversity and Natural Capital	+	A positive cumulative effect may result through BNG delivery through multiple local plans and in accordance with the Local Nature Recovery Strategy. These are likely to be driven by neighbouring Local Plan policies where green infrastructure is incorporated inro design to increase biodiversity and if biodiversity is lost on site this should be mitigated by improving the quality or management of the rest of the site or deliver off-site compensation of better biodiversity value. A further positive cumulative effect could result from the development of sustainable transport schemes (Midlands Rail Hub and those arising from local transport plans). This would increase access to public transport modes, reducing the use of a private car, and therefore reducing GHG emissions, journey times and congestion, resulting in increased tranquillity and air quality.
	-	There is potential for cumulative loss, damage or fragmentation of statutory and non-statutory nature conservation sites and habitats if multiple developments were to come forward across similar timeframes. Although it is assumed that any potential negative effects on protected species would be mitigated at a project level, there are wider impacts on biodiversity.
SA9: Landscape and Townscape	+	The provision of public realm improvements through Local Plans and transport plans could help to increase and improve the open space offering as well as the setting of Derby's townscape and landscape. This could result in a positive cumulative effect.
	-	There is potential that multiple developments could result in a cumulative loss of open spaces, greenfield land and alterations of the landscape.
SA10: Historic Environment	+	A potential positive cumulative effect could arise as a result of the Local Plan, in combination with neighbouring local plans, due to the requirements for historically sensitive design of the proposed housing developments which could affect the setting of any designated heritage assets and Conservation Areas, including the DVMWHS. There is also potential for neighbouring authorities to accommodate decanted need through their respective Local Plans, potentially taking pressure off Derby city centre, reducing potential impacts on the world heritage site. A potential positive cumulative effect could also result from the development of sustainable transport schemes (Midlands Rail Hub and local transport plans). This could increase access to public transport modes, reducing the use of a private car, and therefore reducing GHG emissions, journey times and congestion in the wider area, resulting in increased tranquillity and settings of heritage assets. A further potential positive effect could result due to improved access to the historic environment provided by the new transport schemes which could present opportunities to generate activity, vitality and tourism.

SA Objective	Significance	Summary of Effects
	−	There is the potential for a temporary negative cumulative effect on the historic environment if multiple housing developments and transport schemes were to come forward at the same time. During construction of these developments there is the potential for disturbance to the historic environment due to noise and air pollution.
SA11: Air, Noise and Light Pollution	+	A positive cumulative effect could result from the development of sustainable transport schemes (Midlands Rail Hub and local transport plans) in combination with new Local Plan allocations and policies. Access to public transport modes could be improved, reducing the use of a private car, and reducing GHG emissions and improving air quality. A further positive cumulative effect could result from a reduction in journey times and congestion on the highway network as a result of the A38 Derby Junctions in combination with the Local Plan and neighbouring local plans/transport plans.
	−	A temporary negative cumulative effect has the potential to arise during the construction phase if multiple developments were to come forward together. Construction of these developments may reduce the air quality through an increase in particulate matter and dust.
SA12: Water Environment	+	There is potential for proposed developments to incorporate permeable surfaces and SUDs which could help to cumulatively reduce flood risk if implemented within Derby and in neighbouring authorities. These measures are likely to be implemented through Local Plan policies regarding flood risk management.
	−	If adequate mitigation measures are not put in place, development in Derby and in neighbouring authority areas could result in a cumulative negative effects from increases in surface water runoff and flood risk, and impacts on surface water and groundwater, particularly from physical alteration as a result of development.
SA13: Climate Change	+	Climate change adaptation measures are likely to be specific to each development, but there may be cumulative benefits if implemented across multiple plans. Investment in sustainable transport schemes, such as Midlands Rail Hub, should have positive cumulative effects on climate change from a reduction in private car use. A potential positive cumulative effect could result if multiple housing and commercial developments were to come forward, due to the provision of public realm improvements and enhancements to biodiversity as part of the design. A further positive cumulative effect may result from low carbon and energy efficient design which is resilient to the effects of climate change. Climate change adaptation measures are likely to be specific to each development.
SA14: Greenhouse Gases	+	There may be cumulative benefits from transport initiatives (including Midlands Rail Hub and proposals set out in the forthcoming EMCCA Transport Plan) and low carbon developments (neighbouring local plans) in reducing GHG.
	−	A potential temporary negative cumulative effect could result from construction if multiple housing and employment developments were to come forward together. Construction of these developments may increase levels of GHG emissions through the embodied carbon associated with the construction and maintenance of the development. Increased development is also likely to increase transport related GHG emissions, particularly where this leads to increases in vehicular traffic as well as embodied carbon due to development.
SA15: Transport and Accessibility	+	There is the potential for a positive cumulative effect on accessibility and sustainable transport if multiple transport schemes were to come forward during the plan period, such as the Midlands Rail Hub and the schemes listed in local transport plans. These developments would help to increase and improve access to and connectivity of sustainable transport modes within Derby and the wider Derbyshire area. Additionally, there is potential for a positive cumulative effect as a result of improved accessibility for all users, including disabled and low-income users who may rely on public transportation.
	−	There is potential for a negative cumulative effect on the efficient use of land as a number of large-scale projects, such as Midlands Rail Hub, East Midlands Freeport, and East Midlands Gateway coupled with other development in Derby and on the outskirts of Derby (e.g. the opportunity sites in the emerging South Derbyshire Local Plan Part 1), could lead to a large cumulative loss of greenfield land, some of which is agricultural land.
SA17: Waste	−	There is potential for a negative cumulative effect on waste as a number of large-scale projects, coupled with development in the city, could lead to a large cumulative use of resources and production of waste during construction.

9.0 Mitigation, Enhancements and Monitoring

9.1 Mitigation and Enhancement Measures

Mitigation of significant negative and uncertain effects of the plan and enhancement of positive effects are a key purpose of SA. The SEA Regulations require that mitigation measures are considered to prevent, reduce or offset any significant adverse effects on the environment of implementing the plan. The measures are known as 'mitigation' measures. Mitigation measures include both proactive avoidance of adverse effects and actions taken after potential effects are identified.

The mitigation measures proposed in **Table 9-1** are designed to avoid or reduce the effects identified as potentially negative and uncertain in the proposed policy and site assessments against the SA objectives within the SA Framework. The table also includes enhancement measures, that aim to optimise positive impacts and enhance sustainability. Both enhancement and mitigation measures do not always sit within the control of the Local Plan and can be achieved through other plans and strategies.

Policy and site-specific mitigation measures are also included within **Appendices D and E**.

Table 9-1: Proposed Mitigation and Enhancement Measures

SA Objective	Policy/Site	Mitigation/Enhancement	Mechanism
SA2: Human Health	Sites: HA1, HA6, HA12	Further assessment as part of scheme design should be undertaken, to evaluate the provision of new education facilities and ensure that supply is sufficient to support new communities.	Project level design and assessment
SA4: Employment	Sites: HA2	Scheme level design could consider the potential for improving public transport connections at the site.	Project level design and assessment
SA5: Crime and Safety	Environment – Biodiversity and Green Infrastructure Policies	Alterations to artificial light should ensure that lighting is maintained and not removed, particularly in areas of higher crime.	Project level design and assessment
SA5: Crime and Safety	Sites: HA3	New play space should be designed in line with guidance from Make Space for Girls, to aid in feelings of safety.	Project level design and assessment
SA8: Biodiversity and Natural Capital	Housing Policies Economy Policies Infrastructure and Community Policies Transport and Movement Policies	Development that may arise as a result of these policies should aim to minimise loss of biodiversity where possible. A Construction Environmental Management Plan (CEMP) should be implemented to aid in minimising disturbance during construction.	Project level design and assessment Project level Construction Environmental Management Plan (CEMP)
SA9: Landscape and Townscape	Sites: HA1, HA2, HA3, HA4, HA5, HA7, HA17, CC4, E5	Sensitive design should be considered for any new developments to ensure positive effects on local heritage assets and landscapes. Care must be taken to ensure that high density development and tall buildings do not have a significant visual impact.	Project level design and assessment
SA10: Historic Environment	Housing Policies Sites: HA2, HA4, HA5, HA6, HA11, HA15, HA16, HA17, CC4, CC5, CC12, CC13, CC14, CC15	A lighting strategy should be prepared to minimise light spill onto heritage assets. Sensitive design should be implemented for any new developments to ensure positive effects on local heritage assets and landscapes.	Project level design and assessment
SA11: Air, Noise and Light Pollution	Housing Policies Transport and Movement Policies Sites: HA2, HA4, HA5, HA6, HA7, HA8, HA9, HA10, HA11, HA12,	A Dust Management Plan should be prepared as part of the CEMP.	Project level Construction Environmental Management Plan (CEMP)

SA Objective	Policy/Site	Mitigation/Enhancement	Mechanism
	HA13, HA14, HA15, HA16, HA17, CC4, CC5, CC12, CC14, E5, E7		
SA11: Air, Noise and Light Pollution	Environment – Townscape Policies	Policy EN20 could be expanded to ensure that digital displays do not contribute to excessive levels of light pollution.	Inclusion within preferred Local Plan policies
SA12: Water Environment	Sites: HA1, HA2, HA3, HA4, HA5, CC5, CC12, CC13, CC14, CC15, E5, E6, E7	Development should be in line with the NPPF and guidance from the Environment Agency.	Project level design and assessment
SA12: Water Environment	HA2, HA8, HA11, HA12, CC5, CC13, CC14, CC15, E7	The plan should require appropriate water management strategies, for example, the inclusion of SuDS, within the site allocation supporting text.	Inclusion within preferred Local Plan policies
SA13: Climate Change	Environment – Townscape Policies	Policy EN20 could include reference to ensuring energy efficient digital billboards are implemented and encourage the use of renewable energy sources if appropriate.	Inclusion within preferred Local Plan policies
SA13: Climate Change	Sites: HA1, HA2, HA3, HA4, HA5, HA6, HA7, HA8, HA9, HA10, HA11, HA12, HA13, HA14, HA15, HA16, HA17, CC4, CC5, CC12, CC13, CC14, CC15, E5, E6, E7	Development should be encouraged to incorporate renewable energy generation methods such as solar panels, and should incorporate design measures that will reduce effects of climate change, such as zonal heating systems, water saving initiatives and energy monitoring devices.	Project level design and assessment as part of subsequent EIA/ planning application
SA14: Greenhouse Gases	Housing Policies Economy Policies	The design of new developments should include the implementation of renewable energy generation measures where possible.	Project level design and assessment
SA13: Climate Change / SA14: Greenhouse Gases	Sites: HA1, HA2, HA3, HA4, HA5, HA6, HA7, HA8, HA9, HA10, HA11, HA12, HA13, HA14, HA15, HA16, HA17, CC4, CC5, CC12, E5, E6, E7	Any form of construction and operation should be undertaken as sustainably as possible, making use of tools and processes, such as circular economy, waste hierarchy and should consider BREEAM and BREEAM Infrastructure.	Project level design and assessment as part of subsequent EIA/ planning application CEMP/ Operational Environmental Management Plan (OEMP)

SA Objective	Policy/Site	Mitigation/Enhancement	Mechanism
SA15: Transport and Accessibility	Housing Policies Economy Policies	Policies should consider ensuring that housing developments are well located close to public transport modes or provide additional public transport infrastructure.	Inclusion within preferred Local Plan policies
SA15: Transport and Accessibility	Sites: HA2, HA5, HA12	The development requirements should ensure that a bus service is provided.	Project level design
SA16: Geology and Soils	Environment – Biodiversity and Green Infrastructure Policies Transport and Movement Policies Sites: HA1, HA2, HA3, HA4, HA5, HA7, HA12, E5	Where development occurs on greenfield land, this should be focussed upon low value land that is not of agricultural use, where possible. Where possible, development should be located to avoid the loss of BMV agricultural land.	Project level design and assessment
SA17: Waste	Housing Policies Economy Policies Infrastructure and Community Policies Transport and Movement Policies Sites: HA1, HA2, HA3, HA4, HA5, HA6, HA7, HA8, HA9, HA10, HA11, HA12, HA13, HA14, HA15, HA16, HA17, CC4, CC5, CC12, CC13, CC14, CC15, E5, E6, E7	A Site Waste Management Plan should be prepared as part of the CEMP and OEMP.	Project level Construction Environmental Management Plan (CEMP)

10.0   Next Steps

This Interim SA Report is being published for consultation for an 8 week period. Following consultation on both this Interim SA Report and the Regulation 18 draft Local Plan, comments received on both will be considered. Any necessary changes will be made to the SA and to the draft Local Plan in response to consultee comments and these will be reflected within the next iteration of the Local Plan - the Regulation 19 or Proposed Submission Local Plan.

The Proposed Submission Local Plan is expected to be published in Summer 2026.

Table 10-1: Local Plan Timetable

Local Plan Activity	Timeframe
Consultation on Draft Local Plan - Regulation 18	January – March 2026
Consultation on the Proposed Submission Local Plan - Regulation 19	Summer 2026
Examination	Early 2027
SA Post Adoption	Summer 2027

Derby City Council Local Plan

Interim SA Report – Appendix A: Baseline and Review of Plans, Policies and Programmes

Derby City Council

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SLR Project No.: 416.066467.00001

7 January 2026

Revision: 2

Making Sustainability Happen

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
1	9 December 2025	CT	VP	VP
2	7 January 2026	CT	VP	VP
	Click to enter a date.			
	Click to enter a date.			
	Click to enter a date.			

Basis of Report

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Tables in Text

Figures in Text

Appendices

Appendix A   Figures

1.0   Baseline Data Review

This section sets out the current baseline situation for each topic. For each Section, all collated baseline data of relevance to the SA of the Local Plan is presented. It is worth noting that whilst every effort has been made to collate all data of relevance, the data presented is not exhaustive due to time constraints. As part of the baseline review, key sustainability issues are identified and described. In addition, data gaps and the potential evolution within the area without the Local Plan has been described for each topic.

1.1   Population and Equality

1.1.1   Summary of Current Baseline

Population

In 2021, the population of Derby was 261,400[1]. The population of the city has increased each year since 2011, which has resulted in an overall population increase of 5.1% between 2011 and 2021. The population increased by a smaller percentage than the East Midlands (7.7%), and by a smaller percentage than England (6.6%)[1].

There has been a small decrease in the number of families living in the city from 2011 to 2021, with one in five households including a couple with dependent children (19%)[1]. There has also been a small decrease (0.7%) in households with dependent children.

The population of the city is expected to increase from 263,620 in 2022 to 272,298 by 2032, and continue to increase through to 2045, with an expected rise in the older population (65 years and over) and a decrease in the younger population[2]. By 2032, the proportion of over 65s is anticipated to make up 18% of the population, up from 16% in 2022. Comparatively, by 2032, 21% of people in Derby are anticipated to be aged 18 years and under, down from 24% in 2022.

Age

In 2025, 23.1% of Derby residents were aged 60 years and over[2]. Since 2011, the number of Derby residents falling into this age bracket has increased by 1.3%. Conversely, the number of residents aged 4 years and below has fallen by 14.2%. There has also been an increase (18.1%) in the number of people aged 50 to 64 years within the city, whilst the median age of Derby residents (37 years) remains within the 35-49 year age bracket which accounts for around a fifth of the population. This trend demonstrates an ageing population, and suggests potential increases in demand for healthcare, assisted living and social services in the future.

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[1] Office for National Statistics (2023) How life has changed in Derby: Census 2021. Available at: https://www.ons.gov.uk/visualisations/censusareachanges/E06000015/

[2] Office for National Statistics Subnational population projections for England: 2022-based. Available at: https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/bulletins/subnationalpopulationprojectionsforengland/2022based

Figure 1-1: Population gender split by age in Derby in 2023[3]
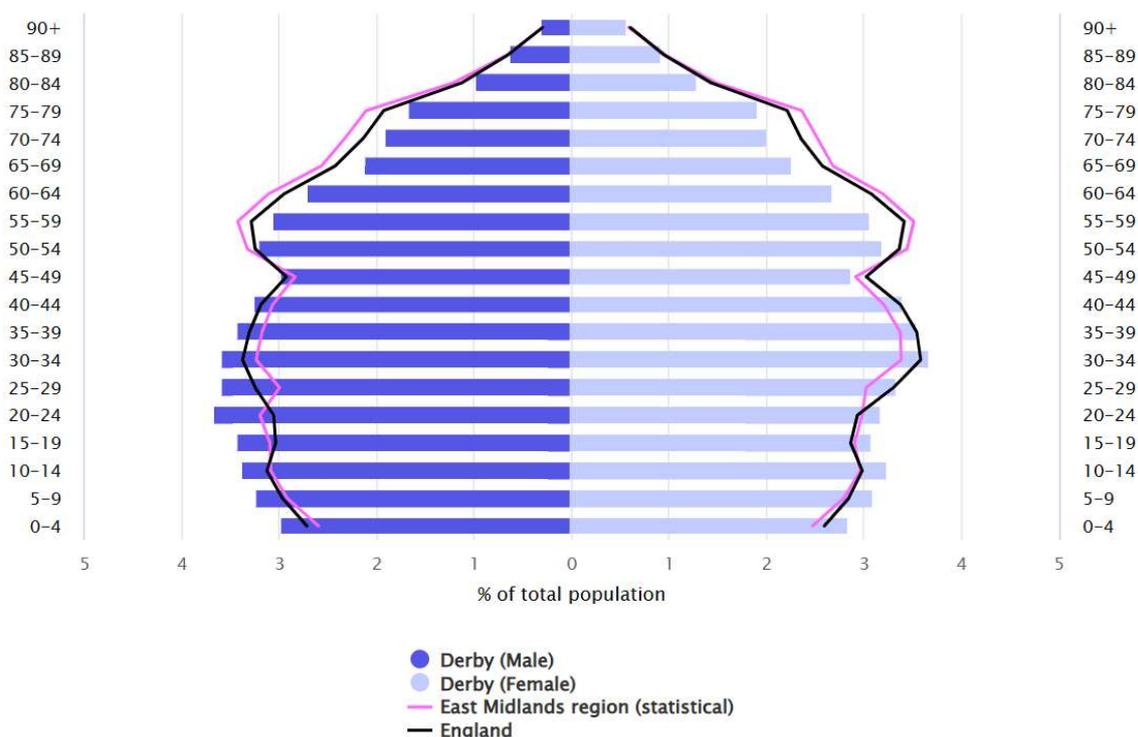
Gender

The difference between the proportion of males and females in Derby is nominal. In 2023, there were 133,639 females (50.15% of the population) and 132,821 males (49.85% of the population)[4]. **Figure 1-1** shows that the city's population is relatively balanced between males and females in most of the younger age groups, with the proportion of the male population being slightly greater than females in younger adult groups (20 to 35 years). This evens out across mid-adulthood and the proportion of females in the population begins to exceed that of males in later adulthood, from aged 60 and above.

Sexual Orientation

The 2021 Census recorded sexual orientation in Derby for the first time. Overall, 3.2% of residents stated that they belonged to the LGBTQ+ community, with 88.1% regarding themselves as heterosexual, and the remaining 8.7% choosing not to answer[5]. This is similar to the overall figure for England and Wales, where 3.2% were LGBTQ+ and 89.37% were heterosexual[6]. Derby had a greater proportion of people identifying as LGBTQ+ compared to the figure for the wider East Midlands which was 2.8%[6].

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[3] Department of Health and Social Care Local Authority Health Profiles - Data | Fingertips | Department of Health and Social Care (Accessed 14/08/2025)

[4] Department of Health and Social Care Local Authority Health Profiles - Data | Fingertips | Department of Health and Social Care (Accessed 14/08/2025)

[5] Nomis Nomis - 2021 Census Area Profile - Derby Local Authority (Accessed 05/08/2025)

[6] ONS Sexual Orientation Sexual orientation, England and Wales - Office for National Statistics (Accessed 14/08/2025)

Ethnicity

Derby is an ethnically diverse city, as highlighted in **Table 1-1.** The majority of the population identified as 'White' (73.8%); this has decreased from 80.3% in 2011.The second largest ethnic group was 'Asian, Asian British or Asian Welsh' which represented 15.6% of the population in 2021, an increase of 12.5% in 2011[7]. The proportion of residents identifying as 'Black, Black British, Black Welsh', Caribbean or African' was 4% in 2021, compared to 2.9% in 2011[8].

Table 1-1: Ethnicity in Derby, 2021[5]

Ethnic Group	Derby City (%)	East Midlands (%)	England and Wales (%)
White	73.8	85.7	81.7
Asian, Asian British or Asian Welsh	15.6	8.0	9.3
Black, Black British, Black Welsh, Caribbean or African	4.0	2.7	4.0
Mixed or Multiple ethnic groups	3.7	2.4	2.9
Other ethnic group	2.9	1.3	2.1

Religion/Belief

The 2021 Census records that 57.1% of Derby's population identify with a religion. Christianity remains the most widely followed faith (40.2%), followed by Islam (11.1%) and Sikh (3.7%)[8]. Over 36% of the population hold no religion or belief, which has increased by 9% since 2011. The proportion of residents identifying as Muslim has increased by 3.5% since 2011, whilst the proportion of residents identifying as Christian has declined by 12.5% since 2011[8]. As shown in **Table 1-2** below, Derby had a lower proportion of Christian residents, but a significantly larger Muslim and Sikh communities compared to regional and national figures.

Table 1-2: Religious composition, 2021[8]

Religious Group	Derby City (%)	East Midlands (%)	England and Wales (%)
No religion	36.6	40.0	37.2
Christian	40.2	45.4	46.2
Muslim	11.1	4.3	6.5
Sikh	3.7	1.1	0.9
Buddhist	0.3	0.3	0.5

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[7] Derby City Council - Census 2021 Census information - Derby City Council (Accessed 04/08/2025)

[8] Office for National Statistics How life has changed in Derby: Census 2021 (Accessed 04/08/2025)

Religious Group	Derby City (%)	East Midlands (%)	England and Wales (%)
Hindu	1.2	2.5	1.7
Jewish	0.1	0.1	0.5
Other religion	0.5	0.5	0.6

Deprivation

The English Indices of Deprivation 2019 attempts to measure a broad concept of multiple deprivation at the small area level. The Indices provide a set of relative measures of deprivation for small areas (Lower Super Output Areas (LSOAs)) across England, based on seven different domains of deprivation:

- Income Deprivation;

- Employment Deprivation;

- Education, Skills and Training Deprivation;

- Health Deprivation and Disability;

- Crime;

- Barriers to Housing and Services; and

- Living Environment.

According to the 2019 Indices, Derby is ranked as the 90th most deprived local authority in England, out of 317 local authorities (where 1 is the most deprived and 317 is the least deprived)[9]. Overall, Derby is more deprived than neighbouring Amber Valley, but less deprived than Nottingham. Of all indices, Derby is the most deprived in terms of health (ranked 60), and least deprived for barriers to housing and services (ranked 175).

Levels of deprivation vary across the city, with clusters of high deprivation located in the southern part of the city and areas close to the city centre, including Normanton, Arboretum, Sinfin and Osmaston. Conversely, areas in the northern part of Derby are less deprived. However, some areas such as Derwent, in the northeastern part of the city are experiencing high levels of deprivation across the index of multiple deprivation (IMD). **Figure A-1** in **Appendix A** presents the deprivation across the city by LSOA.

Table 1-3 shows the average ranking of Derby, compared with surrounding areas.

Table 1-3: IMD Rankings Per Domain[9]

	Derby	Nottingham	Amber Valley
Overall Rank	90	10	617

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[9] UK Government (2019) English Indices of Deprivation 2019. Available at: https://www.gov.uk/government/statistics/english-indices-of-deprivation-2019

	Derby	Nottingham	Amber Valley
Income	75	21	160
Employment	78	51	133
Education	69	14	108
Health	60	14	112
Crime	144	43	277
Barriers to Housing and Services	175	86	250
Living Environment	131	45	196

As shown in **Table 1-3**, Derby South is significantly deprived with respect to education, income, employment and health, with children being disproportionately affected by income deprivation compared with older people. Derby South ranks 37th for income and 78th for employment, indicating significant economic deprivation.

Educational Attainment and Facilities

With regards to educational attainment, 29.7% of residents aged 16 and over hold level four or higher qualifications. This is significantly lower than the national average, which is 34%. In addition, 20.1% of residents have no qualifications, and 10.3% hold level one qualifications[10].

Figure 1-2 shows how the number of pupils is expected to rise between the academic years of 2024/25 and 2026/27 and then are forecasted to fall between 2027/28 and 2028/29.

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[10] Nomis - 2021 Census Area Profile - Derby Local Authority (Accessed 05/08/2024)

Figure 1-2: Actual and Forecasted Pupil Numbers[11]
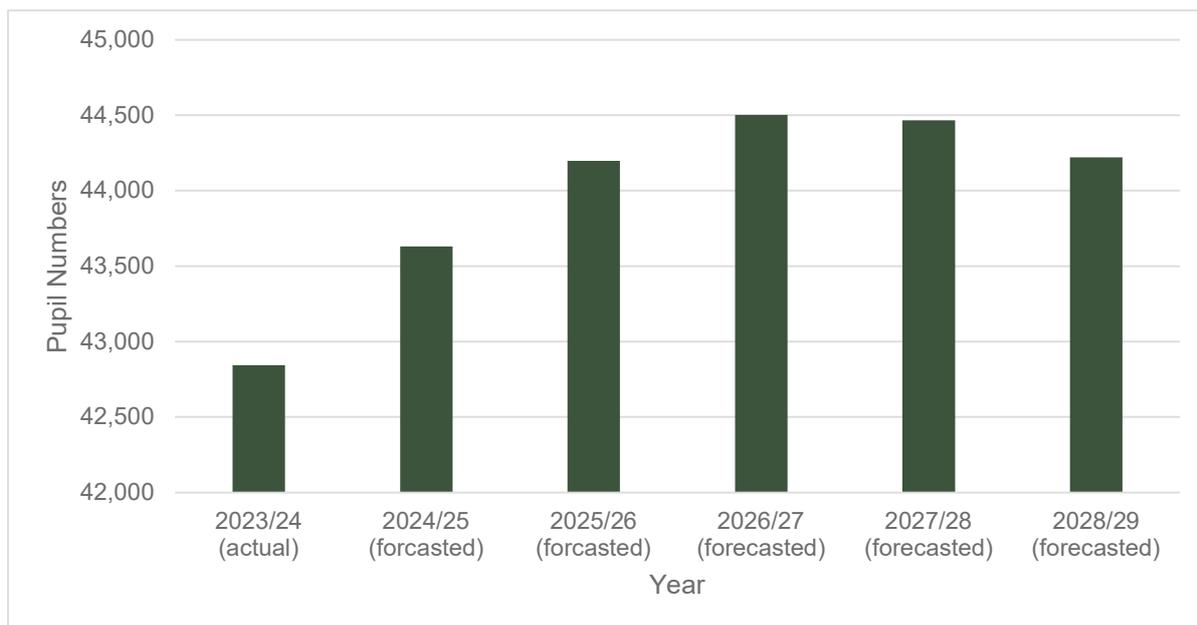
Figure 1-3: Estimates of Forecasted School Place Demand[12]
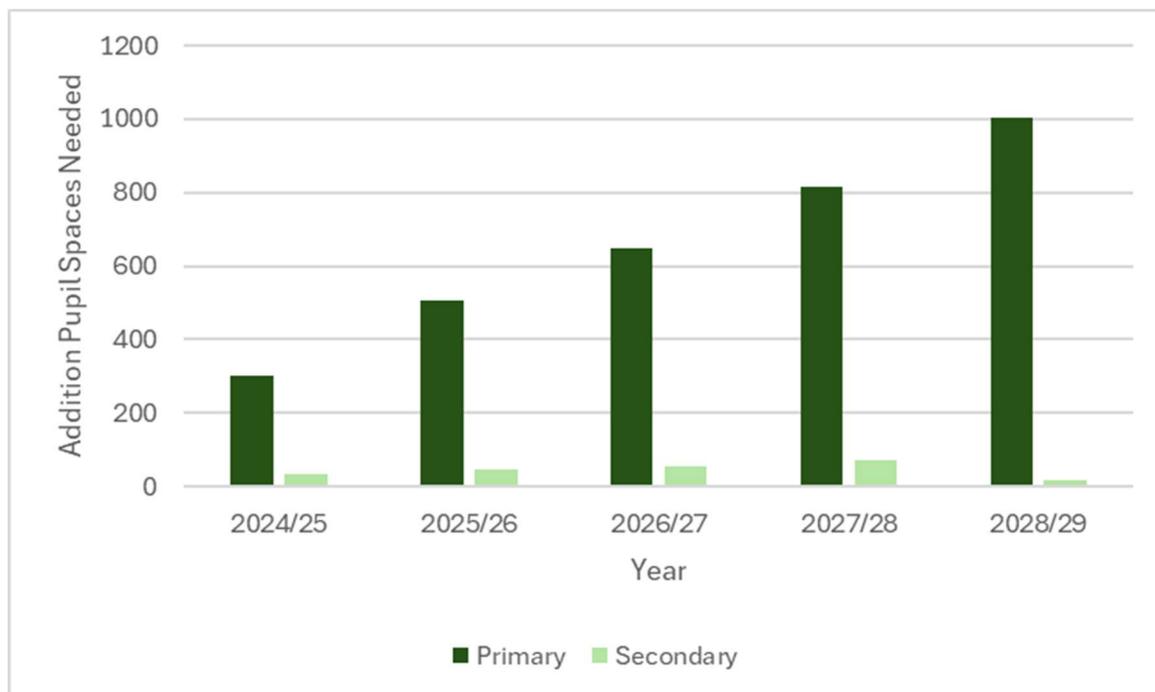
**Figure 1-3** shows that there is current demand for both primary and secondary school places across the city, however the demand for primary school places is

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[11] Gov.UK Education Statistics Step 6: Explore data - Create your own tables on school capacity (Accessed 07/08/2025)

[12] Gov.UK, Education Statistics Step 6: Explore data - Create your own tables on school capacity (Accessed 07/08/2025)

significantly higher than demand for secondary school places. Demand is expected to rise between 2024 and 2029, particularly for primary school places. Demand for secondary school places remains relatively low across the same timeframe and is expected to decrease in 2028. **Figure A-2** shows the location of education providers in Derby City.

1.1.2   Evolution of the Baseline without the Plan

The average age of the population is likely to continue to rise, whilst the working age population is anticipated to continue to fall. This is likely to place increasing pressure on services such as healthcare, social care, assisted living, and accessible housing. The decline in younger age groups may reduce economic productivity unless strategies are implemented to retain and attract younger residents.

Deprivation hotspots, particularly in Derby South, will likely persist, with little change to entrenched inequalities unless targeted action is taken.

Educational underachievement may continue, especially in deprived areas, limiting long-term economic prospects.

School capacity pressures in primary education could worsen in the short to medium term, particularly in growth areas, even as overall pupil numbers later decline.

Without the Local Plan, there may be less opportunities for improving services and facilities, such as schools, as well as fewer opportunities to reduce deprivation disparities across the city.

1.1.3   Key Sustainability Issues and Opportunities

The following sustainability issues have been identified:

- The city's population is projected to increase overall, including a sharp increase in older age groups (especially 75+), leading to higher care, housing, and health needs, and a greater proportion of non-working dependents. Planning for infrastructure to meet the needs of an elderly population, such as accessible housing and an elderly care workforce will become more important if this trend continues;

- The number of children and young people is decreasing; however, some areas may still face localised school pressures, particularly in primary school places where demand is expected to rise until 2029;

- Educational attainment is below the national average, with a high proportion of residents having no qualifications; this is particularly acute in Derby South;

- Deprivation is significant, especially in Derby South, where children are disproportionately affected by income deprivation;

- Education, income, and employment deprivation levels are high, with large disparities across the city;

- There is a need for accessible, well-designed developments to meet the needs of an ageing population and diverse communities, ensuring equitable access to services; and

- The city is becoming increasingly ethnically diverse, and this will require culturally inclusive services and engagement approaches.

1.1.4 Data Gaps

None identified.

1.2 Human Health

1.2.1 Summary of Current Baseline

Health Inequalities

Health index scores are a way to quantify and track overall health levels, often at a regional or national level. A Health index score of 100 represents average levels of health in England, a higher number represents better health, and a lower number represents worse health. Health index scores are available across a number of subdomains.

Derby's Health Index score decreased by 0.9 points to 90.3 from 2020-2021, with a 9.7-point gap from the national average, which placed it in the lowest 20% of local authority areas for health in 2021[13]. Derby's best score across all subdomains is 104.7 for health relating to "access to services", which looks at distance to GP services, pharmacies, sports or leisure facilities, internet access, and patients offered acceptable GP practice appointments[13]. The second highest scoring subdomain is "access to green space", while Derby's worst scores are for "personal well-being", "crime" and "mortality"[13].

The majority of Derby residents define their health as either 'very good' (45.8%), 'good' (34.6%) or 'fair' (13.7%) according to the 2021 Census[14]. In addition, 4.4% of residents considered themselves in 'bad' health and 1.4% described themselves to be in 'very bad health'[14]. The responses to this question in Derby City is similar to those across the East Midlands and nationally.

Limiting long-term illness

In 2023, 8.2% of Derby's residents identified themselves as 'disabled: day-to-day activities limited a lot' and 10.5% described themselves as 'disabled: day-to-day activities limited a little'[15]. In comparison, the East Midlands reported 7.7% 'disabled: day-to-day activities limited a lot' and 10.7% 'disabled: day-to-day activities limited a little', while the national figures for England were 7.3% and 10% respectively. This highlights that Derby has a higher-than-average rate of disability, with a higher proportion of residents experiencing less severe forms of disability.

Between 2021-2022, Derby had a disability employment rate of 49.3%, which is lower than the average for the East Midlands (54.4%) and England (55.0%)[16]. This employment rate has experienced a small rise from 2019-2020 (48.3%), which

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[13] Office for National Statistics How health has changed in your area - Office for National Statistics (Accessed 06/08/2025)

[14] Office for National Statistics Build a custom area profile - Census 2021, ONS

[15] Census Data by Unitary Authority Derby: Disability (Accessed 06/08/2025)

[16] Gov.UK Work and Disabled People The employment of disabled people 2024 - GOV.UK (Accessed 06/08/2025)

suggests that barriers to accessing the workplace for those with disabilities or long-term illnesses may be decreasing[17].

Progress is being made in Derby to create inclusive and accessible job opportunities and to support disabled residents in developing skills. Derby City Council's Local Area Inclusion Plan outlines a strategy to ensure that every child and young person with special educational needs (SEND), disabilities and alternative provision (AP) are supported to achieve strong outcomes and positive destinations[18]. One of the six key goals of the Plan is for the recipients to have real-life experiences, learning opportunities, good careers advice and guidance, and insight into the world of work[19]. This Plan highlights an acknowledgement from the Council that the disability employment rate needs improvement, and a long-term strategy focusing on children and young people as the future workforce. These efforts reflect a broader commitment to ensuring that all residents can participate fully in the local economy and community life.

Life expectancy

Life expectancy decreased slightly in Derby between 2019 and 2022 but rose between 2022 and 2023[20]. This trend occurred at a national scale and is a likely result of the COVID-19 pandemic. Within Derby, life expectancy for males at birth in 2023 was 77.7 years and 81.6 years for females, with both groups experiencing a decrease of less than 1 year between 2019 and 2023[20]. In the three-year period between 2021-2023, life expectancy for both males and females in the city was slightly lower than the national average, and similarly lower than the rest of the East Midlands. These statistics are highlighted in **Table 1-4** below.

Table 1-4: Predicted Life Expectancies (2021-2023)[20]

	Derby	East Midlands	England
Male	77.3 years	80.9 years	79.1 years
Female	81.5 years	82.6 years	83.1 years

Air Quality

Air pollution has a significant impact on the health of a population and exacerbates the risks of developing a number of diseases such as heart disease and cancer and impacts lung function, exacerbates asthma, and increases hospital admissions and mortality rates.

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[17]Gov.UK Work and Disabled People The employment of disabled people 2024 - GOV.UK (Accessed 06/08/2025)

[18] Derby City Council - Education and Learning Our Local Area Inclusion Plan - Derby City Council (Accessed 06/08/2025)

[19] Derby City Council - News Local Area Inclusion Plan: Supporting Derby's young people to live their best life - Derby City Council (Accessed 06/08/2025)

[20] Office for National Statistics Life expectancy for local areas of Great Britain - Office for National Statistics (Accessed 06/08/2025)

Air pollution disproportionately impacts the most vulnerable members of society, for example, less affluent areas are often more exposed to dangerous levels of air pollution, which can trigger or exacerbate symptoms for more vulnerable members of society such as children, the elderly, pregnant women and those with existing health conditions.

Air quality presents the biggest environmental health risk to residents across Derbyshire and contributes approximately 530 deaths and 5,400 life years lost in Derbyshire County annually[21]. The estimated fraction of mortality attributable to particulate air pollution for Derby was 5.9% in 2023, which is greater than the figure for the East Midlands (5.6%) and for all English unitary authorities (5.1%)[22].

PM2.5 (particulate matter smaller than 2.5 micrometres) is recognised as the most harmful pollutant to human health in the Derby City Council Air Quality Annual Status Report (ASR)[23]. To reduce levels of PM2.5, Derby City Council is engaged in a series of measures including a burning of waste policy; chimney smoke enforcement; consolidation and renewal of existing smoke controls; and continued focus to secure planning conditions requiring dust management plans for the majority of new developments and all demolition consents in the city[23].

Further information about air quality and pollution in Derby can be found in **Section 1.10** of this report.

Pregnancy and Maternity

There were 5.7 live births per 1000 population in Derby between 2021 and 2023, which was slightly higher than the UK average of 5.0 live births per 1000 population[24].

The conception rate in Derby in 2023 was 73.2 per 100,000 population which is greater than the average for England (71.5 per 100,000), the East Midlands (68.9 per 100,000), and Derbyshire (68.9 per 100,000)[25].

Infant mortality rates in Derby lie at 5.7 deaths per 1,000 births, which is higher than the average for England (4.1 deaths per 1,000 births)[25]. In addition, the key risk factors to poor health amongst children and adults need to be addressed such as reducing the number of children in poverty, as well as homelessness in families with children and pregnant women, and increasing vaccination rates by 1 year of age.

Obesity

Childhood obesity rates in Derby are higher than the regional and national averages. In 2022-2023, the rate of obesity amongst reception age children was 19.7%, which

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[21] Derbyshire County and Derby City Air Quality Strategy air_quality_strategy_2020-2030_(2023_refresh).pdf (Accessed 11/08/2025)

[22] LG Inform - Customised report Air pollution: estimated fraction of mortality attributable to particulate air pollution in East Midlands | LG Inform (Accessed 06/08/2025)

[23] Derby City Council 2024 Air Quality Annual Status Report Air Quality Annual Status Report 2024 (Accessed 11/08/2025)

[24] LG Inform - Customised report Infant mortality per 1,000 live births in Derby | LG Inform (Accessed 06/08/2025)

[25] ONS Conceptions in England and Wales Conceptions in England and Wales - Office for National Statistics (Accessed 11/08/2025)

increased to a rate of 40.4% for children in year 6, which is significantly higher than the national average of 36.6%[26].

Relatively low levels of physical activity amongst children is likely to be a contributing factor for high rates of obesity across Derby. Only 38.1% of children aged 5 to 16 years met the recommended physical activity levels per week, whereas these figures are significantly higher in the East Midlands (49%) and England (47%)[26]. This inactivity is linked to higher rates of chronic conditions such as diabetes. There is a need to encourage children to participate in physical activity and improve their access to these spaces.

Obesity rates amongst the adult population in Derby are also higher than the regional and national averages. In the years 2023 to 2024, 33.0% of Derby's adult population were obese. This is a higher-than-average rate compared to the East Midlands (29.1%) and England (26.2%)[27]. In Derby, 29.3% of adults do less than 30 minutes of activity per week (2021/22)[28]. This positions Derby with significantly higher levels of inactivity than the national average of 25.8%.

Mental Health

The mental health of Derby residents is under increasing strain. While exact figures vary, local indicators suggest a growing prevalence of mental health conditions. According to the Small Area Mental Health Index (SAMHI), Derby's mental health index value declined between 2020 and 2021, reflecting a deterioration in overall population wellbeing[29]. Derby has a higher rate of suicide and hospital admissions for intentional self-harm than the national average. The rate of suicide (per 100,000) between 2021 and 2023 was 11.6 in Derby, 11.3 in the East Midlands and 10.7 in England[30]. There was a total of 133 per 100,000 hospital admissions for intentional self-harm in Derby in 2023/24, 128 per 100,000 in the East Midlands and 117 per 100,000 across England.

In Derby, mental health needs are significant and complex, with service users experiencing higher levels of socioeconomic disadvantage compared to the general population. Only 27% of service users are employed and 20% own their homes, versus 56% and 60% city-wide, respectively[31]. Men are more likely to present in crisis, while women are more represented in secondary care services. Access disparities persist for minority ethnic groups, neurodiverse individuals, and LGBTQ+ communities, with gaps in data collection and engagement. Despite these challenges, nearly 500 people received support through the Derby Wellbeing Team from years 2022 to 2023, and collaborative efforts are underway to improve

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[26] Derby City Council Derby City Council commits to making healthy choices easier for everyone - Derby City Council (Accessed 06/08/2025)

[27] Office for National Statistics Adult obesity prevalence - ONS (Accessed 06/08/2025)

[28] Derby City Council Standard report template Derby City Council (accessed 14/08/2025)

[29] Livuni.maps Small Area Mental Health Index - 2022 (Accessed 07/08/2025)

[30] Local Authority Health Profile Local Authority Health Profiles - Data | Fingertips | Department of Health and Social Care (Accessed 11/08/2025)

[31] Living Well Derbyshire Derby-Wellbeing-Collaborative-Report-April-2023.pdf (Accessed 12/08/2025)

inclusivity, reduce stigma, and strengthen community-based mental health provision[32].

Access to green space can also improve health and well-being of communities. Green infrastructure and open space supports active lifestyles, community cohesion and nature connections that benefit physical health, mental health and wellbeing and quality of life[33]. The provision of green space has been detailed within **Section 1.6**.

Health infrastructure

There are 42 NHS GP practices in the city, with 33 located within three miles of the city centre[34]. These practices vary in size and patient capacity, offering a range of services from general medical care to mental health support. Many are part of Primary Care Networks, which enable collaborative care and resource sharing across practices. The main hospital in the city is the Royal Derby Hospital, a major acute care facility providing 24/7 emergency services for adults and children.

1.2.2   Evolution of the Baseline without the Plan

Health outcomes may worsen, increasing pressure on the NHS and leading to higher rates of obesity, chronic disease and poor mental health.

Without targeted intervention, air quality could remain an ongoing health challenge, with PM2.5 and NO_2 levels continuing to pose risks for respiratory and cardiovascular health.

Healthcare infrastructure, including GP practices and hospitals, could face increased demand from an ageing population and higher prevalence of long-term health conditions, potentially leading to longer waiting times and reduced access to care.

Low levels of physical activity could contribute to a continued rise in obesity rates and associated health problems for both adults and children.

Without the Local Plan and coordinated policy action the inequalities in health between deprived and more affluent areas are likely to persist or widen.

1.2.3   Key Sustainability Issues and Opportunities

The following sustainability issues have been identified:

- Air pollution, particularly from PM2.5, presents the greatest environmental risk to health in Derby. Vulnerable groups such as children, older people, and those with pre-existing health conditions are most affected;

- Obesity is a significant issue for both adults and children in the city, with Year 6 obesity rates (40.4%) and adult obesity rates (33%) both higher than

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[32] Living Well Derbyshire Derby-Wellbeing-Collaborative-Report-April-2023.pdf (Accessed 12/08/2025)

[33] Natural England, Green Infrastructure Framework. Available at: https://designatedsites.naturalengland.org.uk/greeninfrastructure/home.aspx

[34] Derby GP Find an NHS GP in Derby | Choose From 33 Practices (Accessed 07/08/2025)

national and regional averages. Low physical activity levels, particularly among children, increase risks of chronic health conditions such as diabetes;

- Around 1 in 5 residents identify as disabled, with rates of disability higher than the East Midlands and England averages. This signifies a need to continue to provide housing (new and existing) that are built to regulation accessible and adaptable standards so that, where appropriate, people with disabilities can live comfortably and independently;

- Disability employment rates remain below national and regional averages, despite significant improvement over the last decade;

- Life expectancy for both males and females is lower than regional and national averages, reflecting persistent health inequalities;

- Mental health indicators have worsened in recent years, with rates of suicide and self-harm higher than the national and regional averages;

- Health inequalities are closely linked to deprivation hotspots in the south of the city, where poorer health outcomes are concentrated; and

- There is a need to improve opportunities for physical activity and access to open space, particularly in deprived areas, to support better mental and physical health outcomes.

1.2.4   Data Gaps

There is a lack of updated PM2.5 and NO_2 monitoring data, as new Automatic and Urban and Rural Network (ARUN) monitor results are not expected until 2025. There is also limited recent ward-level health data to fully understand geographic disparities in disability, life expectancy, and chronic illness.

1.3   Economy and Employment

1.3.1   Summary of Current Baseline

Economic Activity

Within the city, 74.9% of the working population (16-64 years) were economically active between April 2024 and March 2025[35]. This is slightly lower than the average across the East Midlands and rest of the UK (78.2% and 79% respectively). **Figure 1-4** below highlights the distribution of economic activity between males and females in Derby. The male population in Derby had similar levels of economic activity compared to regional and national comparators, however, the female population was significantly less economically active[35].

The relatively high rates of unemployment in Derby are due to a number of factors; there is a higher proportion of students (31.2%) compared to the figure for Great Britain (21.5%), a higher proportion of residents who are looking after a family/ home, as well as residents who are retired. Amongst those who do not have a job in Derby, a significantly higher proportion state that they do want a job (34.8%), compared to regionally (20.1%) and nationally (19.0%)[35].

Figure 1-4: Distribution of Economic Activity Between Males and Females[35]
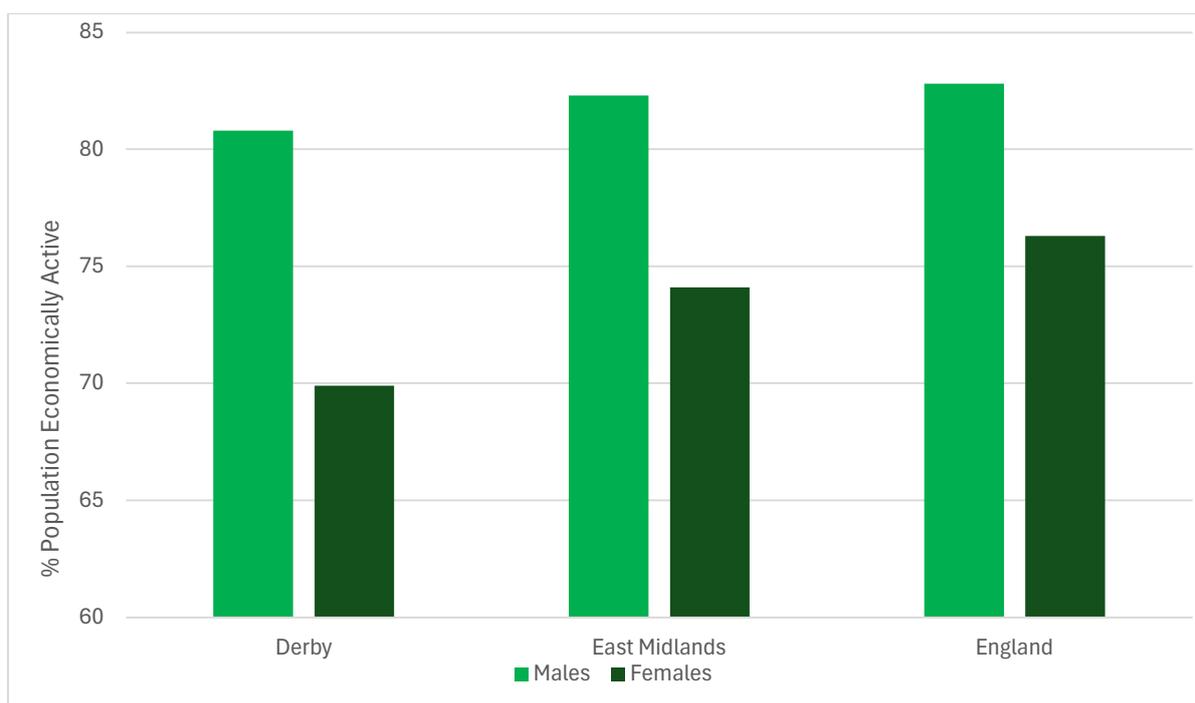
Average weekly earnings in 2024 for people who work full time in Derby were in line with the average across the East Midlands, but lower than the average across Great

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[35] Nomis Labour Market Profile - Nomis - Official Census and Labour Market Statistics (Accessed 05/08/2025)

Britain, as shown in **Table 1-5**. Average weekly earnings for male residents were significantly higher compared to female residents in the city.

Table 1-5: Average Weekly Earnings (£), 2024[35]

Employment Type	Derby	East Midlands	England
Full time	685.6	684.1	732.0
Male full time	731.9	736.9	783.8
Female full time	628.8	613.2	671.6

Unemployment rates within the city stood at 5.9% between April 2024 and March 2025, which is significantly higher than the East Midlands average (4.1%) and the national average (4.0%)[35]. The rate of unemployment for the female population in Derby (7.1%) is nearly double that of the East Midlands (3.8%) and wider England (3.8%).

Furthermore, of the economically inactive population in Derby, 65.2% do not want a job and 34.8% do want a job[35]. Compared with the respective figures for the East Midlands (79.9% and 20.1%) and England (80.6% and 19.4%), Derby's economically inactive population is more willing to work, suggesting that employment opportunities and support for those seeking work could be improved.

As highlighted in **Figure 1-5**, professional occupations are the most common employment Standard Occupation Classification (SOC) group (22.6%), although this figure is still below the national average (26.6%), followed by associate professional occupations (14.6%). High employment rates in these two sectors meant SOC Major Group 1-3 was the most common employment area, although only 8.6% of the population work in SOC 1 roles as managers, directors and senior officials. Derby has a strong manufacturing base, particularly in aerospace and rail, and Rolls-Royce, Toyota, and Alstom (formerly Bombardier Transportation) are major employers.

Major Group 6-7 is the second highest SOC employment group (21.6%), with a near even split between those working in catering, leisure and other service occupations (SOC 6) and those employed in sales and customer service occupations (SOC 7). However, employment in this sector is disproportionately high compared with the East Midlands (15.3%) and England (14.2%).

Figure 1-5: Employment by Standard Occupation Classification (SOC) within Derby, from April 2024 to March 2025[35]

Derby's lower rate of employment in SOC Major Group 4-5 (14.2%) against the East Midlands (18.6%) and England (17.6%), and comparatively higher rates of employment in SOC Major Group 8-9, suggests that employment in higher skilled jobs is below average. Coupled with the poor rates of educational deprivation, this likely highlights a need for stronger educational investment and more focused strategy on higher levels of educational attainment.

A further breakdown of Derby's employment by sector is highlighted in **Figure 1-6** below.

Figure 1-6: Employment by Sector in Derby[35]
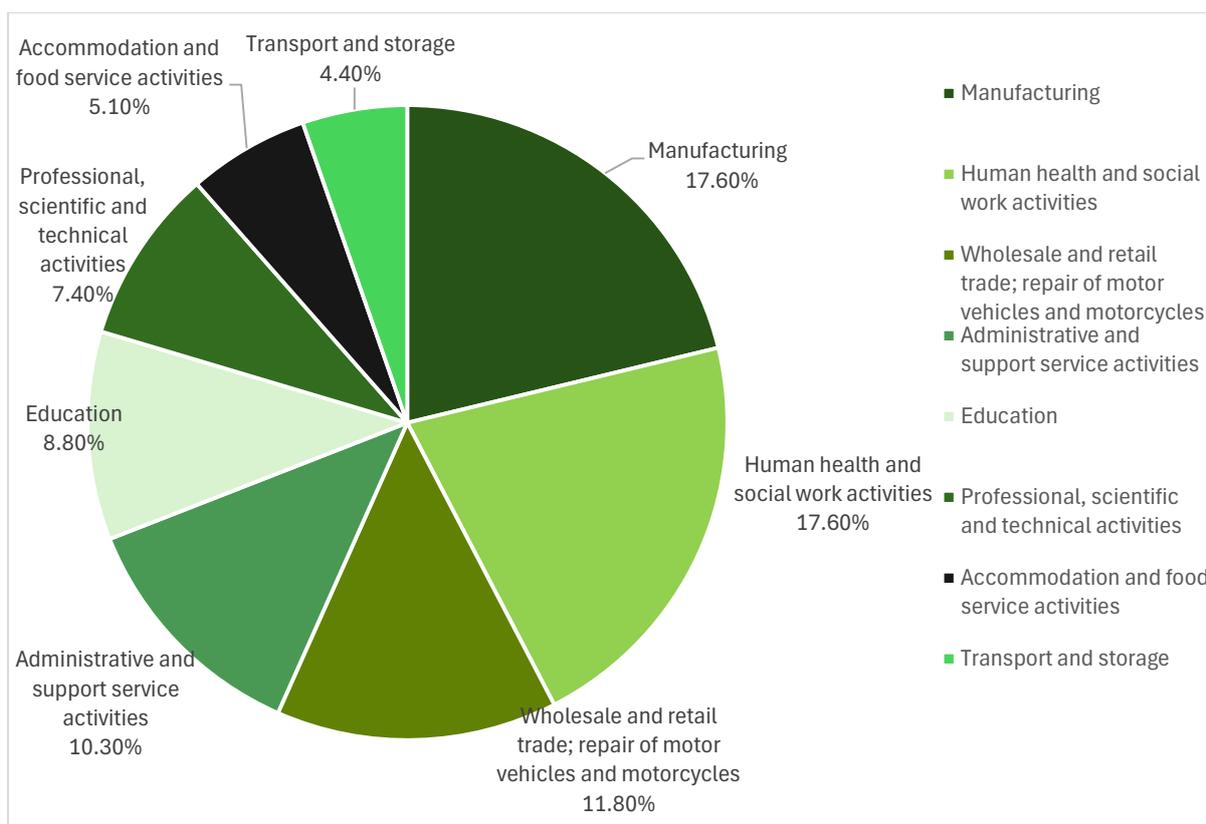
In 2024, there were 182,030 enterprises in Derby, 86.8% of which employ fewer than ten people[35]. The split between micro, small, medium and large enterprises in Derby is similar to that found across the East Midlands.

Within Derby city centre, there is a combination of traditional high street units and larger-scale destinations, most notably Derbion, a major shopping centre attracting over 15 million visitors annually[36]. Alongside Derbion, the Cathedral Quarter and St Peter's Quarter offer a mix of independent retailers, hospitality venues and cultural attractions, contributing to Derby's distinctive retail character. The key economic areas in Derby are shown in **Figure A-3** in **Appendix A**.

The dominance of Derbion and out-of-centre retail parks such as Wyvern Retail Park and changes in shopping patterns post-covid has contributed to challenges for the wider city centre, including rising vacancy rates and a decline in comparison retail activity[37]. Consequently, there have been high vacancy rates across secondary retail locations (such as Green Lane, Osmaston Road and Wardwick). The overall vacancy rates for floorspace and units in Derby are significantly higher than the national average[38]. These trends reflect broader shifts in consumer behaviour,

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[36] Completely Retail - Derby Derbion, Derby, DE1 2PQ | Completely Retail (Accessed 07/08/2025)

[37] Derby.gov - Planning and Retail Statement (2020) https://docs.derby.gov.uk/padocumentserver/DownloadDocument.aspx?docid=146112815 DownloadDocument.aspx (Accessed 07/08/2025)

[38] Derby City Council – Retail and Centres Study (2019) 1 (Accessed 06/08/2025)

including the growth of online shopping and changing retailer formats. Derby faces limited capacity for significant new retail floorspace, with future demand expected to be met through repurposing existing units, infill development, and targeted regeneration[39].

To support Derby's long-term economic resilience, there is a need to enhance the quality and flexibility of commercial space, particularly for SMEs and high-growth sectors. Key strategic sites include Infinity Park Derby, a £200 million high-tech business park focused on advanced manufacturing and green industries, expected to create up to 8,000 jobs[40]. Another site to consider is Derby Commercial Park, a £20 million infrastructure programme which will be used for industrial and distribution services. This site is positioned as a regional logistics hub with strong connectivity to the M1 and East Midlands Airport. This project is estimated to generate approximately 3,000 new jobs for Derby residents through businesses that will occupy the scheme[41]. These sites will support the Derby Economic Growth Strategy, which outlines ambitions to create 1,200 jobs per annum and deliver over 100,000^{2}ft of new office space and 1,700 homes in the city centre by 2028[42]. Derby is also linked to the East Midlands Freeport, a £1bn investment strategy that aims to contribute £9bn to the economy over the next 25 years[43]. This is also anticipated to support Derby's economy.

Derby's strategic location offers strong transport links to Nottingham, Birmingham, and London. However, the COVID-19 pandemic accelerated a shift toward remote and hybrid working. **Figure 1-7** highlights the commuting habits of the city's workforce.

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[39] Derby City Council – Retail and Centres Study 2019 1 (Accessed 06/08/2025)

[40] Derby City Council Infinity Park Derby set to boost economic growth as part of Investment Zone - Derby City Council (Accessed 07/08/2025)

[41] UK Goodman - Derby Commercial Plan https://uk.goodman.com/-/media/project/goodman/united-kingdom/files/property/properties-for-lease/derby/derby-cp-brochure.pdf (Accessed 07/08/2025)

[42] Derby.gov - Economic Growth Strategy 1 Derby's economy: an overview – Derby Economic Growth Strategy, 2018-2022 (Accessed 07/08/2025)

[43] East Midlands Freeport, Propelling Progress From The Heart of the UK. Available at: https://www.emfreeport.com/

Figure 1-7: Commuting Patterns of Derby Workforce[44]
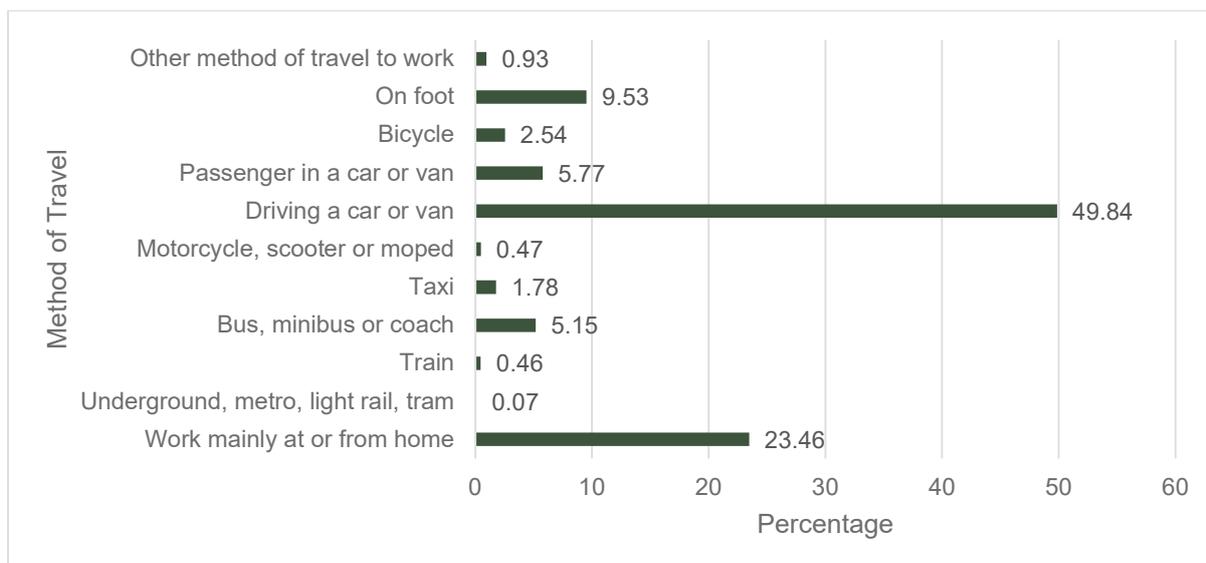
Across Derby's working population, 23.5% work from or mainly from home. This highlights a need for strong broadband infrastructure.

For those who travel to a place of work, traveling by a car or van was the most popular mode of transport (65.1%)[45]. The second most common mode of transport was commuting on foot (12.5%). This highlights the importance of improving sustainable transport options and connectivity to support future growth.

1.3.2   Evolution of the Baseline without the Plan

Current trends in Derby show rising vacancy rates in secondary retail locations (such as Green Lane, Osmaston Road, and the Wardwick) due to competition from large shopping centres like Derbion and out-of-centre retail parks such as Wyvern and Kingsway retail parks. These pressures, combined with changing consumer behaviour and growth in online shopping, have reduced the diversity of retail provision in the city centre.

Employment patterns also show lower participation in higher-skilled professional roles compared with national averages, alongside a notable gender gap in both economic activity and earnings. Without targeted interventions, this imbalance is likely to persist, limiting wage growth and productivity in the city.

Without the Plan, there is a risk that economic growth in Derby's key commercial areas could stall, with continued decline in smaller retail hubs and a concentration of activity in a few dominant sites.

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[44] Office for National Statistics - Method used to travel to workplace - Office for National Statistics (Accessed 07/08/2025)

[45] Office for National Statistics Travel to work, England and Wales - Office for National Statistics (Accessed 07/08/2025)

1.3.3 Key Sustainability Issues and Opportunities

The following sustainability issues have been identified:

- In 2024, average weekly earnings for men in Derby were £103.10 higher than for women in full-time roles;
- The unemployment rate in Derby is above the East Midlands and England averages, with female unemployment nearly double the national figure;
- The rate of economic activity in Derby is below regional and national averages; 35% of this group want a job, which is a higher proportion compared to regional and national figures;
- Employment in professional occupations is below the national average. Employment in admin and skilled trades is also below average, suggesting a gap in mid-level skills. Employment in service and sales roles is significantly higher than the regional and national averages;
- The majority of enterprises in Derby employ fewer than 10 staff, creating vulnerability to business closure and associated job losses. Small business dominance means resilience is dependent on improving business survival rates, particularly in volatile economic conditions;
- High vacancy rates, driven by competition from Derbion, Wyvern, Kingsway Retail Parks and the Meteor Centre, and online retail trends, suggest a need for city centre regeneration and diversification;
- Strategic sites such as Infinity Park Derby and Derby Commercial Park offer major opportunities for job creation, skills development, and sector diversification, especially in advanced manufacturing, green industries, and logistics;
- Nearly half of Derby's workforce commute to work by private car or van, contributing to congestion and emissions; and
- Nearly a quarter of residents work mainly from home, indicating a need for strong broadband infrastructure to support hybrid working.

1.3.4 Data Gaps

Due to a small sample size, some of the data obtained from Nomis does not provide a reliable estimate. Some of the economic data (e.g. average weekly earnings and unemployment rates) is updated regularly so the baseline data provided in this report is based on a snapshot of available data at the time of writing the report.

1.4   Crime and Safety

1.4.1   Summary of Current Baseline

Victim based crime rates within Derby City were recorded at 110.29 crimes per 1,000 of the population in 2024[46]. This figure is higher than the average across Derbyshire (81.62 crimes per 1,000 people) and for England (30 crimes per 1,000 people)[46]. **Table 1-6** shows that the most common crime in Derbyshire was violence and sexual offences, followed by anti-social behaviour, and shoplifting.

Table 1-6: Victim-based crime and other crimes against society in Derbyshire (June 2024 to May 2025) [47]

Type of Crime	Number of Crimes
Violence and sexual offences	1,929
Anti-social behaviour	894
Bicycle theft	69
Burglary	123
Criminal damage and arson	290
Drugs	462
Other theft	445
Possession of weapons	82
Public order	669
Robbery	95
Shoplifting	688
Theft from the person	112
Vehicle crime	96
Other crime	80

Table 1-7 below outlines the percentage change in the number of different types of crime in Derby in 2024-2025. There have been notable increases in the number of drug offences, sexual offences and incidences of shoplifting. Conversely, there were fewer incidences of theft, burglary, and bicycle theft.

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[46] Police.uk - Derbyshire Constabulary Compare your area | Police.uk (Accessed 05/08/2024)

[47] Police.uk - Derbyshire Constabulary Derby City | Police.uk (Accessed 05/08/2024)

Table 1-7: Percentage change between recorded crimes for headline offences in Derby, for years ending March 2024 and March 2025[48]

Victim-based crime and other crimes against society	% Change
Violence against the person	-4
Homicide	0
Death or serious injury caused by illegal driving	0
Violence with injury	+3
Violence without injury	-3
Stalking and harassment	-9
Sexual offences	+10
Robbery	-14
Theft offences	-24
Burglary	-16
Vehicle offences	-9
Theft from the person	+6
Bicycle theft	-31
Shoplifting	+12
All other theft offences	-80
Criminal damage and arson	-8
Possession of weapons offences	-6
Public order offences	-6
Miscellaneous crimes against society	3
Residential burglary	-20
Non-residential burglary	-8
Drug offences	+44

1.4.2   Evolution of the Baseline without the Plan

Without the Plan, Derby is likely to see continued high levels of victim-based crime, which already exceed both regional and national averages. Rising incidents of drug offences, sexual offences, and shoplifting suggest growing pressures on community safety and policing resources.

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[48] Office for National Statistics Crime in England and Wales: Police Force Area data tables - Office for National Statistics (Accessed 07/08/2025)

1.4.3   Key Sustainability Issues and Opportunities

The following sustainability issues have been identified:

- Derby's crime rate is significantly higher than regional and national averages;

- Violence and sexual offences are the most common crimes, followed by anti-social behaviour and shoplifting;

- Drug offences have risen sharply, indicating growing concerns around supply and misuse;

- Sexual offences and shoplifting have increased, while other theft offences have declined; and

- Anti-social behaviour remains a persistent issue across communities. There are opportunities for the Local Plan to positively influence design, to reduce fear of crime and anti-social behaviour.

1.4.4   Data Gaps

None identified.

1.5   Housing

1.5.1   Summary of Current Baseline

In 2018 there were 104,123 households in Derby, which is projected to increase by 3.76% to 108,039 in 2028[49]. This is less than half the average rate of growth the East Midlands (8.7%) is expected to experience in this timeframe and just over half of the predicted household growth rate for England (7.1%). Derby households including a couple but no children decreased from 16.4% in 2011 to 15.6% in 2021, which represents a smaller decrease (0.8%) than across the East Midlands (1.3%).

Housing Stock

As shown in **Table 1-8**, between 2011 and 2021, there has been a 2.4% reduction in the number of households being owned or with a mortgage or loan and a 4.5% increase in the number of households being privately rented[50]. Whilst ownership with a mortgage or loan remains the majority tenure of households, an increasing trend towards privately rented households could highlight housing market pressures on younger generations.

Table 1-8: Tenure of Households in Derby[50]

Tenure	2011	2021	% Change 2011-2021
Owned or with a mortgage or loan	61.4%	59.0%	-2.4%
Shared ownership	0.8%	0.7%	-0.1%
Social rented	19.8%	18.8%	-1%
Private rented	16.8%	21.3%	+4.5%
Lives rent free	1.2%	0.2%	-1%

Table 1-9 highlights how housing is comprised in Derby. In 2021, semi-detached housing was the most common dwelling type (39.1%), followed by detached (24.1%).

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[49] Office for National Statistics Household projections for England - Office for National Statistics (Accessed 06/08/2025)

[50] Office for National Statistics How life has changed in Derby: Census 2021 (Accessed 06/08/2025)

Table 1-9: Types of Dwelling Present in Derby (2021) [51]

Type of Dwelling	Percentage (%)
Detached	24.1%
Semi-detached	39.1%
Terraced	21.8%
Flats	14.7%
A caravan or other mobile or temporary structure	0.3%

Housing Affordability

The average property price in Derby increased by 6.7% from £197,000 in 2024 to £211,000 in 2025[52]. In this 12-month period, flats in Derby had the highest increase in price (12.1%) whilst the average price of detached homes increased by 5.6%. Comparatively, across the East Midlands the average price of semi-detached homes has experienced the greatest increase (68.8%), and flats have had the lowest price increase (39.5%). However, the data does demonstrate the comparatively low-price increases of dwellings in Derby compared with the wider region.

Table 1-10: Average Property Prices (February 2025)[52]

Dwelling type	Derby	East Midlands	England & Wales
	Average price	Average price	Average price
Detached	£317,708	£356,852	£459,583
Semi-detached	£208,864	£228,435	£280,697
Terraced	£165,480	£185,273	£235,986
Flat	£116,978	£129,534	£223,159
Overall average price	£202,258	£225,024	£299,856

As shown in **Table 1-10,** in 2025, the average property price in Derby was £202,258, which is notably lower than both the East Midlands regional average of £225,024 and the national average for England and Wales, which stood at £299,856. This positions Derby as a relatively affordable location within the housing market. Detached homes in Derby had an average price of £317,708, which is significantly below the East Midlands average of £356,852 and the national figure of £459,583. Semi-detached properties had an average price of £208,864, which is lower than the East Midlands average of £228,435 and substantially below the national average of

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[51] Office for National Statistics Accommodation type - Census Maps, ONS (Accessed 06/08/2025)

[52] Office for National Statistics Housing prices in Derby (Accessed 06/08/2025)

£280,697. Terraced houses in Derby averaged £165,480 whilst flats had an average price of £116,978, far below the national average of £223,159.

Lower quartile prices, which represent the lowest 25% of property sales, further illustrate Derby's affordability. As outlined in **Table 1-11**, in the year ending March 2023, the lower quartile price for flats was £87,250, while terraced houses were priced at £126,500. Semi-detached homes had a lower quartile price of £166,500, and detached properties were priced at £249,800. The overall lower quartile price across all dwelling types was £152,000. These figures suggest that Derby offers accessible housing options for first-time buyers and lower-income households, particularly in the flat and terraced segments.

Table 1-11: Lower Quartile Prices paid by local authority by Type in Derby (all sales in year ending March 2023) [53]

Dwelling Type	Lower Quartile Sales Prices
Flat	£87,250
Terraced	£126,500
Semi-detached	£166,500
Detached	£249,800
All dwellings	£152,000

In the private rental sector, as outlined in **Table 1-12**, Derby also demonstrates moderate affordability. As of February 2024, the average monthly rent across all property sizes was £731. One-bedroom properties rented for an average of £510 per month, while two-bedroom homes averaged £657. Three-bedroom properties commanded £794 per month, and larger homes with four or more bedrooms averaged £1,137. These rental figures indicate that Derby remains a comparatively affordable city for renters, especially when compared to larger urban centres across England.

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[53] Office for National Statistics Lower quartile house prices for administrative geographies: HPSSA dataset 15 - Office for National Statistics (Accessed 07/08/2025)

Table 1-12: Mean Monthly Private Rent in £s (February 2024) – Derby[54]

Dwelling size	Monthly rent (Private sector)
1 bedroom	£510
2 bedrooms	£657
3 bedrooms	£794
4+ bedrooms	£1137
All dwellings	£731

Homelessness

Derby City Council has received more than £3.4 million in government funding to address rising levels of homelessness and rough sleeping across the city[55]. The funding, provided by the Ministry of Housing, Communities and Local Government for the 2025/26 financial year, includes over £2.3 million for homelessness prevention and £1.1 million for rough sleeping recovery. These resources will allow the Council to expand early intervention efforts, such as mediation to prevent evictions, assistance with securing new housing, and financial support for deposits in the private rental sector.

The funding comes at a time when Derby is facing mounting pressure on its housing services. In the past year alone, over 2,200 households sought help from Derby Homes, and more than 500 individuals were identified as sleeping rough[55]. The number of refugees experiencing homelessness has also surged, with a 70% increase between 2023 and 2024[56]. Local charities and host schemes have reported a sharp rise in demand, often exceeding their capacity to respond. While the Council acknowledges the growing need, it must prioritize the most vulnerable due to limited housing availability. This funding is seen as a critical step toward strengthening support systems and reducing the risk of homelessness for those at greatest risk.

Fuel Poverty

A fuel poor household is defined as one which needs to spend more than 10% of its income on all fuel use and to heat its home to an adequate standard of warmth. In England, this is defined as 21°C in the living room and 18°C in other occupied rooms. The current definition of fuel poverty states that it is driven by three key factors: energy efficiency of the home; energy costs and household income.

In 2022 there were estimated to be 18,617 households within Derby in fuel poverty, which represents 17% of the households within the city. By comparison, the

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[54] Office for National Statistics Private rent and house prices, UK - Office for National Statistics (Accessed 07/08/2025)

[55] Derby City Council - News Over £3.4m funding secured to help prevent homelessness and rough sleeping in Derby - Derby City Council (Accessed 08/08/2025)

[56] BBC News 'Massive challenge' as refugees sleeping rough rise in Derby - BBC News (Accessed 08/08/2025)

percentage for the East Midlands region was lower at 15.1% and for England the average figure was also lower at 13.1% of households[57].

Supply of Housing

Household composition in Derby is skewed towards semi-detached properties and three-bedroom dwellings (44.02%)[58]. Compared with the rest of the East Midlands, Derby has a low proportion of under-occupied dwellings (33.4%) and high level of over-occupied dwellings (5.0%). This reflects one of the major challenging in meeting housing demands, which is affordability. A limited supply of larger homes has likely contributed to overcrowding pressures, particularly among families with children and multi-generational households.

Gypsy and Traveller Accommodation

The Derby, Derbyshire, Peak District National Park Authority and East Staffordshire Gypsy and Traveller Accommodation Assessment (GTAA) (2023) provide a comprehensive overview of accommodation needs across the study area from 2020 to 2040[59]. It identifies requirements for:

- Permanent Gypsy and Traveller pitches;
- Travelling Showpeople plots;
- Transit sites and emergency stopping places (study area only); and
- Bricks and mortar accommodation units.

In Derby, the GTAA highlights a need for 28 permanent pitches, with a portion required in the short term to address existing unmet demand. The city currently has one permanent site, Imari Park on Russell Street, which comprises of 17 pitches managed by Derby Homes Ltd[60]. However, this provision does not fully meet the assessed need, and DCC continues to monitor unauthorised encampments and requests for site licences.

A public consultation held in November 2023 initiated a six-week online engagement with local communities to explore land allocation for temporary or permanent Traveller sites[61]. The consultation included proposals to assess council-owned land and underused public spaces for suitability. Recommendations from the consultation included:

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[57] GOV.UK - Housing Local and Community Sub-regional fuel poverty data 2024 (2022 data) - GOV.UK (Accessed 08/08/2025)

[58] Derby.gov.uk - Derby and South Derbyshire Local Housing Needs Assessment Local Housing Needs Assessment Final Report 2023 (Accessed 06/08/2025)

[59] Derbyshire.gov.uk Derby, Derbyshire, Peak District National Park Authority and East Staffordshire Gypsy and Traveller accommodation assessment report July 2023 (Accessed 08/08/2025)

[60] Derby City Council - Housing Options Gypsy and Travellers' sites - Derby City Council (Accessed 08/08/2025)

[61] Derbyshire Dales District Council (2023) Gypsy and Traveller Accommodation Assessment Report.pdf (Accessed 08/08/2025)

- Reviewing the suitability of existing car parks and open spaces against Local Plan policies;

- Engaging land agents to identify and negotiate with private landowners for potential site development; and

- Considering mixed-use developments that could integrate Traveller accommodation with broader housing or community infrastructure.

1.5.2 Evolution of the Baseline without the Plan

Housing delivery could be constrained in the short term, although in the longer-term requirements in the NPPF to have a five-year supply of housing sites would enable the further delivery of housing sites to meet need, through the planning application process. This would be on an ad-hoc basis and may potentially not be located in the most sustainable locations.

Housing affordability is largely determined by house prices (themselves largely based on economic cycles and housing supply), and the ability of households to buy property (household income and availability of credit). Given the difficulty in forecasting economic trends and recent uncertainty surrounding inflation, it is difficult to predict whether housing affordability will change in the near term and which direction such change could take.

Increased housing provision in the long-term could address the persistent under delivery of homes which supports higher house prices and could therefore help improve the affordability of housing.

Without the Local Plan, DCC are unlikely to meet housing needs. DCC is also likely to be less effective in encouraging housing in the most sustainable locations on brownfield land without an adopted Local Plan, and may not be able to ensure the right type, size and tenure of housing is delivered to address local needs, including providing adequate affordable housing. This may adversely impact existing social, economic, environmental, and health inequalities and issues.

1.5.3 Key Sustainability Issues and Opportunities

The following sustainability issues have been identified:

- The number of households in Derby is projected to grow by 3.76% from 2018 to 2028, significantly below regional and national averages;

- There has been a decrease in home ownership and a rise in private renting, suggesting affordability pressures, especially for younger residents;

- Property prices in Derby rose by 6.7% from 2024 to 2025, with flats seeing the highest increase, though overall prices remain below regional trends;

- Derby remains more affordable than the East Midlands and national averages, particularly for first-time buyers and lower-income households. Rental prices are moderate, with one-bedroom properties averaging £510/month and four-bedroom homes at £1,137/month;

- Over 2,200 households sought homelessness support in the past year, with more than 500 individuals identified as sleeping rough. Homelessness among

refugees has surged by 70%, placing additional strain on local support services;

- Fuel poverty affects 17% of households in Derby, higher than both regional (15.1%) and national (13.1%) averages;

- The city faces overcrowding pressures, with a high proportion of over-occupied homes and limited supply of larger properties; and

- There is a shortfall in Gypsy and Traveller accommodation, with 28 permanent pitches needed to meet current and future demand. Derby's only permanent Traveller site (Imari Park) does not meet assessed needs, prompting consultation on new site options.

1.5.4   Data Gaps

None identified.

1.6 Leisure and Recreation

1.6.1 Summary of Current Baseline

Open spaces, sport and recreation all underpin people's quality of life. Well designed and implemented planning policies for open space, sport, and recreation are therefore fundamental to delivering broader national objectives. **Figure A-4** shows the location some of Derby's designated open spaces.

Local networks of high quality and well managed and maintained open spaces, sports and recreational facilities help create urban environments that are attractive, clean and safe.

Participation and Physical Activity

Levels of physical inactivity in Derby is relatively high compared to averages for the East Midlands and England, as presented in **Table 1-13**. There is only a small proportion of the population this is moderately active.

Table 1-13: Activity Levels[62]

Activity level	Derby	East Midlands	England
Inactive (<30 mins per week)	31.5%	26.9%	25.1%
Fairly Active (30-149 mins per week)	9.2%	11.2%	11.2%
Active (>150 mins per week)	59.3%	61.9%	63.7%

Sports Facilities

Table 1-14: Sports facilities in Derby City[63]

Facility	Facilities
Derby Arena (Pride Park)	• Velodrome • 140-station gym • Indoor cycling studio • Sports hall (13 badminton courts equivalent) • Fitness classes, café, and event space
Moorways Sport Complex	• Swimming pool and leisure water area • Gym and fitness studios • Outdoor athletics track • Sports hall for indoor games
Springwood Leisure Centre	• Sports hall • Gym and fitness classes • Indoor courts for badminton, squash, and table tennis

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[62] Sport England: Active Lives Online, 2024 Active Lives | Results (Accessed 06/08/2025)

[63] Sports Facilities - Derby Sports Halls Derby (Accessed 06/08/2025)

Facility	Facilities
University of Derby Sports Centre	• Squash, tennis and netball courts • Football and rugby pitches • Sports hall (badminton, basketball, 5-a-side football, volleyball, cricket nets) • Climbing wall • Group fitness and cycling studios • Gym
Willows Sports Centre (Cathedral Quarter)	• Indoor football pitches • Sports leagues and community events • Venue hire for schools and corporate events • Refurbished facilities supported by England and Wales Cricket Board funding

Derby's public parks provide a wide range of accessible sports facilities. Tennis courts are available at Markeaton Park, Alvaston Park, Darley Park, and King George V Playing Fields. Grass football pitches are located at Darley Fields, Alvaston Park, Chaddesden Park, Sinfin Moor Park, and Chellaston Park, while cricket wickets are found in several locations. Synthetic pitches are available at Normanton Park and Chellaston Park. Markeaton Park also features pitch and putt, footgolf, and disc golf courses. In addition, weekly Parkrun events take place at both Markeaton Park and Alvaston Park, offering free, timed 5km runs open to all ages and abilities, helping to promote inclusive physical activity across the city.

Public Amenities

Within Derby City there are[64]:

- 47 parks (total 459 ha);

- 61 natural and semi-natural greenspace (total 214 ha);

- 162 amenity greenspace sites (total 123 ha);

- 133 provisions for children and young people (total 12 ha); and

- 30 allotments (total 65 ha).

Of these 433 sites (total 873 ha), 51% were rated average quality, a third was rated above quality and 16% rated low quality. Overall, these open spaces cover approximately 11% of the total Derby area.

Cultural Facilities

Derby City has a vibrant cultural landscape, rich artistic heritage and historic architecture. The city offers many cultural facilities including[65]:

- Derby Silk Mill (Museum);

- Derby Museum and Art Gallery;

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[64] Derby City Council - Open Space Assessment Report derby-open-space-assessment.pdf (Accessed 07/08/2025)

[65] Derby City Council Leisure and culture - Derby City Council (Accessed 08/08/2025)

- QUAD (cinema and centre for contemporary art);

- Banks Mill Studios (Art Centre);

- Derby Cathedral;

- Artcore Gallery (Art gallery);

- Pickford's House Museum (Georgian townhouse museum);

- Derby Computer Museum;

- Derby Theatre;

- Valliant Live (A live performance venue for concerts, theatre production and sporting events);

- Derby Arena (A multi-use venue for concerts, theatre productions, and sporting events); and

- Chapel Street Arts Centre.

1.6.2 Evolution of the Baseline without the Plan

Without the Plan, Derby is likely to continue experiencing relatively high levels of physical inactivity. If no action is taken to improve participation, promote inclusive use of facilities, and address infrastructure gaps, Derby may face growing health inequalities, reduced community wellbeing, reduction in the quality of open spaces, and increased pressure on health and social care services.

1.6.3 Key Sustainability Issues and Opportunities

The following sustainability issues have been identified:

- Physical inactivity levels in Derby are significantly higher than regional and national averages, with 31.5% of residents classified as inactive. A relatively small proportion of the population is moderately active;

- Despite the presence of high-quality sports facilities, overall activity levels remain low, suggesting barriers to access or participation; and

- Over half of Derby's public green spaces are rated only average in quality, which may limit their appeal and effectiveness in promoting active lifestyles.

1.6.4 Data Gaps

None identified.

1.7   Biodiversity and Natural Capital

1.7.1   Summary of Current Baseline

The term biodiversity refers to both the species richness and genetic diversity of flora and fauna present within a given area.

There are numerous parks and green spaces in Derby, many of which are designated under local, national and international legislation for wildlife and geological value. **Figure A-5** in **Appendix A** presents the location of these sites.

There are:

- One Site of Special Scientific Interest (SSSIs);
- 11 Local Nature Reserves (LNR);
- Over 375 parks and open spaces covering 13% (or 900 hectares) of Derby City[66]. Derby is home to the first and oldest surviving public park in England, the Arboretum, which was donated to the city in 1840 and
- A number of Local Wildlife Sites (LWSs), also known as Sites of Importance for Nature Conservation (SINCs), which are non-statutory but locally significant areas identified using ecological surveys and criteria.

There are 11 Local Nature Reserves within Derby City which are[67]:

- Allestree Park;
- Chaddeston Wood;
- Darley & Nutwood;
- Elmwood;
- Onslow Road;
- Onslow Road NSN;
- Pit Close Rec/ Chellaston Brickworks;
- Sinfin Moor;
- Lime Lane Wood;
- West Park Meadows; and
- The Sanctuary.

The presence of these designated sites across the city form part of the green infrastructure network of the city. Allestree Park is the largest LNR in the Peak Fringe and Lower Derwent National Character Area (NCA) and the largest LNR in Derby City[68]. The site is a publicly accessible former golf course that is slowly being

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[66] Derby Parks Park and Open Spaces | In Derby (Accessed 08/08/2025)

[67] Derby City Council Open Space Assessment Report (2018) derby-open-space-assessment.pdf (Accessed 08/08/2025)

[68] State of Nature and Spatial Description 2025-02-14-Section-3-Description-of-Strategy-Area-CONSULTATION-DRAFT.pdf (Accessed 08/08/2025)

encouraged to 're-wild' to bring nature back to the city, which is known for the number of veteran trees at the site.

There is one SSSI, Boulton Moor, that is designated for its geological interest. It is underlain by glacial deposits and river gravels from different time periods and is of particular interest to academic study[68].

There are no European designated Habitat Sites in Derby, however there are numerous sites outside of the city, particularly north of the city in the Derbyshire Dales and areas of the Peak District National Park. The Habitats Regulations Assessment (HRA)[69] will consider whether there is potential for activities within the City of Derby to affect Habitats Sites outside of the city. It is proposed that the Regulation 18 version of the Derby City Local Plan will be screened for potential Likely Significant Effects (LSEs) on European Habitats Sites. Should LSEs be identified, an Appropriate Assessment will need to be undertaken.

There are four Habitats Sites which are either located within 20km from, or have a hydrological connection to, the Derby City Local Plan Area and these are:

- Peak District Dales SAC;
- River Mease SAC;
- Gang Mine SAC; and
- Attenborough Nature Reserve (Ramsar).

The River Derwent, which flows through Derby is designated as an important water body under the Water Environment (Water Framework Directive (WFD)) Regulations[70] and is a key ecological corridor for the city and surrounding areas. Designated water bodies are protected in order to conserve important marine habitats and species, as well as terrestrial species that depend directly on water, improve biodiversity and the health of green spaces, as well as protect water resources. This can be achieved by ensuring that there is no deterioration in the ecological health of the water bodies, limiting sources of pollution flowing into the water bodies, and making any water usage linked to these sites sustainable[71].

As outlined in **Section 1.11**, pollution and physical modifications are the two main reasons for the waterbodies within the Lower Derwent catchment. These factors can degrade aquatic habitats and reduce the diversity of species they support. Improving water quality through targeted measures, such as reducing pollution and restoring natural river features, can enhance ecological conditions, helping to sustain and improve biodiversity across the catchment.

The Derbyshire Local Nature Recovery Strategy (LNRS) is a new, statutory strategy led by Derbyshire County Council under the Environment Act 2021. The LNRS will identify areas of particular importance for biodiversity across Derby and Derbyshire. These include nationally designated sites, irreplaceable habitats (such as ancient woodland and lowland fen), and priority areas for habitat restoration[72]. The LNRS

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[69] The HRA is a standalone document that is being undertaken alongside the SA Report. The HRA will be in a separate document.

[70] UK Government, The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017. Available at: https://www.legislation.gov.uk/uksi/2017/407/contents

[71] Water Framework Directive Water Framework Directive (europa.eu) (Accessed 09/08/2025)

[72] Derbyshire LNRS Strategy Development - Derbyshire's Nature Recovery Strategy (Accessed 08/08/2025)

mapping portal highlights both existing biodiversity assets and future opportunity areas for nature recovery within Derbyshire. The Derbyshire LNRS is still in progress and should be made publicly available by Autumn 2025.

DCC, in partnership with Derbyshire Wildlife Trust, has launched a long-term initiative to enhance biodiversity and public access along the River Derwent. The Derwent Meadows Nature Reserve, a 60-acre site off Raynesway, has been secured under a 99-year lease and will be managed through a 10-year partnership with the Wildlife Trust.

In June 2024, Down to Earth Derby and Wavensmere Homes launched a £40,000 pilot community garden at Derby's Nightingale Quarter[73]. The garden features a food forest, wildlife habitats, and educational spaces, engaging over 1,000 residents and schoolchildren.

As part of a nationwide strategy to heighten nature recovery, a minimum target of 10% BNG has been introduced for new developments. BNG should be guided by the Biodiversity Net Gain (BNG) Hierarchy and DEFRA's Net Gain Metric[74], which allows developers/ecologists/landowners to assess an area's value to wildlife, and therefore how a development or change in land management will impact this. Since April 2024, this BNG target has been mandatory for most new developments.

Nature loss, pollution and geodiversity damage causes tangible and real financial costs to local authorities (e.g. dealing with the impacts of flooding). In tandem, tackling climate change, nature loss and sustainability deliver significant (and long term) value creation (both economic and adjacent value), including job creation and impacts wellbeing of residents positively.

1.7.2   Evolution of the Baseline without the Plan

Without the Local Plan setting out a positive strategy for growth to meet future housing and commercial development needs, the location and scale of new development will be controlled through the development management process rather than through development being targeted to locations with greater environmental capacity. This could lead to the continued degradation and possible loss of habitat and species.

The Local Plan could help safeguard existing sites of value, protect notable and protected species, and improve the management of locally important wildlife sites where these are integrated into development.

Climate change will increase stress on habitats and species.

In the absence of the Local Plan, it is likely that the number or extent of non-statutory sites in the city will remain similar to current provision, although ad-hoc opportunities may arise to increase overall provision.

1.7.3   Key Sustainability Issues and Opportunities

The following sustainability issues have been identified:

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[73] Visit Derby Nightingale_Quarter_Electric_Daisy_Sir_Tim_Smit_Press_Release.pdf (Accessed 08/08/2025)
[74] Biodiversity metric: calculate the biodiversity net gain of a project or development - GOV.UK (www.gov.uk) (Accessed 08/08/2025)

- There are a range of nature conservation sites (statutory and non-statutory) within the city which require protection from development;

- There is a need to ensure development includes habitat creation and enhancement with consideration of the wider landscape and ecological corridors;

- There is a need to ensure that the minimum target of 10% BNG is met;

- Potential effects on European designated Habitats Sites needs to be considered;

- There is need to ensure favourable management of protected sites within the city;

- There is a need to increase resilience of nature in light of climate change. Green spaces should be joined up, and water resources protected from damage; and

- There is a need to prioritise nature recovery across the city, in line with the emerging Derbyshire LNRS.

1.7.4 Data Gaps

The forthcoming Derbyshire Local Nature Recovery Strategy (LNRS) is still in progress and will add detail regarding sites and opportunities for BNG.

1.8 Landscape and Townscape

1.8.1 Summary of Current Baseline

Landscape and townscape refer to the visual aesthetic of the natural and built environment. The landscape takes its character from a combination of elements, including topography, watercourses, land use and pattern, vegetation, open space, and cultural heritage features.

Derby lies on the River Derwent towards in the south of the county of Derbyshire. The administrative boundary covers 7,803ha. The Trent Valley is located to the south of the city, and the Derwent Valley to the north, leading towards the Derbyshire Dales and the Peak District.

The majority of Derby City is urban land. The built-up area of Derby extends to the city boundary . The growth of the urban area has absorbed a number of previously separate villages which now form distinct suburbs such as Spondon, Mickleover, Oakwood and Heatherton. Derby's urban character is relieved and defined by "green wedges" of open land which help to maintain separate community identities.

The Derby and Nottingham Green Belt is located on the eastern, and northern edges of the city, separating Derby and Nottingham. The location of the Green Belt, alongside other landscape designations, can be found in **Figure A-6** in **Appendix A**.

The topography of the city is generally flat, with the elevation of the land increasing towards the north and eastern edges of the city, up to 138m. The average elevation of the city is 96m, with a minimum elevation of 24m[75].

Natural England's National Character Areas (NCAs) divide England into 159 distinct natural areas. Each is defined by a unique combination of landscape, biodiversity, geodiversity and cultural and economic activity. Their boundaries follow natural lines in the landscape rather than administrative boundaries, making them a good decision-making framework for the natural environment, including the emerging Local Nature Recovery Strategy for Derbyshire. **Table 1-15** details the NCAs within Derby City.

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[75] Topographicmap, Derby City, Available at: https://en-gb.topographic-map.com/map-p6mt/Derby/?center=52.93075%2C-1.4463&zoom=11

Table 1-15: NCAs within Derby City

NCA	Description
69: Trent Valley Washlands	• Distinctly narrow, linear and low-lying landscape largely comprised of the flat flood plains and gravel terraces of the rivers and defined at its edges by higher ground. • Geology dominated by superficial alluvium and gravel river terrace deposits underpins the contrast in arable and pastoral agricultural use, arable crops predominating on the free-draining soils of the river terraces, with grassland more commonly located along the alluvial river flood plains where soils are subject to frequent flooding or are naturally wet. • Flood plain pastoral areas where riverside pastures are subdivided by thick, full hedgerows with some trees contrast with arable areas with larger fields divided by low, small hedgerows with few trees. • Limited tree cover, but local concentrations give the impression of a well-timbered landscape in many places. Riparian trees, especially willows, provide an important component. • A landscape strongly defined by its rivers and their flood plains with the extensive canal network adding significantly to the watery character and providing major recreational assets for the area. • Diverse range of wetland habitats supporting notable species such as spined loach and bullhead fish, otter, water vole, white-clawed crayfish, shoveler, bittern, lapwing, snipe and redshank. • Rich history of human settlement and activity reflected in the archaeology and historic buildings with a particular focus on river crossing points and the gravel terraces, as well as being significant for early Christianity in the Midlands, and later for its canal and brewing heritage. • Settlement pattern heavily influenced by flood risk, confining villages to the gravel river terraces and to rising ground at the edges of the flood plains. Traditional buildings are characteristically of red brick and clay plain tile with earlier timber frame and grander dwellings and churches typically built from sandstone. Red brick and Welsh slate of 19th and early 20th century urban expansion prominent in larger settlements along with modern housing and development. • A landscape heavily used as transport and communication corridors along the rivers and canals, for major roads and railways, and for power lines. • A landscape marked by extensive sand and gravel extraction, power stations and prominent urban-edge industrial and commercial development.
68: Needwood and South	• The area, which is dissected by the river systems of the Trent, the Blithe and the Dove, forms a rolling glacial till plateau that slopes south-eastwards from the southern edge of the Peak District to the valley of the River Trent.

NCA	Description
Derbyshire Claylands	There is a distinctive scarp to the south of the Dove, whose broad flood plain divides the Staffordshire and Derbyshire elements.
	• The south is dominated by heavy, seasonally waterlogged soils derived from glacial till. In the north, red and pink soils underlain by Mercia Mudstones and Sherwood Sandstone are more amenable to cultivation.
	• A predominantly pastoral landscape of rolling countryside that is still largely rural and relatively tranquil, featuring distinctive field boundary patterns and characteristic hedgerows with hedgerow trees. Grassland for livestock is the dominant land use although dairy and cereal farming are also important. The majority of the farms are small to medium-sized dairying and livestock holdings. Arable cultivation occurs on the better land north and south of the Dove and in the river flood plains.
	• An overall wooded character derived from scattered ancient and seminatural woods, parkland and boundary trees. Some large woodland blocks are prominent in Needwood Forest; however, much consists of smaller, fragmented remnants. There is new woodland creation within The National Forest.
	• Predominantly hedgerow bounded, the field pattern varies from small to medium-sized fields to the north of the Dove; mostly large-scale and rectilinear on the broad river flood plains; strongly rectilinear in Needwood Forest; and smaller and more irregular to the west.
	• A wide range of habitats associated predominantly with pasture, varying from damp lowland grassland and marshland to drier neutral grassland. There are good surviving examples of water meadows featured along the three main river valleys. Areas of open water such as Blithfield Reservoir and the major rivers are important for birds. Chartley Moss (a basin mire) and Pasturefields (an inland salt marsh) are internationally important examples of rare habitats.
	• Wood pasture and designed parklands, often with veteran trees, are found throughout the area. They are generally associated with landscape parks and country houses, such as Sandon, Sudbury and Kedleston. Tutbury Castle and the internationally important Derwent Valley Mills, together with a variety of features such as moated sites and medieval settlements and the Trent and Mersey Canal, add to the historical richness of this landscape. Extensive earthworks relating to ridge and furrow and watermeadow systems survive, particularly around the Dove.
	• A dispersed historical settlement pattern, particularly in the higher pastoral farmlands that fringe the Peak District to the north, with the older villages generally sited along the valleys or valley sides, and more recent crossroad settlements on the higher ground. Buildings are usually of red brick and clay tile roofs, and local sandstone. Timber frame buildings are rare with notable examples at Somersal Hall and the village of Abbots Bromley. There are market towns at Ashbourne, Stone, Tutbury and Uttoxeter, and the more significant urban areas of Burton-upon-Trent and the City of Derby extend into the eastern boundary of the NCA.

NCA	Description
	• The Trent and Dove valleys are major transport corridors. The Trent Valley includes the Trent and Mersey Canal, the West Coast Main Line railway and the A51 road, while the Dove Valley features the Derby to Stoke railway line and the A50 road. The A52 links Derby and Ashbourne.
50: Derbyshire Peak Fringe and Lower Derwent	• Transitional zone between the Peak District National Park (in which a small part of the NCA lies at its northern end) and the heavily settled Derbyshire Coal Measures, lying at an elevation of between 100 m and 300 m. It includes numerous outlying ridges, separated by impressive river valleys.
	• The bedrock geology is chiefly of Carboniferous sediments – Coal Measures in the east and Millstone Grit in the west. Mainly historical quarrying activity – largely for dimension stone – forms large scars on the landscape. There are small inliers of limestone around Ashover and Crich.
	• The variable soil types reflect the underlying geology: shallow, free-draining, coarse and loamy soils are found on steeper slopes over the gritstone; slowly permeable and seasonally waterlogged gley soils are found on the lower-lying slopes. On the Coal Measures, seasonally wet loams to clays predominate.
	• The main rivers are the Derwent and its tributaries, the Amber and the Ecclesbourne, which drain to the River Trent and then out to sea via the Humber. Minor rivers and brooks in the north of the area flow eastwards towards large urban areas and are dammed to create reservoirs (including Carsington Water and Ogston Reservoir). The underlying aquifers and reservoirs at Linacre, near Chesterfield, also contribute to potable water supplies – both within and outside the NCA.
	• Extensive deciduous woodland along valley slopes, isolated copses on higher ground, hedgerow trees, and some large blocks of conifer plantation all contribute to the overall wooded character. The Derwent Valley holds one of the largest networks of ancient semi-natural woodland in England.
	• There is stock rearing on permanent grassland and rough grazing on characteristically poor-quality agricultural land; improved grassland with arable is concentrated on the valley sides and lower valley slopes, towards the south of the area.
	• Field patterns are irregular and of varying size, depending on local topography. Hedgerows are predominantly mixed species – including hawthorn, holly and hazel, with oak and ash hedgerow trees at lower altitudes – and remain largely intact; above 200 m they are replaced by a more regular field pattern, enclosed by stone walls.
	• Priority habitats include lowland mixed deciduous woodland, wet woodland, grazing marsh, upland heath, and lowland meadows.
	• Derwent Valley Mills World Heritage Site, stretching from Matlock to Derby, celebrates the industrial heritage of the 18th- and 19th-century cotton mills. It includes stone- and brick-built mill buildings and weirs along the River Derwent

NCA	Description
	valley, as well as structures and buildings related to the Cromford Canal, together with the historic association with Sir Richard Arkwright.
	• Historic mill towns are located along the course of the Derwent. Small market towns and villages tend to be nestled in valley bottoms and are characterised by sturdy stone cottages and fine church buildings, with dispersed farmsteads in outlying enclosed land.
	• The main transport corridors through the Derwent Valley are the local and mainline railways, and also the A6. The A38 trunk road runs through the east of the NCA, and a number of A roads cut the grain of the landscape east to west, providing access to the area and Peak District National Park from the surrounding coalfield towns.
	• The Derwent Valley Heritage Way, the Cromford Canal and former railway tracks all provide extensive recreational routes, and the latter also provide off-road cycling trails. Carsington Water is a key recreational asset. Outdoor recreational pursuits are popular in this area: walking, cycling, climbing, bouldering, fishing, sailing and kayaking.
38: Nottinghamshire, Derbyshire and Yorkshire Coalfield	• A low-lying landscape of rolling ridges with rounded sandstone escarpments and large rivers running through broad valleys, underlain by Pennine Coal Measures.
	• Local variations in landscape character reflecting variations in underlying geology.
	• Several major rivers flow through the rural and urban areas of the NCA, generally from west to east in broad valleys.
	• A mixed pattern of built-up areas, industrial land, pockets of dereliction and farmed open country.
	• Small, fragmented remnants of pre-industrial landscapes and more recent creation of semi-natural vegetation, including woodlands, river valley habitats and subsidence flashes, with field boundaries of clipped hedges or fences.
	• Many areas affected by urban fringe pressures creating fragmented landscapes, some with a dilapidated character, separated by substantial stretches of intact agricultural land in both arable and pastoral use.
	• A strong cultural identity arising from a history of coal mining, steel making and other heavy industry which resulted from the close relationship between underlying geology and resource availability, notably water power, iron ore and coal.
	• Features of industrial heritage such as mills, goits, tips, old railway lines, canals and bridges are evident, along with former mining villages.
	• Many large country houses and estates established by wealthy industrialists in the 18th and 19th centuries and ancient monuments create focal points and important recreational opportunities within the landscape, such as Bretton Hall, Wentworth, Woodhouse, Temple Newsam, Nostell Priory, Bolsover Castle and the ruins of Codnor Castle.

NCA	Description
	• Extensive urbanisation, such as in the major cities of Leeds and Sheffield, with terraced and back-to-back housing and grand 19th-century municipal buildings and churches at their centres, now surrounded by extensive housing and industrial development.
	• Widespread influence of transport routes, including canals, roads and railways, with ribbon developments emphasising the urban influence in the landscape.
	• An extensive network of multi-user trails on former railway lines and canal towpaths, such as the Trans Pennine Trail and the Ebor Way.
	• Continuing development pressure including land renewal and regeneration projects, especially along river corridors and around towns.

Townscape

Townscape refers to the visual and spatial character of urban areas, encompassing buildings, streets, public spaces, and the relationships between them, including views, skylines, and the overall sense of place. Derby City's townscape is defined by a rich mix of historic architecture, varied building forms, and public spaces. The skyline features prominent landmarks such as Derby Cathedral, St Mary's Church, The Guildhall, and the Silk Mill, which stand out due to their scale and historic significance, as well as Derbion and Leonardo Hotel which are some of the tallest, modern buildings in the city. These landmarks are visible from key vantage points across the city and contribute to Derby's distinctive character.

The city centre has undergone significant redevelopment, which has aimed to develop new views and enhance the setting of historic buildings through the creation and adaptation of public open spaces. The redevelopment has included public realm improvements including the integration of green and blue infrastructure, such as riverside walkways and landscaped areas.

Character areas within the city centre vary in scale, use, and architectural grain. These include historic quarters, commercial zones, and residential neighbourhoods, each with unique features and development potential. Movement corridors, such as the A52 and A61, shape the townscape by linking and dividing different zones, while open spaces like Markeaton Park, the Racecourse and Nottingham Road Cemetery provide visual relief and recreational value.

1.8.2   Evolution of the Baseline without the Plan

Landscape and townscape character and quality are under particular threat from future development through, for example, loss of tranquillity, increased lighting, visual intrusion and the incremental loss of landscape features and characteristic elements. Similarly, pressures from expanding populations put more strain on existing systems, and more pressure on recreational landscapes and tourist attractions.

Continual growth in the city and the increasing demand for housing and employment sites, may also mean development could encroach on Green Belt and Green Wedges, Conservation Areas and could affect unknown archaeology.

Without the Local Plan there may be reduced opportunities for new development to enhance and support the local landscape and townscape character through, quality design, enhancement of green infrastructure and/or habitat creation. The new Local Plan may also provide opportunities for growth within the Grey Belt, preserving high quality Green Belt land.

1.8.3   Key Sustainability Issues and Opportunities

The following sustainability issues have been identified:

- National Character Areas in the city are at risk of degradation from the pressures of new development. Planning policy needs to guide development to ensure it is contextually responsive and reinforces local character;

- The city has areas of multiple environmental sensitivity and development should respect its landscape and townscape setting and make a positive

contribution to the relationship of rural and urban areas, as well as avoiding encroachment on Green Wedges;

- Development has the potential to cause direct and indirect impacts on designated landscapes and townscapes, affecting the character and sense of place; and

- Future growth could risk compromising landscape and townscape character and features. However, design that incorporates public realm and green infrastructure principles could play a key role in the enhancement of the natural environment, visual amenity and physical and mental health of the city's people.

1.8.4 Data Gaps

None identified.

1.9　　Historic Environment

1.9.1　　Summary of Current Baseline

The historic environment embraces all aspects of the environment that reflect the shaping of past human activity. The built heritage of Derby City plays a vital role in defining its distinctive character and identity and it should be protected for its intrinsic value. Heritage assets make a significant contribution to the quality of life for those living, working or visiting Derby City.

There are a number of designated assets across Derby[76], shown in **Figure A-7**, including:

- One World Heritage Site;

- Seven Scheduled Monuments;

- Nine Grade I Listed Buildings;

- 38 Grade II* Listed Buildings;

- 342 Grade II Listed Buildings;

- 240 Locally Listed Buildings and Structures

- 16 Conservation Areas[77]; and

- Three Registered Parks and Gardens.

The Derwent Valley Mills World Heritage Site (DVMWHS) was added to the UNESCO World Heritage list in December 2001[78]. It extends from Derby to Matlock Bath and defines a cultural landscape of exceptional significance, mainly due to its association with pioneering innovations in textile manufacture and the development of manufacturing and technology. It is comprised of industrial sites and settlements which developed in association with the textile mills of Cromford, Matlock Bath, Belper, Milford, Darley Abbey and Derby over a period from the 18th to the early 20th century. The boundary of the DVMWHS is approximately 1,229 ha and the buffer zone extends an additional 4,363 ha, with the southern end of the site falling within the Derby City boundary. The Buffer Zone is defined in order to protect the site from development that would damage its setting.

In addition to nationally designated heritage assets, Derby City maintains a Local List of buildings and structures that are considered to have local historic and architectural value. While buildings on the list are not subject to the same statutory protections as nationally listed buildings, planning applications involving them are assessed with greater care and sensitivity. This list forms part of the city's commitment to preserving and enhancing its unique character and townscape. There are currently

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[76] Historic England, Search The List. Available at: https://historicengland.org.uk/listing/the-list/

[77] Derby City Council, Conservation Areas. Available at: https://www.derby.gov.uk/environment-and-planning/conservation/conservation-areas/

[78] Derwent Valley Mills World Heritage Site: http://www.derwentvalleymills.org/the-derwent-valley/the-natural-cultural-landscape/

around 240 properties on the Local List[79]. These include buildings and structures that:

- Exhibit special architectural or historic interest (though not nationally listed);

- Represent traditional or historic industrial processes;

- Act as townscape or landscape landmarks;

- Are associated with significant events or personalities;

- Contain features of antiquity (pre-1800); or

- Demonstrate good quality modern architecture.

Derby has a rich archaeological resource, ranging from the remains of Roman forts, through the Viking-age and medieval towns, to the industrial archaeology of the railway era. To protect the city's archaeological heritage, DCC have identified Archaeological Alert Areas to consider within development. There are eight Archaeological Alert Areas located within Derby City[80].

Historic England's Heritage at Risk (HAR) programme helps to understand the overall state of England's heritage sites. It identifies those sites that are most at risk of being lost as a result of neglect, decay or inappropriate development. In Derby City, there are six assets on the HAR register; one Conservation Area, one Grade II listed building, three Grade II* listed buildings, and one Grade I listed building.

Historic England provides specific guidance on managing change within the settings of heritage assets, including archaeological remains and historic buildings, sites, areas, and landscapes, set against the background of the National Planning Policy Framework (NPPF) and the related guidance given in the Planning Practise Guide (PPG). In addition to the visual setting, 'setting' can also include intangible such as sound, smells, and historic associations / relationship.

1.9.2   Evolution of the Baseline without the Plan

Protection of the historic environment is firmly embedded in national and local policy, and this has been the case since 1990. This policy has developed independently of the European Union and is unlikely to change with the Retained EU Law Bill. However, whilst harm to the significance of heritage assets is largely restricted, harm to the setting of heritage assets still occurs; for example, relating to visual intrusion, or aspects such as traffic, lighting, and noise. This can be a sensitive planning issue.

Continual growth in the city and the increasing demand for housing may mean development could negatively affect heritage assets.

Historic buildings within the city are likely to continue to be at risk. The most likely cause being lack of funds for maintenance. Threats to historic assets also include climate change and development.

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[79] Derby City Council, City of Derby Local List. Available at:
https://www.derby.gov.uk/media/derbyCitycouncil/contentassets/documents/environmentandplanning/conservatio
n/DerbyCityCouncil-Derby-Locally-Listed-Buildings-March-2011.pdf

[80] Derby City Council, Archaeology. Available at: https://www.derby.gov.uk/environment-and-
planning/conservation/archaeology/#page-1

"Inappropriate" Development within the area has already caused UNESCO to raise concern over the status of the DVMWHS[81]. There is potential that any further inappropriate development within the buffer or in close proximity to the site may result in the status of the site being rescinded.

The number of vehicles on the roads is likely to increase as the city's population rises, increasing air pollution and road traffic. This has the potential to harm the surfaces of heritage assets, as well as the settings of World Heritage Sites, Listed Buildings, scheduled monuments and parks and gardens, as well as Conservation Areas. Expansion of roads and the development of new residential and commercial areas to accommodate the increased number of private vehicles, road traffic, and population increase, will put pressure on land space and could result in land take from heritage assets. Depending on the scale and nature of land take, as this may harm both the setting and characteristics of assets.

Climate change also poses a risk of harm to heritage assets, their characteristics, and settings, particularly through increased flooding, extreme heat events, and changes to energy requirements. Historic England have outlined guidance to achieving net zero targets and adapting the heritage environment to climate change – this is focussed on is reusing UK homes built before 1919 (approximately 20% of the UK's housing resource) and adapting their energy needs[82] .

Protection of the historic environment is likely to be maintained through existing local, regional and national plans and policies, however without the Local Plan there may be reduced opportunities for new development to enhance and support the local heritage character, especially locally listed buildings which are important to Derby's character and strike the right balance between protection and enhancement and the need for development.

1.9.3   Key Sustainability Issues and Opportunities

The following sustainability issues have been identified:

- There are a number of locally, nationally and internationally important heritage assets within the plan area. These will need to be conserved and enhanced by future development;

- Development pressure is likely to be one of the most significant issues for the historic environment, such as housing growth, infrastructure development and climate change (retrofitting);

- Designated and non-designated heritage assets in the city could be negatively affected by new development which can erode the quality of the built environment and heritage features or sterilise or lead to the loss of existing heritage assets;

- The DVMWHS and buffer zone are located within the city. This will need to be conserved by future development in order to protect its Outstanding Universal Value. An integrated and sustainable approach will need to be developed in

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[81] BBC News (2024) 'Grave concern' over valley's world heritage status. Available at: https://www.bbc.co.uk/news/articles/cly3djvz5vvo

[82] Historic England (2022) Delivering on Climate Change Action and Heritage. Available at: https://historicengland.org.uk/advice/climate-change/

order to meet and promote the transportation and accessibility needs of the DVMWHS and its users;

- Future development within the city will need to respect the setting of local heritage assets;

- There are opportunities for enhancing the setting of heritage assets through the development of schemes to reduce traffic noise and enhance accessibility through active forms of transport; and

- There are opportunities to preserve and enhance heritage assets, including addressing the needs of heritage at risk.

1.9.4   Data Gaps

None identified.

1.10   Air, Noise and Light Pollution

1.10.1   Summary of Current Baseline

1.10.1.1 Air Pollution

Poor air quality can have large impacts on health through short term exposure, but particularly through long term exposure and can exacerbate health inequalities. According to the World Health Organisation (WHO), air quality is one of the greatest environmental risks to human health. Reducing air pollution can result in reductions in stroke, heart disease, lung cancer, and both chronic and acute respiratory diseases, including asthma[83]. In 2019, 99% of the world's population were living in places where the WHO air quality guidelines were not met, and that ambient air pollution caused 4.2 million premature deaths worldwide in that year. Major pollutants include nitrous oxide (NO_X), nitrogen dioxide (NO_2) and particulate matter (PM).

Poor air quality also contributes to the deterioration of ecological receptors. Ecosystems are negatively impacted by air pollution, particularly emissions such as sulphur and nitrogen, as it affects their ability to function and grow[84].

The National Air Quality Strategy provides a framework for air quality control through air quality management and air quality objectives that should be met at designated receptors.

DCC monitor air quality at sites across the city and published their Air Quality Annual Status Report (ASR) in 2024 stating that air quality in the city has been improving, with no exceedances of nitrogen dioxide (NO_2), with annual meal concentrations of NO_2 at 35.7µg/m3, a 5.4µg/m3 decrease from 2022[85].

Local authorities must declare areas that are not likely to achieve national air quality objectives as Air Quality Management Areas (AQMAs). DCC currently have one AQMA, Derby NO_2 AQMA No.1 Ring Roads, which was declared for NO_2 in 2001[86]. The location of this AQMA can be found on **Figure A-8**. Previously, DCC declared AQMA No.2 (A52 Spondon), however this was revoked in 2024 due to consistent compliance since 2010[86].

There are several major upcoming developments that may influence air quality in Derby[87]:

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[83] WHO (2022) Ambient (outdoor) air pollution. Available at: https://www.who.int/news-room/fact-sheets/detail/ambient-(outdoor)-air-quality-and-health

[84] European Environment Agency (2024) Impacts of air pollution on ecosystems in Europe. Available at: https://www.eea.europa.eu/en/analysis/publications/impacts-of-air-pollution-on-ecosystems-in-europe

[85] Derby City Council (2024) 2024 Air Quality Annual Status Report (ASR). Available at: https://www.derby.gov.uk/media/derbyCitycouncil/contentassets/documents/tradingstandardsandenvironmentalhealth/environmentalprotection/air-quality-annual-status-report2024.pdf

[86] DEFRA, UK Air, Local Authority Details Derby City Council. Available at: https://uk-air.defra.gov.uk/aqma/local-authorities?la_id=77

[87] Derby City Council (2024) 2024 Air Quality Annual Status Report (ASR). Available at: https://www.derby.gov.uk/media/derbyCitycouncil/contentassets/documents/tradingstandardsandenvironmentalhealth/environmentalprotection/air-quality-annual-status-report2024.pdf

- Celanese SmartParc development site, which will create a large-scale food manufacturing and R&D hub that could generate an increase in traffic volumes.

- St Modwen Park (formally The Derby Triangle), within the Wyvern area is now reaching an advanced stage of development. This has the potential to create new HGV trips that are likely to impact the A52, Nottingham Road and the Wyvern area of Derby

- Continued development at Infinity Park Derby and the surrounding Infinity Garden Village growth zone on the southern boundary of the city could generate more traffic. The development is being serviced by a new junction off the A50 and therefore could significantly affect traffic flows into and out of the city. However, early air quality modelling suggests that the new junction will provide net air quality improvements.

1.10.1.2 Noise Pollution

When noise becomes excessive it may amount to a statutory nuisance, an offence under the Environmental Protection Act 1990. To become a statutory nuisance, the noise would have to become prejudicial to health or develop into an unreasonable interference with someone's use or enjoyment of their property. For example, a noise that prevents an individual from using their garden may amount to a nuisance, but a similar noise that can only be heard when visiting a remote moorland cannot.

Noise pollution across the city is generally caused by with roads and rail links. The highest levels of noise pollution in DCC occur around main highways such as the A52, A601, and A38, as well as the main rail line that runs through Derby City[88].

1.10.1.3 Light Pollution

Light pollution is caused by excessive or intrusive artificial light arising from poor or insensitive design. Light pollution can have a detrimental effect on the character and amenity of an area, as well as the wildlife present. Derby City has high levels of light pollution, with average levels of 16-32 NanoWatts/cm^2/sr[89]. The highest levels of light pollution within the city are >32 NanoWatts/cm^2/sr and are predominantly located within the centre of the city.

1.10.2 Evolution of the Baseline without the Plan

The UK Clean Air Strategy outlines plans to reduce emission of pollutants and improve air quality by the year 2030[90]. This includes reductions in public exposure to particulate matter, ammonia, nitrogen oxides, sulphur dioxide and non-methane volatile organic compounds.

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[88] Extrium, England Noise and Air Quality Viewer. Available at: http://www.extrium.co.uk/noiseviewer.html

[89] CPRE, Light pollution and dark skies map. Available at: https://www.cpre.org.uk/what-we-care-about/nature-and-landscapes/dark-skies/englands-light-pollution-dark-skies-map/

[90] UK Government (2019) Clean Air Strategy. Available at: https://www.gov.uk/government/publications/clean-air-strategy-2019

Uncontrolled development could lead to development in areas that currently experience manageable levels of noise and light pollution and could exacerbate pollution levels elsewhere.

The UK wide ban on the new petrol and diesel vehicle sales by 2030 is expected to lead to a reduction in emissions from vehicles[91]. This will improve air quality in urban areas and in turn, have a positive impact on health problems associated with air pollution. As the AQMA in the city is associated with vehicle emissions, the transition to electric vehicles has the potential to bring air pollution to acceptable levels.

Development within, or close to, a AQMA could also exacerbate current air pollution by increasing the number of people travelling by private vehicles as well as contribute to failing air quality targets.

Increases in population and urbanisation have the possibility to degrade air quality, while higher standards for air pollutants and vehicle emissions have the potential to improve air quality[92]. These opposing trends, if managed correctly by DCC, could balance each other out in future.

Without policy intervention and significant investments, the target to achieve carbon neutrality and therefore improve air quality in the city will not be achieved. Additionally, development could be located in areas that are not well served by community facilities, services and jobs thereby increasing traffic movements and further impacting upon the city's air quality.

Noise and Air Quality could worsen without the Plan, as population increases may influence travel patterns and subsequently the number of cars on the road. The plan will need to contain policies to reduce travelling and promote the use of sustainable transport modes, such as active travel.

1.10.3　Key Sustainability Issues and Opportunities

The following sustainability issues have been identified:

- There is significant reliance on the petrol or diesel-fuelled private cars as the main modes of transport within the city;

- The city has one AQMA and air pollution levels could be improved;

- Air quality issues may be exacerbating inequalities related to air pollution heath issues;

- There is the potential for adverse impacts on health if inappropriate new development is located near a major source of noise, including any existing or new major roads;

- There is a need to reduce light pollution and restrict further intensification of light pollution from new developments; and

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[91] UK Government (2020) Government takes historic step towards net-zero with end of sale of new petrol and diesel cars by 2030. Available at: https://www.gov.uk/government/news/government-takes-historic-step-towards-net-zero-with-end-of-sale-of-new-petrol-and-diesel-cars-by-2030

[92] Environment Agency (2023) The state of the environment: the urban environment. Available at: https://www.gov.uk/government/publications/state-of-the-environment/the-state-of-the-environment-the-urban-environment

- Air, noise and light pollution could be generated through construction works that occur as a result of growth proposed in the Local Plan.

1.10.4   Data Gaps

None identified.

1.11   Water Environment

1.11.1   Summary of Current Baseline

Derby City's water supply is provided by Severn Trent Water. Severn Trent Water manages water resources within a large geographical area that includes parts of the midlands and north Wales.

Derby City is located within the Humber River basin district, with both the Derwent Lower and Trent River operational catchments intersecting with the city[93]. The Humber River basin district covers an area of 26,100km^2 and extends from the West Midlands in the south, northwards to North Yorkshire and from Staffordshire in the west to part of Lincolnshire and the Humber Estuary in the east.

The Lower Derwent is a mixed rural and urban catchment including the City of Derby and the large villages of Ockbrook, Borrowash and Draycott (where there is a public drinking water supply abstraction from the Derwent). Similarly, the Trent River operational catchment is a mixed rural and urban catchment. The urban area comprises the western suburbs of the City of Derby and the large villages of Melbourne, Ticknall, Findern, Willington, Etwall, Repton, Hartshorne and Woodville[93].

The Water Environment (Water Framework Directive (WFD)) Regulations[94] set an objective of aiming to achieve at least 'good' status for all waterbodies by a set deadline specific for each waterbody. Most of the monitored waterbodies are 'main rivers' that are under the jurisdiction of the Environment Agency. **Table 1-16** shows the water quality status of the water bodies between the Derwent Lower and Trent River operational catchments.

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[93] Environment Agency, Explore Catchment Data. Available at: https://environment.data.gov.uk/catchment-planning/OperationalCatchment/3474

[94] UK Government, The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017. Available at: https://www.legislation.gov.uk/uksi/2017/407/contents

Table 1-16: Water quality of waterbodies within operational catchments

Water Body	Ecological Status	Overall Status
Derwent Lower – Derbyshire Operational Catchment		
Chaddesden Brook Catchment (trib of Derwent)	Moderate	Moderate
Derwent from Bottle Brook to Trent	Moderate	Moderate
Kedleston Hall Lower Lake	Moderate	Moderate
Mackworth Brook Catchment (trib of Markeaton Brook)	Poor	Poor
Markeaton Brook from Mackworth Brook to Derwent	Moderate	Moderate
Markeaton Brook from Source to Mackworth Brook	Moderate	Moderate
Trent River Operational Catchment		
Carr-New Brook from Source to Ramsley Brok	Good	Good
Cuttle Brook Catchment (trib of Trent)	Moderate	Moderate
Eggington Brook Catchment (trib of Trent)	Moderate	Moderate
Foremark Reservoir	Moderate	Moderate
Milton brook Catchment (trib of Trent)	Moderate	Moderate
Radbourne Brook Catchment (trib of Trent)	Moderate	Moderate
Ramsley Brook from Source to Carr-New Brook	Poor	Poor
Repton Brook Catchment (trib of Trent)	Poor	Poor
Staunton Harold Reservoir	Moderate	Moderate
Ticknall Quarries	Moderate	Moderate
Trent from Derwent to Soar	Moderate	Moderate
Trent from Dove to Derwent	Moderate	Moderate

Water Body	Ecological Status	Overall Status
Trusley Brook Catchment (trib of Trent)	Moderate	Moderate
Twyford Brook Catchment (trib of Trent)	Moderate	Moderate

As identified in **Table 1-16**, the majority of water bodies within the operational catchments intersecting Derby City are of 'Moderate' status, with three water bodies of 'Poor' status and one water body achieving 'Good' status, falling far short of the WFD target of 100% of water bodies achieving 'Good' ecological status[95]. The reasons for not achieving 'Good' overall status in the catchment is due to the following factors:

- Pollution from wastewater;
- Pollution from towns, cities and transport;
- Pollution from rural areas; and
- Physical modifications.

Figure A-9 shows the location of water bodies within Derby City.

Many areas of Derby, including parts of the city centre, are at risk from flooding. National flood zone data correlates with the location of main rivers and ordinary watercourses as areas with the greatest risk of flooding. The government's flood map for planning[96] shows that a portion of the city lies within Flood Zone 3, meaning it has a high probability of flooding. This is shown in **Figure A-10** in **Appendix A,** whilst **Figure A-11** shows the areas at risk of surface water flooding.

Due to the quantity of the city located within flood zone 3, Derby City Council, alongside the Environment Agency have developed the Our City Our River[97] project to reduce flood risk through the implementation of flood defences. To date, the project has implemented flood defences between the Alfreton Road Industrial Estate in the north and Sowter Road in the south, with the exception of works at Darley Abbey Mills Bridge and work is currently underway to implement flood defences 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.

Principal aquifers are designated as named groundwater bodies and are classified under WFD Regulations. Principle aquifers play a strategic role in water supply and are important for supporting surface water features and ecosystems.

Derby City is underlain by the Triassic Sandstone aquifer, which can yield up to 125 l/sec of good quality hard to moderately hard water from the upper parts of the aquifer, and the Carboniferous Limestone aquifer, which supplies of up to 175 l/sec from resurgences in the Mendips and South Wales, and borehole yields of up to 40 l/sec from the upper parts of the aquifer[98].

In addition, a large portion of the city is underlain by a secondary aquifer. Secondary aquifers support water supplies at a local rather than strategic scale (such as for

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[95] European Environment Agency (2025) Ecological status of surface waters in Europe. Available at: https://www.eea.europa.eu/en/analysis/indicators/ecological-status-of-surface-waters

[96] UK Government, Flood Map for Planning. Available at: https://flood-map-for-planning.service.gov.uk/map?cz=435187,336492,15

[97] Derby City Council, Our City Our River. Available at: https://www.derby.gov.uk/environment-and-planning/regeneration-and-economic-growth/our-city-our-river/

[98] British Geological Survey, Principal Aquifers in England and Wales. Available at: https://www2.bgs.ac.uk/groundwater/shaleGas/aquifersAndShales/maps/aquifers/home.html

private supplies) and are important for rivers, wetlands and lakes. They have a wide range of water permeability and storage[99].

Source Protection Zones (SPZs) are defined areas around groundwater abstraction points, such as wells, boreholes, and springs, that supply public drinking water. These zones help to protect groundwater from pollution by identifying areas where contaminants could reach the source. SPZs are divided into three main zones: SPZ1 (inner zone), SPZ2 (outer zone) and SPZ3 (total catchment), based on how long it takes groundwater to travel to the abstraction point[100]. The closer the zone is to the source, the higher the risk of contamination. In Derby City, the largest area of SPZ is located in the north of the city, with a small area of SPZ1 located adjacent to Derby Station[99].

1.11.2   Evolution of the Baseline without the Plan

The requirements of the WFD should lead to continued improvements to water quality in watercourses. However, water quality is also likely to continue to be affected by pollution incidents, runoff from urban and transport, the presence of non-native species and physical modifications to water bodies.

Population growth may drive further water demand in the city, placing increasing strain on water resources and wastewater treatment.

The frequency, severity and pattern of flooding is expected to increase because of climate change. The future implications of climate change projections include increased surface water and fluvial flooding leading to damage to property and disruption to economic activity, water shortages, and higher incidence of damage to transportation, utilities, property and communications infrastructure caused by an increase in the number of extreme weather events (e.g., heat, high winds, and flooding)[101]. It is expected that changing climate patterns will have a substantial impact on the level of flood risk from all sources within the city.

Meeting water supply demand over the next 25 years may be challenging. Deficits may develop across England by the 2050s due to climate change alone; these would be exacerbated by population growth[102].

Without the implementation of the Local Plan, waterbodies within the city will continue to fail good status targets.

The Local Plan presents opportunities to provide a targeted approach to addressing flood risk and water quality issues. It could support Sustainable Urban Drainage Systems (SuDS) and green infrastructure requirements within new developments to adapt to climate change and counteract flood risk.

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[99] DEFRA, MAGIC Map. Available at: https://magic.defra.gov.uk/MagicMap.html

[100] Gov.UK Groundwater Source Protection Zones (SPZs) Groundwater source protection zones (SPZs) - GOV.UK

[101] European Environment Agency (2025) Extreme weather: floods, droughts and heatwaves. Available at: https://www.eea.europa.eu/en/topics/in-depth/extreme-weather-floods-droughts-and-heatwaves

[102] Environment Agency (2025) England faces 5 billon litre public water shortage by 2055 without urgent action. Available at: https://www.gov.uk/government/news/england-faces-5-billion-litre-public-water-shortage-by-2055-without-urgent-action

1.11.3 Key Sustainability Issues and Opportunities

The following sustainability issues have been identified:

- Only one of the waterbodies within the city is currently achieving 'Good' overall status. There is subsequently a need to improve water quality;

- There is potential for groundwater and surface water pollution as a result of development within the city;

- Upgrading existing infrastructure provides the opportunity to improve pollution control for waterbodies, improving water quality;

- Increased development near a watercourse (including transport, housing and other infrastructure) can increase flood risk on a local and catchment scale;

- Population growth will increase demand on already stressed water resources and waste treatment infrastructure. Sustainable drainage systems (SuDS) and water-efficient development are needed to manage future demand and climate change impacts;

- Fluvial and surface flooding present the greatest risks in the city;

- Where possible, development should be designed to reduce the impacts of flood risk;

- SuDS should be used throughout the design process of new developments to limit the risk of flood events causing a detrimental impact to the area;

- The physical and chemical quality of water resources is an important aspect of the natural environment and can be adversely affected by pollution associated with surface water runoff from new or existing transport infrastructure, as well as by changes to waterbodies which can affect their quality as a habitat; and

- Climate change is likely to increase the occurrence of flooding from all sources and hence raise the flood risk in Derby City, in addition to existing residual flood risk in the event of a breach or failure of the flood defences.

1.11.4 Data Gaps

None identified.

1.12   Climate Change and Greenhouse Gases

1.12.1   Summary of Current Baseline

1.12.1.1 Greenhouse Gases

In 2023, 29% of net greenhouse gas emissions in the UK were estimated to be from the domestic transport sector, 20% from buildings and product uses, 14% from industry, 12% from agriculture and 11% from electricity supply. The other 13% were attributable to the remaining sectors: fuel supply, waste, and the land use change sector[103].

In 2023, Derby City's per capita emissions were 4.0 t CO_2e, lower than the average for Derbyshire, the East Midlands, and England at 9.4 t CO_2e, 6.1 t CO_2e and 4.8 t CO_2e respectively[104].

Table 1-17 shows a breakdown of greenhouse gas emissions by sector across Derby City compared to regional and national figures. In Derby City, transport emits the largest quantity of emissions (39.7%), followed by domestic (25.9%) and industry (15.7%).

Table 1-17: Greenhouse Gas Emissions 2023[104]

Emissions Category	Derby City	Derbyshire	East Midlands	England
Industry (kt CO_2)	169.5	3,256.4	6,271.8	39,084.4
Commercial (kt CO_2)	103.3	424.6	2,138.2	25,312.3
Public Sector (kt CO_2)	51.6	95.3	729.3	8,559.4
Domestic (kt CO_2)	279.5	1,002.0	5,666.6	63,148.1
Transport (kt CO_2)	427.7	1,827.5	10,024.6	93,951.8
Land Use, Land-Use Change, and Forestry (LULUCF) (kt CO_2)	2.9	-128.1	409.6	-598.3
Agriculture (kt CO_2)	6.5	727.4	3,474.0	29,819.6
Waste (kt CO_2)	35.9	429.1	1,639.3	16,311.9
Total (kt CO_2)	**1,077.0**	**7,634.2**	**30,353.2**	**275,589.3**

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[103] Department for Energy, Security and Net Zero (2025) 2023 UK Greenhouse Gas Emissions, Final Figures. Available at: https://assets.publishing.service.gov.uk/media/67a30e4f7da1f1ac64e5feb1/2023-final-greenhouse-gas-emissions-statistical-release.pdf

[104] Department for Energy, Security and Net Zero (2025) UK local authority and regional greenhouse gas emissions statistics, 2005 to 2025. Available at: https://www.gov.uk/government/statistics/uk-local-authority-and-regional-greenhouse-gas-emissions-statistics-2005-to-2023

In 2019, DCC declared a climate emergency and pledged to integrate climate change considerations into all decision-making processes. DCC aim to be net zero for Scope 1 and 2[105] emissions by 2035, and towards net zero for the city[106].

1.12.1.2 Climate Change

Climate change could lead to changes in the natural environment such as increased temperatures, extreme weather events, particularly heavy rainfall/flooding and heat waves, and water scarcity. This may affect the environment directly, by changing the distribution of local species, or indirectly through changes to land management and local habitats[107]. Flood risk is investigated in **Section 1.11**.

During the most recent decade (2009-2018) the UK has been on average 0.3°C warmer than the 1981-2010 average and 0.9°C warmer than 1961-1990. All the top ten warmest years in recorded history have occurred since 2002. In the past few decades there has been an increase in annual average rainfall over the UK, for which the most recent decade (2009-2018) has been on average 5% wetter than 1961-1990 and 1% wetter than 1981-2010[108] .

Water scarcity is expected to become more common as temperatures increase. In developed countries such as the UK, this is likely to take the form of physical water stress (e.g. there is not enough water to meet the populations needs). The Environment Agency conducted a study in 2021 into water stressed areas in England and found that the catchment area of Severn Trent Water, within which Derby City sits, is currently water stressed[109].

1.12.1.3 Energy

The Government aims to reduce the use of energy, use energy more efficiently, move to energy from renewable resources and use remaining fossil fuels cleanly. Energy efficiency is the cheapest and safest way of addressing these objectives and renewable energy is likely to play a significant role in reducing carbon emissions[110].

Derby City is part of the EMCCA, which supports investment in green technologies including hydrogen and renewables as part of its regional growth strategy.

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[105] Scope 1 emissions are direct emissions from sources directly controlled by Derby City Council, e.g., emissions from Council-controlled gas boilers and from Council-owned vehicles. Scope 2 emissions are indirect emissions from purchased energy and street lighting which is within the wider control of Derby City Council.

[106] Derby City Council (2024) Climate Change Action Plan 2025-2027. Available at: https://www.derby.gov.uk/environment-and-planning/climate-change/council-climate-actions/#page-1

[107] European Commission, Consequences of climate change. Available at: https://climate.ec.europa.eu/climate-change/consequences-climate-change_en

[108] Met Office (2022) UK Climate Projections: Headline Findings. Available at: https://www.metoffice.gov.uk/binaries/content/assets/metofficegovuk/pdf/research/ukcp/ukcp18_headline_findings_v4_aug22.pdf

[109] Environment Agency (2021) Water Stressed Areas. Available at: https://www.gov.uk/government/publications/water-stressed-areas-2021-classification

[110] UK Sustainable Development Strategy.

As of 2023, there were 5,636 renewable energy generation sites in Derby City, an increase of 87.5% from 3,009 in 2014[111]. **Table 1-18** shows a breakdown of the quantity of renewable energy generation sites within Derby City.

Table 1-18: Renewable Energy Sites in Derby City[112]

Energy Type	Number of sites
Photovoltaics	5,629
Onshore Wind	3
Hydro	1
Anaerobic Digestion	0
Sewage Gas	1
Landfill Gas	0
Municipal Solid Waste	1
Animal Biomass	0
Plant Biomass	1
Cofiring	0
Total	**5,636**

The Renewable Energy Planning Database[113] tracks the progress of UK renewable electricity projects through the planning system. It provides as accurate and comprehensive a snapshot as possible of projects, and of progress across the technology sectors, through the inception, planning, construction, operation and decommissioning stages.

As of April 2025, there were 2 operational renewable sites in the city (one advanced conversion technologies and one onshore wind), with a total installed capacity of 12.5MW. There are also 9 solar photovoltaic sites where planning permission has been granted with an installed capacity of 3.90MW, and 2 sites where a planning application has been submitted (both for solar photovoltaics) with an installed capacity of 0.37 MW[113].

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[111] Department for Energy Security & Net Zero (2023) Renewable electricity by local authority 2014-2023. Available at:
https://assets.publishing.service.gov.uk/media/67226ea53ce5634f5f6ef5a1/Renewable_electriCity_by_local_authority_2014_-_2023.xlsx

[112] Due to Derby City's location, with no coastline as part of the LA boundary, wave/tidal and offshore wind sectors have been omitted from this table.

[113] GOV.UK (2025) Renewable Energy Planning Database: quarterly extract, 2025. Available at:
https://www.gov.uk/government/publications/renewable-energy-planning-database-monthly-extract#full-publication-update-history

The Planning Practice Guidance[114] provides examples of how a Local Plan can mitigate climate change by reducing emissions, and these include:

- Reducing the need to travel and providing for sustainable transport;

- Providing opportunities for renewable and low carbon energy technologies;

- Providing opportunities for decentralised energy and heating; and

- Promoting low carbon design approaches to reduce energy consumption in buildings, such as passive solar design.

1.12.2   Evolution of the Baseline without the Plan

The UK is committed to legally binding GHG emissions reduction targets of 80% by 2050, compared to 1990 levels, as set out in the Climate Change Act 2008[115]. The UK ratified the 2015 Paris Agreement, which set out a GHG emission reduction target of at least 40% by 2030, compared to 1990 with a long-term strategy for net zero emissions by 2050[116]. However, a more ambitious target was set by the UK in 2020 to reduce greenhouse gas emissions by at least 68% by 2030, compared to 1990 levels[117].

Working towards these targets requires changes to technology as well as ways in which people travel. For example, the UK ban on the selling of new petrol, diesel, or hybrid cars from 2030.

Over the last decade there has been an increased demand for electric vehicles in the UK. The number of licensed ultra-low emission vehicles (ULEVs) in the UK has increased by 3,427% between the end of March 2010 and the end of June 2020, a jump from just under 9,000 ULEVs to 317,000 ULEVs[118].

By the end of the 21st century, all areas of the UK are projected to be warmer, more so in summer than in winter[119]. This projected temperature rise in the UK is consistent with future warming globally. Rainfall patterns across the UK are not uniform and vary on seasonal and regional scales and will continue to vary in the future, with significant increases in hourly precipitation extremes. Both temperature and rainfall changes will be much larger if greenhouse gas emissions continue to increase.

The current estimates[119] for temperature increases and changes to rainfall patterns are unlikely to alter significantly in the near future, given the timescales associated with climate change. This being the case, there will be an increasing need to implement climate change mitigation and adaptation measures in light of changing environmental conditions.

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[114] UK Government (2016) Planning Practice Guidance. Available at:
https://www.gov.uk/government/collections/planning-practice-guidance

[115] Climate Change Act 2008. Available at: https://www.legislation.gov.uk/ukpga/2008/27/contents

[116] UNFCCC, Paris Agreement. Available at: https://unfccc.int/process-and-meetings/the-paris-agreement

[117] UK Government (2020) UK sets ambitious new climate target ahead of UN Summit. Available at:
https://www.gov.uk/government/news/uk-sets-ambitious-new-climate-target-ahead-of-un-summit

[118] House of Commons (2020) Briefing Paper: Electric Vehicles and Infrastructure. Available at:
https://researchbriefings.files.parliament.uk/documents/CBP-7480/CBP-7480.pdf

[119] Uk Government (2024) Heat summary – Chapter 1: state of the UK past and future climate. Available at:
https://www.gov.uk/guidance/heat-summary-chapter-1-state-of-the-uk-past-and-future-climate

Continual growth in the city both from development and population growth may increase the effects of climate change. Climate change could increase the number of properties at risk from flooding as more extreme rainfall events take place.

The effects of climate change, including rising temperatures, worsening air quality and flood events are already affecting the health of Derby's population, particularly those in disadvantaged communities[120]. This trend is likely to continue without improved community resilience to climate change.

There is likely to be continued and increasing pressure on water resources. Water resources will be squeezed in the short to long term because of increased development, coupled with climate change impacts and reductions in water resources available[121].

Renewable energy developments may continue to be proposed, but planning policies will be needed to facilitate them.

For the city to reach net zero by their respective targets, increasing renewable energy supply will be pivotal. Shifting dependency away from non-renewable sources is crucial to meet such ambitions. The projected population increase in the city will increase energy needs and renewables will be required to meet this demand.

The new Local Plan provides opportunities for developments to be more resilient to the effects of climate change and reduce GHGs as a result of construction and operation (including embodied carbon). It will likely support developments that would also be more accessible, particularly by sustainable transport, which in turn will aid the city in reducing the amount of greenhouse gases it produces. There are also opportunities for the Local Plan to improve Green Infrastructure provisions, that may aid in reducing GHGs and improving climate resilience through multifunctional spaces.

The Local Plan also presents opportunities to incorporate renewable energy as part of the design of new developments.

1.12.3 Key Sustainability Issues and Opportunities

The following sustainability issues have been identified:

- It is important to become more resilient to the wider effects of climate change through adaptation measures. New developments need to minimise vulnerability and provide resilience to climate change, including implementing adaptation measures in respect of rising temperatures, water scarcity and extreme weather events, particularly heavy rainfall/flooding and heat waves;

- Green Infrastructure presents opportunities to address multiple issues through multifunctional spaces;

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[120] Derby City Council (2025) Director of Public Health Annual Report 2024-25. Available at: https://www.derby.gov.uk/media/derbycitycouncil/content/documents/healthandsocialcare/publichealth/ph-annual-report-2024-25climate-action.pdf

[121] Environment Agency (2025) 4. Water availability: National Framework for Water Resources 2025. Available at: https://www.gov.uk/government/publications/national-framework-for-water-resources-2025-water-for-growth-nature-and-a-resilient-future/4-water-availability-national-framework-for-water-resources-2025

- As identified in **Section 1.11**, new development will need to incorporate SuDS to sustainably reduce flood risk, particularly due to climate change exacerbations of flood events;

- New developments will need to incorporate low-carbon and renewable energy to minimise carbon emissions;

- Transport and domestic emissions are the main contributors of CO_2 in the city; and

- There is a need to work with communities to build resilience to the effects of climate change.

- There has been an increase in renewable energy supplies across the city;

- Changes in household energy demand due to seasonal temperature changes;

- The Local Plan should facilitate renewable energy generation and reduce demand for energy use through energy efficiency;

- Policies should ensure that developments are designed to be net zero or net zero enabled to aid in achieving net zero targets;

- The Local Plan should facilitate the adaptation of existing buildings for higher summer temperatures, increased weather intensity, and improved energy performance; and

- There is an expected switch towards electric transport and heating.

1.12.4 Data Gaps

None identified.

1.13 Transport and Accessibility

1.13.1 Summary of Current Baseline

There are a number of major roads passing through and surrounding Derby City. The A6, A38, A50, and A52 are key arterial routes linking Derby to surrounding areas and the national motorway network, including the M1, which is approximately 15 minutes from the city centre. In 2024, 1.21 billion vehicle miles were travelled on roads in Derby[122].

Public transport options in Derby primarily consist of rail and bus networks. Derby Railway Station is the third busiest station in the East Midlands and is an interchange point between the Midland Main Line from London St Pancras to Leeds and long-distance services on the Cross Country Route from Aberdeen through Birmingham New Street to Penzance. Local services from Nottingham to Matlock along the Derwent Valley line serve the station, as well as services to Crewe, Birmingham, and Cardiff. There are an additional two railway stations in Derby City; Spondon, which is on the Nottingham line, and Peartree which is on the Birmingham line.

Derby has a central bus station and an extensive network of bus stops, with services reaching all parts of the city and surrounding areas. The Bus Service Improvement Plan (BSIP) outlines ongoing enhancements including priority infrastructure, real-time passenger information, and fare reform[123].

Derby City Council is working with operators to improve journey times, reliability, and accessibility. Efforts are underway to improve integration between bus and rail services, including proposals to reroute buses via Derby Railway Station and align timetables to support multimodal travel. These improvements aim to reduce car dependency, enhance accessibility for low-income and mobility-impaired residents, and support sustainable transport goals[123].

Buses are crucial methods of transport for low-income households, and those with health issues. Affordability is another pull towards bus usage, with concessionary travel through the Gold Card scheme is available in the city, providing free off-peak bus travel across England for older people and those with disabilities[124]. Additional discounts are available for students, apprentices, and jobseekers.

In Derby, accessible transport options for disabled people include low-floor, wheelchair-accessible buses, step-free access at the bus and railway station and the Passenger Assist scheme at Derby Railway Station.

Derby also supports Blue Badge parking, allowing vehicles carrying people with mobility impairments to park closer to essential services. For those unable to use conventional public transport, services such as Derbyshire Connect and community transport schemes offer door-to-door travel for residents with limited mobility[125].

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[122] Road Traffic Statistics. Road traffic statistics - Local authority: Walsall (Accessed 08/08/2025)

[123] Derby Bus Service Improvement Plan Bus Service Improvement Plan (June 2024 Update) (Accessed 08/08/2025)

[124] Derby City Council Public Transport Gold Card bus pass for disabled people - Derby City Council (Accessed 08/08/2025)

[125] Accessible Derby Accessible Derby (Accessed 08/08/2025)

There are a number of active travel options across the city. There are 122 footpaths totalling a length of 45km, and 6 bridleways totalling a length of 3km of footways[126]. The city is also accessible via National Cycle Route 6, which runs along the River Derwent, offering traffic-free cycling and walking routes into the city centre.

Derby City offers a range of public car parking options across the city, including within the city centre.

Derby City has made some progress towards expanding its electric vehicle (EV) infrastructure, particularly within Council-operated public car parks. There are 24 EV charging points available across seven council-operated car parks. These sites offer a mix of fast (7kW) and rapid (43kW) chargers, with costs typically starting at 30 pence per kWh and a minimum fee of £1[127]. In total there are 191 public charging devices, which is equivalent to 72.5 devices per 100,000 population[128]. This is significantly lower than the average for the United Kingdom, which is 121.3 devices per 100,000[129].

Figure A-12 in **Appendix A** exhibits the transport infrastructure within Derby City.

Residents in Derby have begun to transition towards plug-in vehicles as an alternative to petrol/diesel and there has been a significant increase since 2020. In March 2020, there were 1,566 plug in vehicles (PiVs) in the city and by March 2024 this figure had risen to 5,460[130]. This trend is mirrored regionally and nationally. As highlighted in **Figure 1-8** however, despite the increase in PiVs in Derby, the number of PiVs per 100,000 of the population is significantly lower than the national and regional figures.

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[126] Draft Rights of Way Improvement Plan for the City of Derby The Derby City Draft Rights of Way Improvement Plan (Accessed 08/08/2025)

[127] Derby City Council EV Charging Electric vehicle (EV) charging - Derby City Council (Accessed 08/08/2025)

[128] DfT EV Charging Devices by Local Authority Markdown_map_LocalAuthority_publication_template.knit (Accessed 08/08/2025)

[129] DfT EV Charging Devices by Local Authority Markdown_map_LocalAuthority_publication_template.knit (Accessed 08/08/2025)

[130] Electric Vehicles and Charging Points in Local Areas. Local area data: Electric vehicles and charging points. (Accessed 08/08/2025).

Figure 1-8: Plug in Vehicles per 100,000 population
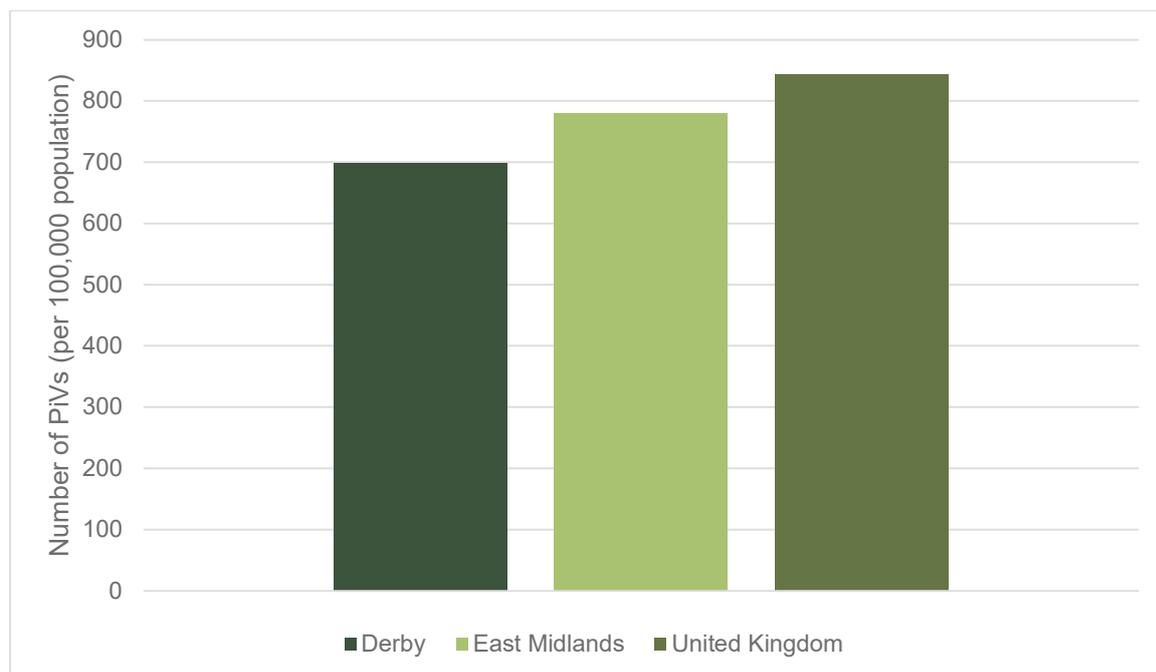
Derby City Council's Local Transport Plan (LTP3) outlines the city's long-term vision for sustainable and inclusive mobility through to 2026[131]. The strategy prioritises low-cost, low-carbon alternatives to car travel, including walking, cycling, and public transport, with a focus on improving air quality, safety, and accessibility for all residents.

As highlighted in **Section 1.3**, in Derby, the most popular mode of transport to access a place of work was traveling by car or van (65.1%)[132], followed by commuting on foot (12.5%). This highlights the reliance of workers upon private vehicles and a lack of utilisation of sustainable transport options.

Road safety and reducing the number of traffic incidents are priorities in Derby. The Derby and Derbyshire Road Safety Partnership (DDRSP) aim to reduce the number of people killed or seriously injured on roads by 33% by 2030[133]. In 2023, there were 6 fatal casualties, 109 killed or seriously injured, and 614 incidents of all severities[134]. **Figure 1-9** shows the number of casualties across different road user types in Derby. Car occupants represented the largest group of casualties, followed by pedestrians, motorcyclists, and pedal cyclists. The DDRSP continues to deliver targeted interventions, including education campaigns, infrastructure improvements, and enforcement measures, to address high-risk road user groups and collision hotspots.

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[131] Derby City Council Local Transport Plan LTP3 Strategy (Accessed 08/08/2025)

[132] Office for National Statistics Travel to work, England and Wales - Office for National Statistics (Accessed 07/08/2025)

[133] Our Strategy to 2030 Derbyshire and Derby Road Safety Partnership Strategy (Accessed 08/08/2025)

[134] Road safety statistics: data tables Road safety statistics: data tables - GOV.UK (Accessed 23/05/2025)

Figure 1-9: Number of casualties of all severities by road user type in Derby[135].
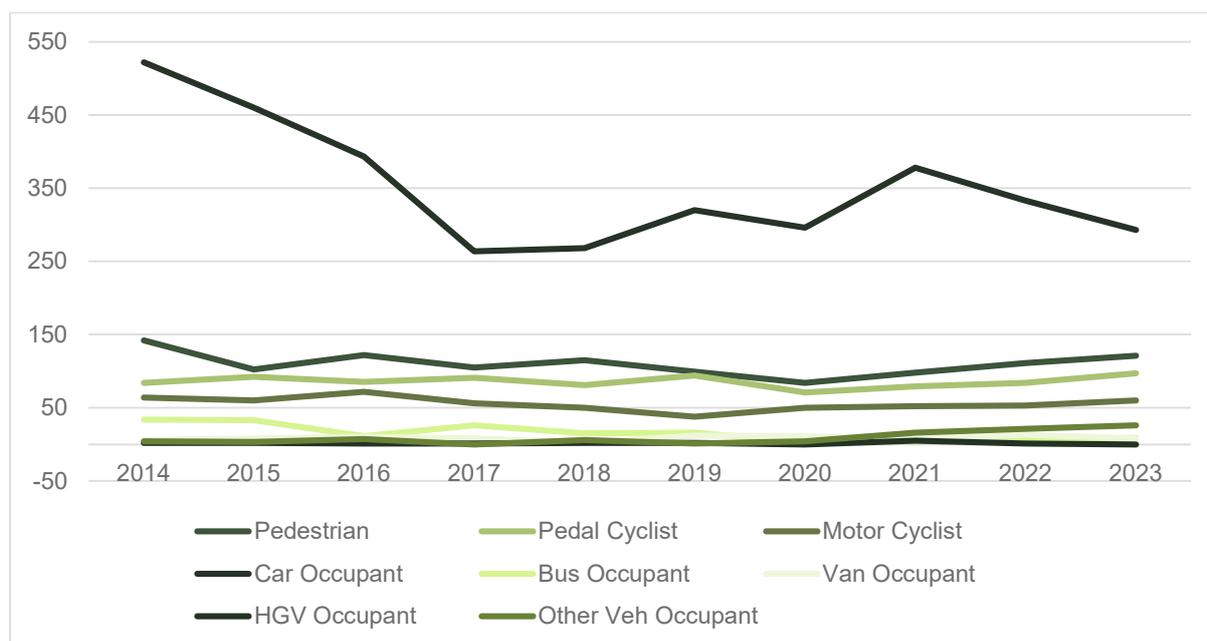
1.13.2   Evolution of the Baseline without the Plan

Workers may continue to predominately use private cars to travel to work, which will have impacts on the local environment (including air quality) and could exacerbate congestion, as well as safety issues for other road users.

It is anticipated that the use of PiVs is increasing rapidly and will likely continue.

Current public and sustainable transport options may not meet the needs of the future population in the long term, which is expected to increase.

If the new local plan was not implemented, poor cycle networks could restrict the expansion of people using cycling to travel. Most of the cycle networks are currently focused on recreational use rather than for those who need to use them to gain access to work or local amenities.

1.13.3   Key Sustainability Issues and Opportunities

The following sustainability issues have been identified:

- There is a significant reliance on the petrol or diesel-fuelled private car as the main mode of transport within the city;

- The proportion of workers using sustainable transport to get to work is currently low and can be improved;

- The number EV charging points is not currently sufficient to meet the needs of residents;

- Uncertain growth in private car ownership could contribute to further air pollution, and associated impacts on climate, human health and biodiversity; and

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[135] Road safety statistics: data tables Road safety statistics: data tables - GOV.UK (Accessed 23/05/2025)

- There is a need to encourage more walking and cycling, including making improvements to safe and direct cycling routes across the city, to reduce high levels of private car use and existing congestion issues.

1.13.4 Data Gaps

The East Midlands Combined Authority are currently in the process of developing the Local Transport Plan for the region, this will supersede the Derby City LTP3.

1.14   Geology and Soils

1.14.1   Summary of Current Baseline

The Agricultural Land Classification (ALC) provides a method for assessing the quality of land to make to informed choices about its future use within the planning system. As seen in **Figure A-13**, the majority of Derby City is classified as 'urban'. There are some areas of Grade 4 land (poor quality agricultural land) and Grade 3 (good to moderate quality agricultural land)[136].

The Derby and Nottingham Green Belt is located on the eastern and northern edges of the city, separating Derby and Nottingham. This area is predominantly made up of Grade 3 agricultural land.

'Soilscape' data held by National Soil Resources Institute (NSRI) shows that the soil in Derby City is comprised of a range of different soil types. Within Derby City, the soil is mostly "slightly acid loamy and clayey soils with impeded drainage", with areas of "freely draining floodplain soils" and "freely draining slightly acid loamy soils" in the south of the city. In the north of the city the soil also includes "loamy and clayey floodplain soils with naturally high groundwater". There are also areas of "slowly permeable seasonally wet slightly acid but base-rich loamy and clayey soils" in both the north and south of the city[137].

Land contamination is principally a legacy of historical industrial activities and past waste disposal practices. Examples of such industries include gas works, chemical works, landfill sites, sewage works, petrol stations and scrap yards. In some instances, substances and waste materials from these activities may have caused land contamination. This contamination has the potential to cause harm to human health, ground and surface waters, ecological systems and the built environment. Land contamination can also include areas of land with elevated levels of naturally occurring substances or where substances are present as a result of accidents, spillages, aerial deposition or migration[138]. In April 2000 the Government introduced new legislation (Part 2A of the Environmental Protection Act 1990)[139] requiring all local authorities to inspect their areas for potentially contaminated land and, if necessary, to ensure that any contamination is 'cleaned up' (remediated).

Land uses that are considered sensitive to contamination include:

- All residential development;
- Allotments;
- Schools;
- Nurseries;

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[136] Natural England, Provisional Agricultural Land Classification (ALC) (England). Available at: https://naturalengland-defra.opendata.arcgis.com/datasets/Defra::provisional-agricultural-land-classification-alc-england/explore?location=52.731705%2C-2.141583%2C6.73

[137] Soilscapes Map. Available at: https://www.landis.org.uk/soilscapes/

[138] UK Government (2019) Land affected by contamination. Available at: https://www.gov.uk/guidance/land-affected-by-contamination

[139] UK Government (1990) Environmental Protection Act 1990. Available at: https://www.legislation.gov.uk/ukpga/1990/43/part/IIA

- Playgrounds; and

- Hospitals.

Mineral supplies are a finite resource that are utilised within development, particularly during construction. The UK has a limited supply of mineral resources, relying largely on imports of materials for development[140].

Derbyshire has a history of mineral extraction, primarily focussed on lead mining, as well as coal, clay, gypsum and limestone. Derby has limited resources of minerals, primarily sand and gravel. However, the sites of mineral extraction within Derby City and are not currently utilised[141].

1.14.2 Evolution of the Baseline without the Plan

The growing population and associated need for development are also likely to increase the use of mineral resources. As such, it will be necessary to apply resource efficiency and waste management measures, including the re-use and recycling of materials.

There is potential for increased housing demand to put pressure on Green Belt land where housing needs cannot be met elsewhere in the city.

1.14.3 Key Sustainability Issues and Opportunities

The following sustainability issues have been identified:

- The growing population and associated need for development is likely to increase the use of mineral resources;

- Materials are a finite resource, and materials will be required for new housing developments to meet the demands of a growing population; and

- There is a need to protect greenbelt land from development, prioritising brownfield land.

1.14.4 Data Gaps

The Derbyshire and Derby Minerals Local Plan has not yet been adopted and is currently undergoing examination.

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[140] MineralsUK, Statistics, Critical raw materials. Available at: https://www.bgs.ac.uk/mineralsuk/statistics/security-of-supply/critical-raw-materials/

[141] Derby City Council and Derbyshire County Council (2023) Derbyshire and Derby Minerals Local Plan (2022-2038) (pre-submission draft plan) Available at: https://www.derbyshire.gov.uk/site-elements/documents/pdf/council/have-your-say/minerals-local-plan/derbyshire-and-derby-minerals-local-plan-pre-submission-draft-plan-january-2023.pdf

1.15   Waste

1.15.1   Summary of Current Baseline

DCC is the statutory body responsible for waste disposal in the city, although there is likely to be significant transboundary movement of waste between local authorities. DCC collected 102,109 tonnes of waste in 2022, of which 98,192 tonnes was household waste (including recycling waste)[142].

In line with the Environment Act 2021[143], household waste in the city must be collected separately from recycling. DCC provide the following waste collection services for households: recycling, garden waste, and general waste.

In 2016/17, Derby City generated approximately 951 kilograms per household of Waste, a slight increase on the 2014/15 figure of 942 kilograms per household[144].

As highlighted in **Figure A-14**, there are 18 waste sites in the city.

There are no landfill sites currently operating within Derby City. However, as of 2023 there were eight landfill sites within Derbyshire, of which five had remaining capacity totalling 6,551,973m^3 [145].

The proportion of waste which is being incinerated at energy from waste (EfW) facilities in the UK has increased drastically over the past decade. Currently, waste which needs to be incinerated is transported outside of the city to existing EfW facilities elsewhere in the East Midlands. However, Derbyshire County Council and DCC have voted to reopen the Sinfin EfW site, located within Derby City[146].

In 2022-2023 the household recycling rate in Derby City was 46.6%. Comparatively, the household recycling rate in England was 43.4%, whilst in the East Midlands it was 41.1%[142].

1.15.2   Evolution of the Baseline without the Plan

With an increasing population within the city, it is likely that the amount of waste produced will continue to rise.

Development within the city could produce waste from construction.

Without the Local Plan, there may be less opportunity to implement more versatility with recycling, such as the recycling and reuse of building materials and introduction of food waste bins to reduce the amount of waste going to landfill.

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[142] DEFRA (2024) Local authority collected waste management – annual results. Available at: https://webarchive.nationalarchives.gov.uk/ukgwa/20250102235615/https://www.gov.uk/government/statistics/local-authority-collected-waste-management-annual-results

[143] UK Government (2021) Environment Act 2021. Available at: https://www.legislation.gov.uk/ukpga/2021/30/contents

[144] Derby City Council (2014) Derby City Waste Action Plan. Available at: https://www.derbyshire.gov.uk/site-elements/documents/pdf/environment/rubbish-waste/waste-strategy/derby-City-waste-action-plan.pdf

[145] Environment Agency (2025) Remaining Landfill Capacity. Available at: https://www.data.gov.uk/dataset/237825cb-dc10-4c53-8446-1bcd35614c12/remaining-landfill-capaCity1

[146] Materials Recycling World (2023) Councils to reopen failed Derby EfW. Available at: https://www.mrw.co.uk/news/councils-to-reopen-failed-derby-efw-03-02-2023/

1.15.3   Key Sustainability Issues and Opportunities

The following sustainability issues have been identified:

- Local authority collected waste (LAWC) is currently managed through landfill, recycling, composting, and incineration;

- Recycling rates for DCC are above the national average;

- The quantity of household waste produced has increased in recent years; and

- In order to implement the circular economy, new developments need to ensure that there is adequate space for waste separation.

1.15.4   Data Gaps

The new Waste Local Plan, jointly prepared by the City Council and Derbyshire County Council, is currently being developed and has not yet been adopted. This plan will guide waste development in the area until 2035.

2.0   Review of Plans, Policies and Programmes

This appendix presents the findings of the review of Policies, Plans and Programmes (PPP) including relevant international, national and local documents undertaken as a part of the Scoping Process (Stage A) of the Sustainability Appraisal (SA) of the Derby City Council Local Plan Sustainability Appraisal Scoping Report.

The Planning Practice Guidance[147] states that:

"The sustainability appraisal should only focus on what is needed to assess the likely significant effects of the Local Plan. It should focus on the environmental, economic and social impacts that are likely to be significant. It does not need to be done in any more detail, or using more resources, than is considered to be appropriate for the content and level of detail in the Local Plan".

The review of PPP has therefore focused on the documents that could have an influence on the Derby City Council Local Plan and is not an exhaustive list of documents prepared in the UK under each topic.

Overarching Documents

There are a number of key overarching documents, including the SEA Directive, the UK Sustainable Development Strategy (2005) and the National Planning Policy Framework (NPPF) 2024. Relevant messages from the NPPF have been set out within **Section 4** of the main report and are also included within the tables within this Appendix.

The UK Sustainable Development Strategy 'Securing the Future' was published in 2005. The document set out some guiding principles for sustainable development:

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[147] https://www.gov.uk/guidance/strategic-environmental-assessment-and-sustainability-appraisal#sustainability-appraisal-requirements-for-local-plans
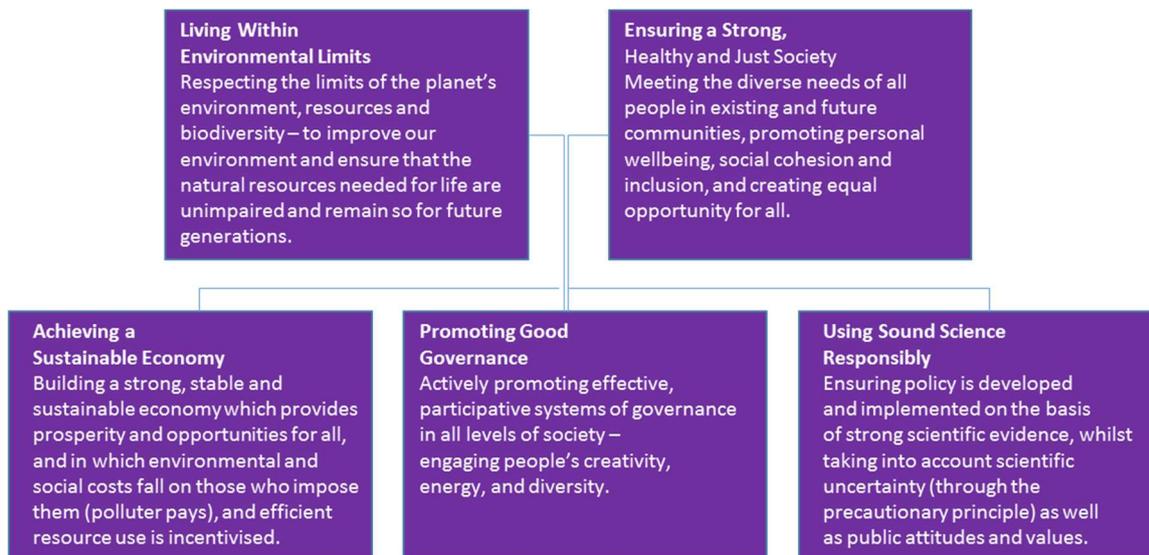
More recently, is the 2030 Agenda for Sustainable Development[148] a historic global agreement to eradicate extreme poverty, fight inequality and injustice and leave no one behind. Agreed by world leaders at the UN in 2015, the 17 Sustainable Development Goals (SDGs)[149] succeed the Millennium Development Goals (MDGs). The SDGs are universal with all signatories expected to contribute to them internationally and deliver them domestically. The UK is committed to the delivery of the Sustainable Development Goals by ensuring that the Goals are fully embedded in planned activity of each Government department. The 17 SDGs include the following:

- End poverty in all its form everywhere;

- End hunger, achieve food security and improved nutrition and promote sustainable agriculture;

- Ensure healthy lives and promote well-being for all at all ages;

- Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all;

- Achieve gender equality and empower all women and girls;

- Ensure availability and sustainable management of water and sanitation for all;

- Ensure access to affordable, reliable, sustainable and modern energy for all;

- Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all;

- Build resilient infrastructure, promote inclusive and sustainable industrialisation and foster innovation;

- Reduce inequality within and among countries;

- Make cities and human settlements inclusive, safe, resilient and sustainable;

- Ensure sustainable consumption and production patterns;

- Take urgent action to combat climate change and its impacts;

- Conserve and sustainably use the oceans, seas and marine resources for sustainable development;

- Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss;

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[148] Transforming our world: the 2030 Agenda for Sustainable Development (October 2015) https://www.un.org/ga/search/view_doc.asp?symbol=A/RES/70/1&Lang=E

[149] Implementing the Sustainable Development Goals: https://www.gov.uk/government/publications/implementing-the-sustainable-development-goals/implementing-the-sustainable-development-goals--2

- Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels; and

- Strengthen the means of implementation and revitalise the Global Partnership for Sustainable Development.

Furthermore, the Government's 25 Year Environment Plan (2018) sets out their approach to protecting and enhancing England's natural landscapes and habitats for the next generation. The goals of the 25-year plan are to achieve:

- Clean air;

- Clean and plentiful water;

- Thriving plants and wildlife;

- A reduced risk of harm from environmental hazards such as flooding and drought;

- Using resources from nature more sustainably and efficiently; and

- Enhanced beauty, heritage and engagement with the natural environment.

To manage pressures on the environment by:

- Mitigating and adapting to climate change;

- Minimising waste; and

- Managing exposure to chemicals

- Enhancing biosecurity.

The plan also sets out how it will follow a 'natural capital' approach to help make key choices and decisions that can support environmental enhancement and help deliver benefits such as reduced long-term flood risk, increases in wildlife, and a boost to long term prosperity. 'Natural capital' is defined in the Plan as:

"*Natural capital is the sum of our ecosystems, species, freshwater, land, soils, minerals, our air and our seas. These are all elements of nature that either directly or indirectly bring value to people and the country at large.*"

Review of Documents by Topic

Table 2-1: Review of Plans, Policies and Programmes - Population and Equalities

Message/Issue	Source Documents(s)
National	
Paragraph 96: Planning policies and decisions should aim to achieve healthy, inclusive and safe places which: • Promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other; • Are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion; and • Enable and support healthy lives, through both promoting good health and preventing ill-health, especially where this would address identified local health and well-being needs and reduce health inequalities between the most and least deprived communities. *Paragraph 98:* To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should: • Plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments; • Take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community; • Guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs; • Ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and • Ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.	National Planning Policy Framework, 2024
The Localism Act 2011 sets out: • New freedoms and flexibilities for local government; • New rights and powers for communities and individuals; • Reform to make the planning system more democratic and more effective; and • Reform to ensure that decisions about housing are taken locally.	Localism Act, 2011
The Equality Act 2010 legally protects people from discrimination in the workplace and in wider society. It is against the law to discriminate against anyone because of: • Age; • Being or becoming a transsexual person; • Being married or in a civil partnership; • Being pregnant or having a child; • Disability; • Race including colour, nationality, ethnic or national origin; • Religion, belief or lack of religion/belief; • Sex; and • Sexual orientation.	Equality Act, 2010
The report brings together evidence about today's older population, with future trends and projections, to identify the most critical implications for government policy and the socio-economic resilience of the UK.	Future of an Ageing Population, Government Office for Science, 2016
The report highlights the under provision of specialist housing for older people and the need to plan for the housing needs of the older population as well as younger people.	Select Committee on Public Service and Demographic Change Report: Ready for Ageing, 2013
Local	
This plan sets out Derby City Council's statutory equality objectives and actions under the Equality Act and Public Sector Equality Duty. It includes five key objectives: 1. Leadership – embedding inclusive decision-making across the organisation.	Derby City Council EDI Plan (2025-2028)

Message/Issue	Source Documents(s)
2. Communities – strengthening engagement and tackling hate crime. 3. Partnerships – coordinating joint working with external agencies. 4. Access to Services – identifying and removing barriers to inclusion. 5. Workforce Diversity – ensuring representation and accountability across staffing levels. The plan also includes voluntary commitments around socio-economic disadvantage and care-experienced individuals. Progress is monitored through the Council's performance system (PARS) and reported annually.	
Derbyshire County Council's policy outlines its commitment to fairness, inclusion, and tackling discrimination. It supports equality impact analysis across services and employment and includes provisions for accessible communication and interpretation. A new Equality, Diversity and Inclusion Policy Statement and Objectives were scheduled for adoption in June 2024.	Derbyshire County Council Equality and Human Rights Policy
The JSNA is a shared evidence base used by Derbyshire County Council and Derby City Council to understand population health and wellbeing needs. It informs service planning and commissioning across health, housing, and social care. The JSNA includes: • Demographic profiles; • Health inequalities; • Socio-economic indicators; • Needs assessments for specific groups (e.g. older people, carers, SEND, domestic abuse). The JSNA is updated annually and includes district-level data and thematic reports.	Derbyshire Observatory Joint Strategic Needs Assessment (JSNA)
Aims to improve health outcomes by addressing socio-economic inequalities. It focuses on protecting people in hardship, preventing poverty, creating pathways out of poverty, and advocating for structural change. These actions support mental and physical wellbeing across vulnerable communities.	Derby Poverty Strategy

Table 2-2: Review of Plans, Policies and Programmes - Human Health

Message/Issue	Source Documents(s)
National	
Paragraph 96: Planning policies and decisions should aim to achieve healthy, inclusive and safe places which: • Promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other; • Are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion; and • Enable and support healthy lives, through both promoting good health and preventing ill-health, especially where this would address identified local health and well-being needs and reduce health inequalities between the most and least deprived communities. *Paragraph 98:* To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should: • Plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments; • Take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community; • Guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs; • Ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and • Ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.	National Planning Policy Framework, 2024
This document sets out information on the action plan for Year 2 of the Quality Matters initiative which is aimed at improving adult social care. It sets out four areas to make progress in the second year: • Supporting collaborative commissioning; • Collecting and using data; • Strengthening the feedback culture in the sector; and • Providing support for quality environment.	NHS Adult Social Care: Quality Matters Action Plan for Year 2, 2019
This mandate sets out the following priority objectives: • Reform to cut waiting times; • Reform to improve primary care access; • Reform to improve urgent and emergency care; • Reform to the operating model; and • Reform to drive efficiency and productivity. Funding expectations are also discussed.	Road to recovery: the Government's 2025 mandate to NHS England, 2025
The report brings together evidence about today's older population, with future trends and projections, to identify the most critical implications for government policy and the socio-economic resilience of the UK.	Future of an Ageing Population, Government Office for Science, 2016
The original Sporting Future Strategy (2015) for sport and physical activity concentrated on five key outcomes: • Physical wellbeing; • Mental wellbeing; • Individual development; • Social and community development; and • Economic development. The 2018 follow up report analysed data since the original strategy implementation, to understand its success.	Sporting Future- Second Annual Report, 2018
Reducing health inequalities is a matter of fairness and social justice. In England, these inequalities lead to between 1.3 and 2.5 million lost years of life annually. The Marmot Review identifies six key policy objectives to address this:	Fair Society, Healthy Lives: The Marmot Review: Strategic review of

Message/Issue	Source Documents(s)
• Ensure a healthy standard of living for all; • Create healthy and sustainable places and communities; • Strengthen ill-health prevention; • Give every child the best start in life; • Enable people to maximise their capabilities; and • Create fair employment and good work for all. Action must be universal but proportionate to need, and coordinated across government, the NHS, local authorities, and communities. Tackling health inequalities benefits both society and the economy.	health inequalities in England- post 2010
The framework sets out a high-level overview of public health outcomes. It has two high-level outcomes as follows: • Increase healthy life expectancy; and • Reduce differences in life expectancy and healthy life expectancy between communities. It also has six policy objectives: • Give every child the best start in life; • Enable all children, young people and adults to maximise their capabilities and have control over their lives; • Create fair employment and good work for all; • Ensure healthy standard of living for all; • Create and develop healthy and sustainable places and communities; and • Strengthen the role and impact of ill health prevention. The framework also examines indicators to help us better understand trends in public health. Since its inception, a number of indicators have been added, removed or altered in order to obtain the most effective data.	Public Health Outcomes Framework, NHS, March 2023
This strategy outlines priorities to improve health nationally. Ten priorities were highlighted and were split into four categories in order to promote a healthier, fairer, safer, and stronger nation. • Smoke-free society (healthier); • Healthier diets, healthier weight (healthier); • Creating cleaner air (healthier); • Better mental health (healthier); • Best start in life (fairer); • Effective responses to major incidents (safer); • Reduced risk from antimicrobial resistance (safer); • Predictive prevention (stronger); • Enhanced data and surveillance capabilities (stronger); and • New national science campus (stronger).	PHE Strategy 2020-2025
The 25 Year Environment Plan outlines the Government's ambition to leave our environment in a better state than we found it and the steps proposed to take to achieve that ambition. The Plan includes ten key targets, some of which interact with human health. • Helping people improve their health and wellbeing by using green spaces; • Encouraging children to be close to nature, in and out of school; • Greening our towns and cities; and • Making 2019 a Year of Action for the environment. It should also be noted that the 25YEP refers to the need to protect and enhance green and blue spaces – both for biodiversity and human health reasons.	A Green Future: Our 25 Year Plan to Improve the Environment, 2018

| Message/Issue	Source Documents(s)
A newly implemented framework to expand the green and blue networks we have across the UK. The publication highlights the principles of green infrastructure, standards required based on quantity and quality, and a planning and design guide to help users understand the best way to design green infrastructure. The framework promotes the creation of connected multifunctional green spaces that contribute to environmental sustainability, climate resilience, biodiversity, and public wellbeing. It includes five core standards: • Green Infrastructure Strategy Standard; • Accessible Greenspace Standard; • Urban Nature Recovery Standard; • Urban Greening Factor Standard; and • Urban Tree Canopy Standard. The framework also highlights the role of green infrastructure in improving health outcomes, reducing flood risk, mitigating urban heat, and enhancing quality of life. It encourages equitable access to green space and supports local decision-making through evidence-based planning.	Green Infrastructure Framework-Principles and Standards for England, 2023
Strategy aims that: • In every residential area there are a variety of supervised and unsupervised places for play, free of charge; • Local neighbourhoods are, and feel like, safe, interesting places to play; • Routes to children's play space are safe and accessible for all children and young people; • Parks and open spaces are attractive and welcoming to children and young people, and are well maintained and well used; • Children and young people have a clear stake in public space and their play is accepted by their neighbours; • Children and young people play in a way that respects other people and property; • Children and young people and their families take an active role in the development of local play spaces; and • Play spaces are attractive, welcoming, engaging and accessible for all local children and young people, including disabled children, and children from minority groups in the community.	Play Strategy for England; DCMS, 2008
Local	
Derby City Council Delivery Plan 2025–2028: Includes a comprehensive set of health-related actions. These include: • Reducing health inequalities • Supporting early intervention through programmes like Livewell and Move More • Reshaping adult social care • Delivering a world-class drug and alcohol treatment system; and • Refreshing the Move More Derby Strategy. • Supports the Childhood Obesity Strategy and contributes to mental health and SEND assessments through the Joint Strategic Needs Assessment.	Derby City Council Delivery Plan 2025-2028.
A strategy that emphasises prevention, early intervention, and system transformation. It aims to reduce premature deaths and health inequalities, promote independence, and build resilient communities. It also advocates for integrated, safe, and high-quality care.	Derby Health and Wellbeing Strategy 2014–2019
This strategy sets out five areas of focus for improving health and wellbeing across Derbyshire: • Tackle the four main risk factors that lead to poor health; • Support good mental health; • Support communities to be resilient and independent; • Tackle child poverty and enable children and young people in Derbyshire to start well; and • Develop the Health and Wellbeing Board to effectively deliver on the areas of focus.	Derbyshire Health and Wellbeing Strategy 2024-2027
The report provides an overview of Derbyshire County in regard to key health and determinant indicators. It is structured using the ONS Health Index Domains; Healthy People, Healthy Lives and Healthy Places.	Derbyshire's Joint Strategic Needs Assessment Summary Report, 2024

Message/Issue	Source Documents(s)
This strategy provides a strategic spatial framework for delivery and management of green infrastructure in the 6C's sub-region, which includes Derby City, to help achieve wide-ranging environmental, economic and social benefits.	Green Infrastructure Strategy, Volume 1 Sub-Regional Strategic Framework, 6Cs Partnership, 2010
Derbyshire's new physical activity strategy, 'Making our Move', was launched in October 2021, and aims to address inequalities and empower everyone to be active in a way that works for them. The strategy sets out an approach that will help focus the efforts and resources to empower communities and unlock their potential. There are two relevant priorities outlined within the strategy, and they are: • To create accessible, safe, and inclusive places and environments for physical activity; and • To maximise the potential of walking.	Active Derbyshire's 'Making our Move' Strategy, 2021
Focuses on protecting communities from infectious diseases and environmental hazards. Priorities include infection prevention and control, tackling antimicrobial resistance, improving vaccination uptake, and emergency preparedness. It highlights the link between health protection and health inequalities.	Derby & Derbyshire Health Protection Strategy 2023–2028
Sets out five priorities: tackling the four main risk factors (smoking, alcohol, poor diet, inactivity), supporting mental health, building resilient communities, tackling child poverty, and strengthening the Health and Wellbeing Board. It promotes co-production and evidence-based interventions.	Derbyshire HWB Strategy 2024–2027

Table 2-3: Review of Plans, Policies and Programmes - Economy and Employment

Message/Issue	Source Documents(s)
National	
This original report was published in 2012 with a key aim of creating fair employment and good work for all. The report was reviewed in 2022 to see what changes had been made in the ten years since its publication. Findings included: • Employment rates have increased since 2010; • There has been an increase in poor quality work, including part time, insecure employment; • The number of people on zero hours contracts has increased significantly since 2010; • The incidence of stress caused by work has increased since 2010; • Real pay is still below 2010 levels and there has been an increase in the proportion of people in poverty living in a working household; and • Automation is leading to job losses, particularly for low paid, part time workers; the North of England will be particularly affected.	Health Equity in England: The Marmot Review 10 years on, 2022
Achieving sustainable development means that the planning system has an overarching economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure. *Paragraph 85:* Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. *Paragraph 86:* Planning policies should: • Set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth, having regard to the national industrial strategy and any relevant Local Industrial Strategies and other local policies for economic development and regeneration; • Set criteria, and identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period; • Pay particular regard to facilitating development to meet the needs of a modern economy, including by identifying suitable locations for uses such as laboratories, gigafactories, data centres, digital infrastructure, freight and logistics; • Seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment; and • Be flexible enough to accommodate needs not anticipated in the plan and allow for new and flexible working practices and spaces to enable a rapid response to changes in economic circumstances. *Paragraph 87:* Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for: • Clusters or networks of knowledge and data-driven, creative or high technology industries; and for new, expanded or upgraded facilities and infrastructure that are needed to support the growth of these industries (including data centres and grid connections); • Storage and distribution operations at a variety of scales and in suitably accessible locations that allow for the efficient and reliable handling of goods, especially where this is needed to support the supply chain, transport innovation and decarbonisation; and • The expansion or modernisation of other industries of local, regional or national importance to support economic growth and resilience. *Paragraph 88d:* Planning policies and decisions should enable the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship.	National Planning Policy Framework, 2024
Local planning authorities can take a leading role in promoting a positive vision for these areas (City and town centres, district and local centres) bringing together stakeholders and supporting sustainable economic and employment growth. Amended from the 2019 publication to reflect changes to the Use Class Order.	National Planning Practice Guidance, Town Centres and Retail, 2020
The Industrial Strategy sets out a long-term plan to boost the productivity and earning power of people throughout the UK. It sets out how the Government are working towards building a Britain fit for the future – how they will help businesses create better, higher-paying jobs in every part of the UK with investment in the skills, industries and infrastructure of the future. The strategy includes five foundations: • Ideas: the world's most innovative economy;	UK Industrial Growth Strategy, 2017

Message/Issue	Source Documents(s)
• People: good jobs and greater earning power for all; • Infrastructure: a major upgrade to the UK's infrastructure; • Business environment: the best place to start and grow business; and • Places: prosperous communities across the UK. The Government will use this strategy to work with industry, academia and civil society over the coming years to build on the UK's strengths, make more of untapped potential and create a more productive economy that works for everyone across the UK.	
The National Infrastructure Delivery Plan brings together the government's plans for economic infrastructure over the next 5 years with those to support delivery of housing and social infrastructure. Objectives of the plan relating to infrastructure delivery include the following: • To meet current demand through the renewal of existing infrastructure; • To meet future demand; • To grow a global economy; and • To address climate change and energy security. ⌘	National Infrastructure Delivery Plan 2016-2021, Infrastructure & Projects Authority, 2016
The Enterprise Act includes measures to: • Establish a Small Business Commissioner to help small firms resolve issues; • Extend the Primary Authority scheme to make it easier for businesses to access tailored and assured advice from local authorities, giving them greater confidence to invest and grow; and • Protect and strengthen apprenticeships by introducing targets for apprenticeships in public sector bodies in England.	The Enterprise Act, 2016
Sets out the Government's framework for raising productivity and is built around two pillars: • Encouraging long-term investment in economic capital, including infrastructure, skills and knowledge; and • Promoting a dynamic economy that encourages innovation and helps resources flow to their most productive use. Includes policies regarding: • A modern transport system, with a secure future; • Reliable and low-carbon energy, at a price we can afford; • World-class digital infrastructure in every part of the UK; • A dynamic economy; and • Planning freedoms and more houses to buy.	Fixing the Foundations: Creating a more prosperous nation, HM Treasury, 2015
The World Economic Forum in 2020 identified that tackling the global nature crisis could create 400 million jobs and $10trn in business value each year by 2030. Green jobs will be a significant part of employment creation opportunities in the future.	World Economic Forum Annual meeting 2020
'Build Back Better: our plan for growth' is replacing the industrial strategy, and works alongside the Ten Point Plan for Green industrial Revolution, in order: • To level up the whole of the UK; • Support the transition to net zero; and • Support the vision for a Global Britain.	Build Back Better, Our Plan for Growth, HM Treasury, 2021
The green paper sets out the Government's vision for a modern industrial strategy; a 10-year plan to deliver the certainty and stability businesses need to invest in the high growth sectors that will drive our growth mission. It will provide the firm foundation for investment that businesses need, allowing businesses to plan for the next 10 years and beyond.	Invest 2035: the UK's modern industrial strategy, 2024
Local	
The Council Plan sets out Derby's strategic priorities for 2025–2028. Under the theme City of Growth, the plan aims to create a modern City with jobs, skills, and homes for the future. Key ambitions include:	Derby City Council Plan 2025–2028

Message/Issue	Source Documents(s)
• Attracting investment; • Supporting innovation; and • Ensuring inclusive economic development. The plan highlights major regeneration schemes such as SmartParc, Vaillant, and the Great British Railways HQ, alongside City centre developments like Becketwell and the Market Hall.	
The Derby City Council Delivery Plan 2025–2026 sets out a number of priorities which are areas of focus for the year 2025-2025. Under the 'City of Growth' priority, Derby aims to create a modern City with skills, jobs, and homes for the future. • The Council will engage with the East Midlands Combined County Authority (EMCCA) to ensure Derby businesses benefit from regional programmes supporting high-growth sectors, exports, and business support. • Derby will contribute to the EMCCA Local Growth Plan and spatial vision, focusing on advanced manufacturing, nuclear, hydrogen, and rail. • An Innovation District will be developed around Infinity Park Derby, in partnership with industry, R&D, and universities. • Programmes will be commissioned using Shared Prosperity Funding (SPF) and other sources to promote business growth and social enterprise. • The Council will deliver initiatives to support people into employment, including through the Derby Promise, which aims to raise aspirations and outcomes for young people via work experience, vocational lessons, apprenticeships, and guidance. • Derby will work with partners to develop and promote skills and lifelong learning, including implementing the Employment and Skills Strategy. • Community managed libraries will be developed as hubs for financial advice, public services, and community engagement.	Derby City Council Delivery Plan 2025–2029
Derby Core Strategy (Local Plan Part 1) sets the framework to 2028. By 2028, Derby will be an attractive, thriving, healthy, lively City of growth, opportunity and innovation for all: • UK's number one high tech City; • higher-value engineering and knowledge-based employment; • regional centre for tourism; • home to world-leading brands; • 11,000 new homes; • a strong, accessible and vibrant City Centre of regional importance; • new office development across the City Centre; • schools, colleges, University and training providers working in unison; • opportunities to access quality training, work experience and fulfilling career opportunities; • an innovation and technology park at Infinity Park Derby; • a major regional hub for logistics and distribution development at Derby Commercial Park; and • a range of new employment uses on the Derwent Triangle, developed as an extension to Pride Park.	Derby Core Strategy (Local Plan Part 1)
The Derby Economic Growth Strategy (2018–2022) outlines the City's ambition to become the UK's number one high-tech City, focusing on higher-value engineering, knowledge-based employment, and regional tourism.	Derby Economic Growth Strategy (2018-2022)
The Derby City Centre Masterplan 2030 aims to deliver: • 4,000 new jobs and 1,900 new homes; • A "City of Choice" for leisure, culture, and retail; • A "Business City" with a central business district; • A "Living City" offering diverse housing options; and • A "Connected City" with smart infrastructure and digital connectivity.	Derby City Centre Masterplan 2030
The Plan has been prepared by D2N2 Local Enterprise Partnership (LEP) for Derby, Derbyshire, Nottingham and Nottinghamshire. It establishes a framework for identifying what their future investment priorities should be and which will have the greatest positive impact; and outlines eight key actions to drive them, in the short term, towards their vision, for 2030. The eight key actions are: • Creating a strong LEP and Local Industrial Strategy, refocusing the D2N2 Growth Hub to enhance business productivity; • Driving productivity and growth in our priority sectors; • Delivering careers inspiration for our current and future workforce;	D2N2 'Vision 2030' Strategic Economic Plan

Message/Issue	Source Documents(s)
- Artist's impression, Nottingham College's £58m Nottingham City Hub, being built in Canal Street, in the city centre; - Supporting inclusion and progression in the labour market; - Developing skills and leadership for productivity growth; - Securing investment to deliver world class infrastructure and connectivity; and - Maximising the economic benefits of High-Speed Rail to the D2N2 economy.	
The Derbyshire Economic Strategy Statement (DESS) brings together the ambitions and growth objectives of all the local authorities, private and third sector partners across Derbyshire and sets out the opportunities to drive economic growth. It presents the economic and social change needed and is the strategic framework to focus activity on agreed County-wide objectives. The strategic objectives of the DESS are: - Invest in our infrastructure to improve connectivity and create conditions for growth; - Unlock the potential of Derbyshire's land and property assets; - Attract new businesses to diversify and grow our economy; - Increase the vitality and viability of towns; - Deliver a high-quality business support offer to support business growth and resilience; - Develop an enterprising culture; - Raise business productivity by encouraging more higher value added and knowledge intensive businesses; - Maximise the potential of the visitor economy; - Strengthen the rural economy; - Raise workforce skills; - Connect people to economic opportunity; - Create a skilled workforce; and - Tackle disadvantage and help hard to reach individuals and communities into economic activity.	Derbyshire Economic Strategy Statement, Derbyshire Economic Partnership

Table 2-4: Review of Plans, Policies and Programmes - Crime and Safety

Message/Issue	Source Documents(s)
National	
Paragraph 96: Planning policies and decisions should aim to achieve healthy, inclusive and safe places which: • Promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other; • Are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion; and • Enable and support healthy lives, through both promoting good health and preventing ill-health, especially where this would address identified local health and well-being needs and reduce health inequalities between the most and least deprived communities. *Paragraph 98:* To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should: • Plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments; • Take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community; • Guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs; • Ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and • Ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.	National Planning Policy Framework, 2024
This bill updates national crime and safety legislation and supports the Government's *Safer Streets* mission. It includes: • New powers to tackle anti-social behaviour, including "respect orders"; • Measures to address knife crime, including new offences and seizure powers; • Legal protections for retail workers and new offences for shoplifting; • New offences for child criminal exploitation, spiking, and cuckooing; • Expanded police powers for protests, drug testing, and searches; and • Reforms to police misconduct investigations and youth radicalisation.	Crime and Policing Bill (2024)
Local	
This statutory plan sets out how Derbyshire Constabulary, the Police and Crime Commissioner, and community safety partners will work together to reduce crime and improve public safety. Key priorities include: • Strengthening neighbourhood policing; • Reducing anti-social behaviour; • Supporting victims of crime; • Improving road safety; • Tackling exploitation and abuse; and • Enhancing collaboration across agencies. The plan reflects public consultation and aligns with national policing requirements.	Derbyshire Police and Crime Plan (2024–2029)
This multi-agency plan focuses on: • Reducing crime and disorder; • Protecting vulnerable people; • Addressing place-based risks; and • Improving safety for residents, workers, and visitors. It is governed by the Safer Derby Board and informed by strategic intelligence assessments. The plan is reviewed annually and supports a whole-system approach to community safety.	Safer Derby Community Safety Partnership Plan (2022–2025)
This board coordinates countywide community safety efforts. It oversees the Derbyshire Community Safety Agreement, a three-year strategic framework for tackling crime, disorder, and substance misuse. It includes input from local authorities, police, health, and voluntary sector partners.	Safer Communities Board: Derbyshire Partnership Forum

Table 2-5: Review of Plans, Policies and Programmes – Housing

Message/Issue	Source Documents(s)
National	
Paragraph 61: To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. The overall aim should be to meet an area's identified housing need, including with an appropriate mix of housing types for the local community. *Paragraph 62:* To determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment, conducted using the standard method in national planning practice guidance. In addition to the local housing need figure, any needs that cannot be met within neighbouring areas should also be taken into account in establishing the amount of housing to be planned for. Within this overall requirement, strategic policies should also set out a housing requirement for designated neighbourhood areas which reflects the overall strategy for the pattern and scale of development and any relevant allocations. *Paragraph 63:* Within this context of establishing need, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies. These groups should include (but are not limited to): • Those who require affordable housing (including Social Rent); • Families with children; • Looked after children; • Older people (including those who require retirement housing, housing with-care and care homes); • Students; • People with disabilities; • Service families; • Travellers; • People who rent their homes; and • People wishing to commission or build their own homes. *Paragraph 73:* Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, are essential for Small and Medium Enterprise housebuilders to deliver new homes, and are often built-out relatively quickly. *Paragraph 64:* Where a need for affordable housing is identified, planning policies should specify the type of affordable housing required (including the minimum proportion of Social Rent homes required), and expect it to be met on-site unless: • Off-site provision or an appropriate financial contribution in lieu can be robustly justified; and • The agreed approach contributes to the objective of creating mixed and balanced communities. *Paragraph 65:* Provision of affordable housing should not be sought for residential developments that are not major developments, other than in designated rural areas (where policies may set out a lower threshold of 5 units or fewer). To support the re-use of brownfield land, where vacant buildings are being reused or redeveloped, any affordable housing contribution due should be reduced by a proportionate amount. *Paragraph 79:* To maintain the supply of housing, local planning authorities should monitor progress in building out sites which have permission. Local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement set out in adopted strategic policies, or against their local housing need where the strategic policies are more than five years old.	National Planning Policy Framework, 2024
The Plan's aim is: We will support the creation of vibrant and successful places that people can be proud of, working with local leaders and other partners to deliver housing-led, mixed-use regeneration with a brownfield first approach The Plan is aiming to deliver four objectives: • More land reused and made available for regeneration; • Key enabling infrastructure in place to unlock development; • Local places effectively supported to deliver on their regeneration ambitions; and Mixed-use places that create value and benefit local communities.	Homes England Strategic Plan 2023-2028
The Act places legal duty on English councils so that everyone who is homeless or at risk of homelessness will have access to meaningful help, irrespective of their priority need status, as long as they are eligible for assistance.	Homelessness Reduction Act, 2017

Message/Issue	Source Documents(s)
Local	
Derby City Council's latest housing supply assessment (April 2025) identifies a shortfall in deliverable housing sites. The City has a calculated annual housing need of 906 dwellings, based on the Government's standard method, which includes a 35% uplift for large urban areas. The current supply equates to 2.7 years, below the required five-year minimum. This reflects under-delivery and triggers a 20% buffer requirement. The Council is expected to address this through updated land allocations and planning permissions	Derby City Five-Year Housing Supply Statement (2025)
The strategy outlines priorities for housing delivery, management, and support services. It includes: • Increasing affordable housing supply; • Improving housing quality and energy efficiency; • Supporting vulnerable groups, including older people and those at risk of homelessness; and • Promoting regeneration and sustainable development.	Derby City Council Housing Strategy 2020-2029
The strategy has the following aims: • Create, share, and replicate best practice and innovation in responses to homelessness and its prevention across Derbyshire; • Commission and develop joint services and improve collaboration wherever possible; • Prevent homelessness across the whole system by intervening earlier and developing individual solutions; • Respond to homelessness by ensuring individuals have prompt access to homes and tailored support; • Secure system wide transformation of all services in recognition that homelessness is everyone's responsibility; • Increase the range of affordable housing options available across the County; and • Develop a better understanding of the causes of homelessness through improved data capture across the sub region.	Derbyshire Homelessness Strategy, 2022-2027
The plan sets out actions to ensure residential development to meet the needs of local people is delivered. In particular, it focuses on ensuring any shortage in the five year housing supply is met.	Housing Delivery Action Plan, 2020
This strategy highlights that within Derby City, there is a need to expand the range of housing options suitable for older people, particularly in urban areas close to services and transport. It recommends increasing provision of care-ready and extra care housing and improving existing sheltered housing stock. The strategy also encourages enabling older residents to remain in their homes through better access to adaptations, assistive technology, and coordinated support.	Derbyshire Older People's Housing Accommodation and Support – A Commissioning Strategy for Derbyshire, 2019-2035
This commissioning strategy and delivery plan brings together previous specialist accommodation and support plans across mental health and learning disabilities. It outlines the increasing demand for more specialist accommodation tailored to meet the needs of adults with complex needs across the County.	Derbyshire Specialist Housing Accommodation and Support Strategy, 2019-2024
This strategy highlights a need to expand housing options for older people in Derby City, particularly care-ready and extra care housing in accessible urban locations. It also recommends improving existing sheltered housing and supporting older residents to remain in their homes through better access to adaptations and support. For Gypsy and Traveller communities, the strategy notes the importance of maintaining and potentially expanding designated accommodation to reduce unauthorised encampments and meet future needs.	Derby, Derbyshire, Peak District National Park Authority and East Staffordshire Gypsy and Traveller Accommodation Assessment, 2023

Table 2-6: Review of Plans, Policies and Programmes - Leisure and Recreation

Message/Issue	Source Documents(s)
National	
Paragraph 96: Planning policies and decisions should aim to achieve healthy, inclusive and safe places which: • Promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other; • Are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion; and • Enable and support healthy lives, through both promoting good health and preventing ill-health, especially where this would address identified local health and well-being needs and reduce health inequalities between the most and least deprived communities. *Paragraph 98:* To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should: • Plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments; • Take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community; • Guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs; • Ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and • Ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.	National Planning Policy Framework, 2024
The original Sporting Future Strategy (2015) for sport and physical activity concentrated on five key outcomes: • Physical wellbeing; • Mental wellbeing; • Individual development; • Social and community development; and • Economic development. The 2018 follow up report analysed data since the original strategy implementation, to understand its success.	Sporting Future- Second Annual Report, 2018
Local	
A strategic framework for planning and delivering Green Infrastructure (GI) across the Derby, Leicester, and Nottingham sub-region. The strategy promotes GI as an "environmental life-support system" for healthy communities and ecosystems, supporting sustainable development and climate change adaptation. Key aims include: • Creating multifunctional networks of greenspaces and natural features that connect urban and rural areas • Enhancing access to nature and recreation, improving health and wellbeing • Supporting biodiversity, landscape character, and cultural heritage • Promoting community cohesion, education, and volunteering through GI • Integrating GI into planning, transport, and regeneration strategies The strategy identifies Sub-Regional GI Corridors, Urban Fringe Enhancement Zones, and City-Scale GI Corridors, with Derby and Swadlincote highlighted as priority areas. It outlines delivery principles, governance structures, funding mechanisms, and standards for GI provision and management.	6Cs Green Infrastructure Strategy Volume 1: Sub-Regional Strategic Framework, 6Cs Partnership, 2010
A shared vision for physical activity across Derbyshire and Nottinghamshire, focused on addressing inequality and empowering everyone to be active in a way that works for them. The strategy outlines five shared aims: • Enabling children and young people to have positive experiences of being active throughout their childhood • Creating a culture where everyone can be active and move more • Maximising the potential of being active to improve physical and mental health • Working with people and communities who experience the greatest inequality • Creating accessible, safe, and inclusive places and environments for physical activity Cross-cutting themes include the potential of walking and the environmental impact of physical activity. The strategy promotes collaborative working, community empowerment, and targeted investment to reduce inactivity and health inequalities.	Active Derbyshire 'Making Our Move' Strategy, 2021

Table 2-7: Review of Plans, Policies and Programmes - Biodiversity and Natural Capital

Message/Issue	Source Documents(s)
International	
The convention has three main aims which are stated in Article 1: • To conserve wild flora and fauna and their natural habitats; • To promote cooperation between states; and • To give particular attention to endangered and vulnerable species including endangered and vulnerable migratory species.	Bern Convention on Conservation of European Wildlife and Natural Habitats, 1979
This strategy aims to put Europe's biodiversity on the path to recovery by 2030. Aims to build resilience to threats such as: • Impacts of climate change; • Forest fires; • Food insecurity; and • Disease outbreaks. Actions to be delivered by 2030 include: • Establishing a larger EU-wide network or protected areas on land and at sea; • Launching an EU nature restoration plan; • Introducing measures to enable the necessary transformative change; and • Introducing measures to tackle the global biodiversity challenge. An online actions tracker and target dashboard have been implemented in order to improve accountability.	European Biodiversity Strategy for 2030
International commitment to biodiversity conservation through national strategies and action plans.	Convention on Climate Change and Biological Diversity-Earth Summit, 1992
The 2009 Birds Directive replaces the 1979 Council Directive on the conservation of wild birds. It aims to protect all European wild birds and the habitats of listed species, particularly through the designation of Special Protection Areas (SPAs). SA needs to report on any potential effects on birds covered by this directive and all development plans should aim to avoid adverse effects on them.	The Birds Directive (79/409/EEC) (formally known as Council Directive 2009/147/EC on the conservation of wild birds), amended 2009
The Habitats Directive led to the setting up of a network of Special Areas of Conservation (SACs) which together with SPAs form a network of protected sites across the EU known as Natura 2000 sites to protect species and habitats.	The Habitats Directive (92/43/EEC) (formally known as the Council Directive 92/43/EEC on the Conservation of Natural Habitats and Wild Fauna & Flora), 1992
Aimed at halting the loss of biodiversity and ecosystem services in the EU by 2020, the strategy provides a framework for action over the next decade and covers the following key areas: • Conserving and restoring nature; • Maintaining and enhancing ecosystems and their services; • Ensuring the sustainability of agriculture, forestry and fisheries; • Combating invasive alien species; and • Addressing the global biodiversity crisis.	EU (2011) EU Biodiversity Strategy to 2020 – towards implementation
This plan provides an overarching framework on biodiversity, for all biodiversity-related conventions, the entire United Nations system and all other partners engaged in biodiversity management and policy development. The plan consists of five strategic goals of which 20 further Aichi goals sit underneath: • Strategic Goal A: Address the underlying causes of biodiversity loss by mainstreaming biodiversity across government and society; • Strategic Goal B: Reduce the direct pressures on biodiversity and promote sustainable use; • Strategic Goal C: To improve the status of biodiversity by safeguarding ecosystems, species and genetic diversity;	The Convention on Biological Diversity's (CBD's) Strategic Plan for Biodiversity 2011-2020

Message/Issue	Source Documents(s)
• Strategic Goal D: Enhance the benefits to all from biodiversity and ecosystem services; and • Strategic Goal E: Enhance implementation through participatory planning, knowledge management and capacity building.	
The 7th EAP should help to achieve the environment and climate change targets on which the Union has already agreed and to identify policy gaps where additional targets may be required. It includes objectives to: • Protect, conserve and enhance the Union's natural capital; • To turn the Union into a resource efficient, green, and competitive low carbon economy; and • To safeguard the Union's citizens from environment-related pressures.	General Union Environment Action Plan to 2020: Living well, within the limits of our planet (EU Seventh Environment Action Programme)
National	
The Environment Act is the mechanism to set long-term, legally binding environmental targets which relate to the natural environment or people's enjoyment of it. It will see the 25 Year Environment Plan become the first Environmental Improvement Plan. Environment Improvement Plans are the government's plans for significantly improving the natural environment over a period of at least 15 years. The Environment Act will require government to review the Environment Improvement Plan at least every five years. The Act requires an Environmental Improvement Plan to be produced, as well as a species abundance target to be set (by 2030). Additionally, from November 2023, developments are required to deliver an onsite biodiversity net gain of 10%. This will be required on small sites from April 2024.	Environment Act 2021
Emphasises the public's right of access to open country and common land and gives additional protection to Sites of Special Scientific Interest (SSSI).	Countryside and Rights of Way Act, 2000
The Wildlife and Countryside Act 1981 consolidates and amends existing national legislation to implement the Convention on the Conservation of European Wildlife and Natural Habitats (Bern Convention) and Council Directive 79/409/EEC on the conservation of wild birds (Birds Directive) in Great Britain (NB Council Directive 79/409/EEC has now been replaced by Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds (codified version)). The Act provides for the notification and confirmation of Sites of Special Scientific Interest (SSSIs) and the protection of wildlife.	Wildlife & Countryside Act 1981 (as amended)
Halt overall loss of England's biodiversity by 2020; support healthy well-functioning ecosystems and establish coherent ecological networks.	Biodiversity 2020: A strategy for England's wildlife and ecosystem services, DEFRA, 2011
Natural England's general purpose is to ensure that the natural environment is conserved, enhanced and managed for the benefit of present and future generations, thereby contributing to sustainable development. Natural England's general purpose includes: • Promoting nature conservation and protecting biodiversity; • Conserving and enhancing the landscape; • Securing the provision and improvement of facilities for the study, understanding and enjoyment of the natural environment; • Promoting access to the countryside and open spaces and encouraging open-air recreation; and • Contributing in other ways to social and economic well-being through management of the natural environment.	National Environmental & Rural Communities Act, 2006
Paragraph 187: Planning policies and decisions should contribute to and enhance the natural and local environment by: • Protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan); and • Minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures and incorporating features which support priority or threatened species such as swifts, bats and hedgehogs. *Paragraph 192*: To protect and enhance biodiversity and geodiversity, plans should: • Identify, map and safeguard components of local wildlife-rich habitats and wider ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity; wildlife corridors and stepping stones that connect them; and areas identified by national and local partnerships for habitat management, enhancement, restoration or creation; and • Promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity.	National Planning Policy Framework, 2024

Message/Issue	Source Documents(s)
• Local planning authorities and neighbourhood planning bodies should work collaboratively with the Local Nature Recovery Strategies responsible authority and other partners to prepare and agree the Local Nature Recovery Strategies for their area. This will help ensure alignment between Local Nature Recovery Strategies and relevant development plans and identify actionable opportunities for biodiversity enhancement; • Plans and particularly those containing strategic policies, can set out a suitable approach to both biodiversity and wider environmental net gain, how it will be achieved, and which areas present the best opportunities to deliver gains; and • Local planning authorities should consider the priorities set out in the relevant Local Nature Recovery Strategy when determining how their local plan should contribute to and enhance the local and natural environment. Local planning authorities should be aware of those areas mapped and identified in the relevant Local Nature Recovery Strategy and the measures proposed in them and consider how these should be reflected in their local plan.	National Planning Practice Guidance 2025 – Natural Environment
The 25 Year Environment Plan outlines the Government's ambition to leave our environment in a better state than we found it and the steps proposed to take to achieve that ambition. The Plan includes ten key targets of which two focus on biodiversity. Thriving plants and wildlife: • Restoring 75% of our one million hectares of terrestrial and freshwater protected sites to favourable condition, securing their wildlife value for the long term; • Creating or restoring 500,000 hectares of wildlife-rich habitat outside the protected site network, focusing on priority habitats as part of a wider set of land management changes providing extensive benefits; • Taking action to recover threatened, iconic or economically important species of animals, plants and fungi and where possible to prevent human-induced extinction or loss of known threatened species in England and the Overseas Territories; and • Increasing woodland in England in line with our aspiration of 12% cover by 2060: this would involve planting 180,000 hectares by end of 2042. Enhancing biosecurity: • Managing and reducing the impact of existing plant and animal diseases; lowering the risk of new ones and tackling invasive non-native species; • Reaching the detailed goals to be set out in the Tree Health Resilience Plan of 2018; • Ensuring strong biosecurity protection at our borders, drawing on the opportunities leaving the EU provides; and • Working with industry to reduce the impact of endemic disease. It should also be noted that the 25YEP refers to the need to protect and enhance blue spaces – both for biodiversity and human health reasons. These spaces include canals, rivers, streams, ponds and lakes.	A Green Future: Our 25 Year Plan to Improve the Environment, 2018
The *framework* demonstrates how the UK (and its 4 nations) are working to achieve the 'Aichi Biodiversity Targets' and the aims of the EU Biodiversity Strategy. The framework identifies the activities required to complement the UK's biodiversity strategies, and where work in the UK strategies contributes to international obligations. In total, 23 areas of work have been identified where all the UK countries have agreed that they want to contribute to, and benefit from, a continued UK focus, and a revised Implementation Plan was published in June 2018.	The UK Post-2010 Biodiversity Framework Revised Implementation Plan (2018-2020), JNCC, June 2018
There is a need to act now with greater vigour to: • Conserve existing biodiversity; • Conserve protected areas and all other high quality habitats; • Reduce sources of harm not linked to climate; • Conserve range and ecological variability of habitats and species; • Maintain existing ecological networks; • Create buffer zones around high quality habitats; • Take prompt action to control spread of invasive species; • Establish ecological networks through habitat restoration and creation; and Respond to changing conservation priorities.	England Biodiversity Strategy Climate Change Adaptation principles conserving biodiversity in a changing climate; DEFRA, 2008
Access to Natural Greenspace Standard (ANGSt) is a powerful tool in assessing current levels of accessible natural greenspace and planning for better provision. ANGSt recommends that everyone, wherever they live, should have an accessible natural greenspace • Of at least 2 hectares in size, no more than 300 metres (5 minutes walk) from home;	'Nature Nearby': Accessible Green Space Guidance, Natural England, 2010

Message/Issue	Source Documents(s)
• At least one accessible 20 hectare site within two kilometres of home; • One accessible 100 hectare site within 5 kilometres of home; • One accessible 500 hectare site within 10 kilometres of home; and A minimum of one hectare of statutory Local Nature Reserves per thousand population.	
Regulation 61 requires Appropriate Assessment of plans and projects likely to have a significant effect on a Habitat Site.	The Conservation of Habitats and Species Regulations, 2017
Includes a number of broad principles and goals as follows: • Conserve existing biodiversity; • Conserve protected areas and all other high quality habitats; • Reduce sources of harm not linked to climate; • Maintain existing ecological networks; • Create buffer zones around high quality habitats; • Make space for the natural development of rivers and coasts; • Establish ecological networks through habitat restoration and creation; and Integrate adaptation and mitigation measures.	England Biodiversity Strategy Climate Change Adaptation Principles Conserving Biodiversity in a Changing Climate, DEFRA, 2008
This is the third state of natural capital report published by the Natural Capital Committee in January 2015 and is the last of three which summarises the work of the NCC over the three years. It establishes a clear plan to enhance natural capital focussing on the areas with the highest economic benefit.	The State of Natural Capital: protecting and improving natural capital for prosperity and wellbeing, Natural Capital Committee, 2015
This strategy aims to address Invasive Non-Native Species (INNS) issues in Great Britain (GB), maintaining the approach of the previous policy reviews. The strategy covers the terrestrial, freshwater and marine environments and also species native to one part of a country that become invasive in areas outside their natural range. The scope of the Strategy covers all non-native species of flora and fauna with the exception of genetically modified organisms (GMOs), bacteria and viruses. Its full effect, however, is aimed at those non-native species that are known to be or are potentially invasive. The Strategy does not aim to address issues related to human health or formerly native species, nor does it cover animal or plant diseases although it aims to ensure close working with these areas where appropriate.	The Great Britain Invasive Non-native Species Strategy, 2023-2030
The Statement makes clear how there is now a convincing body of evidence that we are facing a climate emergency. Planting and managing trees, forests and woodlands so that they are fit for the future must be part of our nation's response. Growing trees removes carbon dioxide from the air, and stores the carbon in wood products throughout their life. Trees can also help to manage the risk of flooding, and provide shade and cooling benefits. They are a renewable source of energy today, and a sustainable raw material for the future bio-economy. The Forestry Commission has a key role to play, and will continue to work closely with our Climate Change Action Plan partners and all parts of the tree, woods and forestry sector to protect our woodlands for future generations.	Climate Change and Forestry: Position Statement, Forestry Commission, 2019
A newly implemented framework to expand the green and blue networks we have across the UK. The publication highlights the principles of green infrastructure, standards required based on quantity and quality, and a planning and design guide to help users understand the best way to design green infrastructure.	Green Infrastructure Framework- Principles and Standards for England, 2023
This Plan is the first such review of the 25 Year Environment Plan (25YEP) and its 10 goals. It reinforces the intent of the 25YEP and sets out the plan to deliver it.	Environmental Improvement Plan, HM Government 2023
The Levelling-up and Regeneration Act covers several topics including the need to plan for biodiversity and protect areas of importance or with potential for recovery and/or enhancement. Spatial development strategies are also required to take account of any local nature recovery strategy for development in the Greater London area.	Levelling-up and Regeneration Act 2023
This document builds on the 2011 NEWP 'The Natural Choice: securing the value of nature' by summarising the progress which has been taking place since 2011 including how many of the original 92 commitments are completed or underway.	Natural Environment White Paper (NEWP), Implementation Update Report, DEFRA, Oct 2014
Biodiversity net gain is a strategy to develop land and contribute to the recovery of nature. It requires an increase of ecological assets by a minimum of 10% following the completion of a development project. Biodiversity Net Gain (BNG) will apply from November 2023 for development in the Town and Country Planning Act 1990, and to small sites from April 2024.	Biodiversity Net Gain, 2023

Message/Issue	Source Documents(s)
The UK NBSAP for 2030 demonstrates the consensus across all four countries of the UK that achieving full implementation of the GBF requires both individual and collaborative efforts, and sets out 23 ambitious UK targets which align with the 23 Kunming-Montreal Global Biodiversity Framework (GBF) targets. All four countries share the following priorities: • Protecting and restoring nature; • Sustainable use and resource management; and • Mainstreaming and finance.	Blueprint for Halting and Reversing Biodiversity Loss: the UK's National Biodiversity Strategy and Action Plan for 2030
The Nature Recovery Network (NRN) is a major commitment in the government's 25 Year Environment Plan. It is a growing national network of wildlife-rich places, stretching from our cities to countryside, mountains to coast. It is supported by green and blue spaces that buffer and connect these wildlife-rich sites.	The Nature Recovery Network, 2020
Species and habitats should be restored and enhanced in comparison with 2000 levels. Improve the long term sustainability of ecological and physical processes that underpin the functioning of ecosystems, thereby enhancing the capacity of ecosystem services. Provide accessible natural environments rich in wildlife for people to enjoy and experience.	Making Space for Nature: A review of England's Wildlife Sites and Ecological Network, Chaired by Professor Sir John Lawton CBE FRS, 2010
Protect and enhance biodiversity through Nature Improvement Areas (NIAs), biodiversity offsetting, Local Nature Partnerships and phasing out peat.	The Natural Choice: Securing the value of nature; HM Government, 2011
Seeks to maximise the environmental, economic and social benefits of trees and woodlands forests by: • Ensuring that trees, woods and forests are resilient to and mitigate the impacts of climate change; • Protecting and enhancing the environmental resources of water, soil, air, biodiversity and landscapes; • Protecting and enhancing the cultural and amenity values of trees and woodland; • Increasing the contribution that trees, woods and forests make to the quality of life; and • Improving the competitiveness of woodland businesses and promote the development of new or improved markets for sustainable woodland products.	Government Forestry and Woodlands Statement, 2013
The UKGAP sets out a framework for geodiversity action across the UK. It has been developed and agreed through wide consultation and dialogue across England, Scotland, Wales and Northern Ireland between organisations, groups and individuals currently involved in geodiversity. The UKGAP is a mechanism for encouraging partnership, influencing decision and policy makers, funders and promoting good practice. This Plan contains 11 Key Objectives: • To foster UK-based pure and applied geoscience research in order to better understand our geodiversity and its role in understanding and managing our natural environment; • To increase recognition of our geodiversity in international, national, regional and local environmental and planning development policies and legislation; • To demonstrate the relevance and benefit of including geodiversity across our work in relation to the natural and built environment and the role that geodiversity plays in sustainable development; • To advocate and support development design and restoration that incorporates and enhances our geodiversity; • To audit and document our geodiversity including sites, archives and collections; • To conserve and manage our geodiversity through appropriate recognition at international, national and local levels; • To maintain and enhance our geodiversity through the management of sites, areas and wider landscapes; • To share experience of conserving our geodiversity through the provision of good practice guidance; • To interpret our geodiversity for a range of audiences and communities, making geodiversity relevant to where we live and the places we visit; • To use the arts to explore and make links between geodiversity and our cultures, involving people in geodiversity in new and innovative ways; and • To develop and provide educational resources that interpret, utilise and widen understanding of our geodiversity as part of formal and informal learning.	UK Geodiversity Action Plan
Local	
This strategy set out the extent of the green infrastructure network in Leicestershire, Derbyshire and Nottinghamshire, including an Action Plan for how the network may be protected, enhanced or expanded. The overarching priorities for action are embodied in the strategic aims for GI in the 6Cs sub-region: • Develop the GI approach as an 'environmental life-support system' for healthy communities and ecosystems;	6C's Green Infrastructure Strategy, 2010

Message/Issue	Source Documents(s)
• Provide a long term environmental framework for sustainable development that achieves wide ranging environmental, economic and social benefits; and • Maximise the potential of GI to bring about multifunctional holistic solutions to environmental concerns, including climate change adaptation and mitigation. Relevant strategic objectives include: • Promote the planning of GI networks as an integral feature of the design and layout of all major new developments; • Promote retrofitting of GI in urban environments; • Promote GI as a solution to sustainable water management as a means of addressing water quality and resource issues and as an approach to adapting to and mitigating against the effects of climate change; • Stimulate development of GI policies tbc short term and allocations in Local Development Documents that respond to locally identified needs and sub-regional, regional and national priorities; • Promote the protection and management of landscape character to provide enhanced landscape settings for the built environment and to ensure that new development and GI relates to landscape character, place and context; • Promote the protection and management of natural and cultural heritage, including archaeological sites, historic landscapes, geodiversity and industrial heritage; and • Reverse the decline in biodiversity by countering habitat fragmentation through investment in substantial habitat restoration and creation, informed by biodiversity opportunity mapping methods. The 6Cs GI Strategy identifies proposed initiatives which affect the Derbyshire Dales District, including: • Lower Derwent Valley Landscape Partnership: Initiative looking at the natural elements of the Derwent Valley Mills World Heritage Site, including woodlands, grasslands and wetlands. The initiative aims to conserve, manage and enhance these natural elements as well as link local communities with their local landscapes; and Greener Future: This Woodland Trust project is looking to plant 50,000 trees across a range of sites throughout the 6Cs and HMA areas, with the aim to: i) build more sustainable communities and enrich people's lives through an inspirational programme of GI, community engagement and education activities, while increasing access to new quality greenspace; ii) improve biodiversity by linking and buffering ancient and SSSI woods; and iii) ensure that everyone is given the chance to enjoy and value woods and trees.	
The Natural Capital Strategy for Derbyshire describes the current status of the natural assets in the county using the best available data. The strategy identifies where natural capital is resilient and performing well in supporting the population. It identifies opportunities to adjust land management to increase the benefits we get from nature in Derbyshire.	Derbyshire's Natural Capital Strategy, 2023
The goal of Derbyshire Wildlife Trust is that by 2030: • 33% of Derbyshire is managed for wildlife; • 1 million wild connections are made each year; • 1 in 4 people will act for wildlife; and • The Trust is carbon positive. They aim to achieve this by taking forward detailed actions linked to four main strategic objectives: • Lead nature's recovery; • Inspire people to notice and care; • Mobilise people and communities to act; and • Ensure an agile and influential culture.	Derbyshire Wildlife Trust Wilder Derbyshire 2020-2025
Derbyshire Wildlife Trust are currently working in partnership with others to pro-actively deliver Living Landscape schemes across the county, including in: • Derwent Valley (relevant to Derbyshire Dales); • White Peak; • Erewash Valley; • Trent Valley; • The Dark Peak; and • Coalfields.	Derbyshire Wildlife Trust Living Landscapes Strategy (no date, active strategy)

Message/Issue	Source Documents(s)
They will create shared visions for each landscape which will be bold and vibrant, and then secure funding and support to enable the delivery of these visions. They will seek to protect the best sites in these landscapes and will also continue to manage, protect and support key wildlife sites outside these priority Living Landscape areas. They will champion the opportunities provided by Living Landscapes rich in wildlife for: discovery and learning, skills training, economic growth, health & wellbeing, flood alleviation and resilience to climate change.	
The Derbyshire Nature Recovery Strategy is a statutory plan led by Derbyshire County Council to guide biodiversity enhancement and habitat restoration across Derbyshire and Derby. It aims to map existing ecological assets, identify priorities for nature recovery, and highlight opportunities for environmental improvement. The strategy is being developed through stakeholder engagement and data analysis, and will include a Local Habitat Map and a Statement of Biodiversity Priorities. It is part of the national framework under the Environment Act 2021 and is expected to be published in autumn 2025.	Derbyshire Local Nature Recovery Strategy (draft)

Table 2-8: Review of Plans, Policies and Programmes - Landscape and Townscape

Message/Issue	Source Documents(s)
International	
The Convention outlined the need to recognise landscape in law to develop landscape policies dedicated to the protection, management and creation of landscapes, and to establish procedures for the participation of the general public and other stakeholders in the creation and implementation of landscape policies. It also encourages the integration of landscape into all relevant areas of policy including cultural, economic and social policies. Specific measures include: • Raising awareness of the value of landscapes among all sectors of society and of society's role in shaping them; • Promoting landscape training and education among landscape specialists, other related professions and in school and university courses; • The identification and assessment of landscapes, • Analysis of landscape change, with the active participation of stakeholders; • Setting objectives for landscape quality, with the involvement of the public; and • The implementation of landscape policies through the establishment of plans and practical programmes.	European Landscape Convention 2000 (became binding March 2007)
National	
Paragraph 187: Planning policies and decisions should contribute to and enhance the natural and local environment by: • Protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan); • Recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland; and • Preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans. Paragraph 130: Planning should ensure developments are visually attractive, sympathetic to local character, and establish a strong sense of place.	National Planning Policy Framework (NPPF) 2024
The 25 Year Environment Plan outlines the Government's ambition to leave our environment in a better state than we found it and the steps proposed to take to achieve that ambition. Chapter 2 of the Plan is titled 'Recovering nature and enhancing the beauty of landscapes' and sets out key actions as follows: • Develop a Nature Recovery Network to protect and restore wildlife and provide opportunities to reintroduce species that we have lost from our countryside; and • Conserve and enhance the natural beauty of our landscapes by reviewing National Parks and AONBs including assessing whether more are needed.	25 Year Environment Plan (2018): A Green Future: Our 25 Year Plan to Improve the Environment
The National Design Guide sets out ten characteristics of well-designed places, including context, identity, built form, movement, nature and public spaces. It encourages design that responds to local townscape and landscape character.	National Design Guide
Local	
The Planning Streets and Places manual (2024) by Derbyshire County Council sets out guidance for the design of new streets and public spaces, with a focus on creating sustainable, inclusive, and high-quality urban environments. It promotes a context-sensitive approach that respects local character, historic street patterns, and townscape identity. Key principles include prioritising active travel (walking and cycling), integrating green infrastructure (including mandatory street trees), and reducing carbon through material choices and construction methods. The manual defines a hierarchy of street types, such as Enhanced Streets, Informal Streets, and Pedestrian-Prioritised Streets, each with specific design parameters to support place-making and movement. It also emphasises accessibility, equality, and safety, requiring early engagement with stakeholders and alignment with national guidance like Manual for Streets, LTN 1/20, and the National Design Guide. The document is intended to be a live, web-based resource that supports planning, design, and adoption processes across Derbyshire's urban areas.	Planning Streets and Places, 2024
This study identified National Character Areas within the District, as well as descriptions of the various different landscapes within it. Sensitive environmental receptors were also identified, alongside important landscape, heritage, ecology and hydrology features.	Landscape Sensitivity Study, 2015

Message/Issue	Source Documents(s)
This document includes a number of aims as follows: • To maintain and enhance the overall quality and diversity of landscape character across the County, the distinctive sense of place and the individual identify of each particular use; • To support and complement planning policies by helping to ensure that new development respects, and where practicable, contributes towards enhancing local character and sense of place in the landscape; • To support and complement the aims of the Biodiversity Action Plans for Derbyshire enriching biological diversity throughout the wider countryside and encouraging the sustainable management of Derbyshire's Landscapes; • To utilize landscape character as a spatial framework for evaluating the relative sensitivity of the landscape to change and develop a process for monitoring change; and • To promote the use of landscape character as an educational tool raising awareness and helping to foster community engagement in the spatial planning of the landscape.	Landscape Character of Derbyshire, Derbyshire County Council, 2014
There are three National Character Area (NCAs) profiles, as defined by Natural England, within the Borough: • Nottinghamshire, Derbyshire and Yorkshire Coalfield; • Derbyshire Peak Fringe and Lower Derwent; and • The Needwood and South Derbyshire Clayland. The profiles identify key landscape attributes, opportunities and descriptions.	Natural England, National Character Area Profiles, 2014
This document outlines the scope and structure of a proposed design guide for Derby City Centre. The guide builds on the strategic ambitions set out in "Towards a New Vision for Derby City Centre – Ambition 2022" and aims to establish clear, accessible design principles for future development. It is intended to be formalised as a Supplementary Planning Document (SPD) or Design Code. The guide will: • Address urban character, building heights, heritage, movement, public transport, open spaces, sustainability, and flood resilience. • Provide tailored guidance for specific zones based on existing features, development potential, and urban grain. • Cover context appraisal, stakeholder engagement, layout, connectivity, scale, and public realm design. • Focus on active travel, greening, SUDS integration, lighting, materials, and temporary interventions. • Address building design, massing, orientation, amenity provision, and climate-responsive architecture. The project was scheduled to run from December 2023 to March 2024, with stakeholder engagement planned throughout.	Derby City Centre Design Guide (2023)

Table 2-9: Review of Plans, Policies and Programmes - Historic Environment

Message/Issue	Source Documents(s)
International	
The treaty aims to protect the European archaeological heritage "as a source of European collective memory and as an instrument for historical and scientific study". All remains and objects and any other traces of humankind from past times are considered to be elements of the archaeological heritage. The archaeological heritage includes structures, constructions, groups of buildings, developed sites, monuments, moveable objects and other kinds. It also affects both terrestrial and marine assets. The main objectives of the Convention are: • To integrate the conservation and archaeological investigation of archaeological heritage in urban and regional planning policies; • To establish co-operation and consultation processes between archaeologists, and project developers; • To set standards for funding and archaeological and conservational methods used in studying the "knowledge of the history of mankind"; • To promote educational actions and public awareness of the necessity of the protection and investigation of archaeological heritage in Europe; and • To foster international co-operation and joint action among all European countries in the field of archaeological resource management by means of developing and exchanging relevant scientific information, technologies and expertise.	Valletta Treaty (1992) formerly the European Convention on the Protection of Archaeological Heritage
The Granada Convention was adopted on 3 October 1985 in Granada (Spain) and came into force on 1 December 1987. The main purpose of the Convention is to reinforce and promote policies for the conservation and enhancement of Europe's heritage. It establishes the principles of "European co-ordination of conservation policies" including consultations regarding the thrust of the policies to be implemented.	The Convention for the Protection of the Architectural Heritage of Europe (Granada 1985)
The Convention defines the kind of natural or cultural sites which can be considered for inscription on the World Heritage List. The World Heritage Convention aims to promote cooperation among nations to protect heritage around the world that is of such outstanding universal value that its conservation is important for current and future generations. It is intended that properties on the World Heritage List will be conserved for all time.	UNESCO World Heritage Convention, 1972
This guide is intended to: • Assist those responsible for the management of a natural WHS to understand how climate change may affect those features of the site that contribute to its Outstanding Universal Value (OUV); • Offer a framework for putting site-level climate change effects into the management context; • Provide guidance on how to assess risk the site's OUV; and • Offer ideas for identifying and selecting options for responding and adapting to climate change.	Climate Change Adaptation for Natural World Heritage Sites – A Practical Guide, UNESCO, 2014
The toolkit contains twelve practical tools which provide practical advice on managing WHSs and the construction of targeted monitoring strategies.	Enhancing our Heritage Toolkit: Assessing management effectiveness of natural World Heritage Sites, UNESCO, 2008
National	
Section 61(12) defines sites that warrant protection due to their being of national importance as 'ancient monuments'. These can be either Scheduled Ancient Monuments or "any other monument which in the opinion of the Secretary of State is of public interest by reason of the historic, architectural, traditional, artistic or archaeological interest attaching to it". The Act was updated in 2023.	Ancient Monuments and Archaeological Areas Act, 1979
Places a general duty on local authorities for the preservation and enhancement of listed buildings and features of special architectural or historic interest, including the designation of Conservation Areas.	Planning (Listed Buildings and Conservation Areas) Act, 1990
Chapter 16 of the NPPF relates to 'Conserving and enhancing the historic environment' and makes clear that heritage assets range from sites and buildings of local historic value to those of highest significance, such as World Heritage Sites. *Paragraph 203:* Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. This strategy should take into account: • The desirability of sustaining and enhancing the significance of heritage assets, and putting them to viable uses consistent with their conservation; • The wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;	National Planning Policy Framework, 2024

Message/Issue	Source Documents(s)
• The desirability of new development making a positive contribution to local character and distinctiveness; and • Opportunities to draw on the contribution made by the historic environment to the character of a place.	
In line with the National Planning Policy Framework, local authorities should set out their Local Plan a positive strategy for the conservation and enjoyment of the historic environment. In developing their strategy, local planning authorities should identify specific opportunities within their area for the conservation and enhancement of heritage assets. This could include, where appropriate, the delivery of development within their settings that will make a positive contribution to, or better reveal the significance of, the heritage asset or reflect and enhance local character and distinctiveness with particular regard given to the prevailing styles of design and use of materials in a local area.	National Planning Practice Guidance: Historic Environment, 2019
The objective of the Protection Plan Framework is to make the best use of our resources so that England's vulnerable historic environment is safeguarded in the most cost-effective way at a time of massive social, environmental, economic and technological change.	National Heritage Protection Plan Framework, Historic England, 2013
Advice Note 1, The Historic Environment in Local Plans: This document sets out information to help local planning authorities make well informed and effective local plans. Advice Note 2, Managing Significance in Decision-Taking: This document contains useful information on assessing the significance of heritage assets, using appropriate expertise, historic environment records, recording and furthering understanding, neglect and unauthorised works, marketing and design and distinctiveness. Advice Note 3, The Setting of Heritage Assets: This document sets out guidance on managing change within the settings of heritage assets including archaeological remains and historic buildings, sites, areas, and landscapes.	Historic England Good Practice Advice Notes 1-3, 2015
Conservation Principles: • The historic environment is a shared resource; • Everyone should be able to participate in sustaining the historic environment; • Understanding the significance of places is vital; • Significant places should be managed to sustain their values; • Decisions about change must be reasonable, transparent and consistent; and • Documenting and learning from decisions is essential.	Conservation Principles – Policies and Guidance: For the Sustainable Management of the Historic Environment, Historic England, 2015
Advice Note 8, Sustainability Appraisal and Strategic Environmental Assessment: The purpose of this Historic England advice note is to support all those involved in assessing the effects of certain plans on the historic environment. It offers advice on heritage considerations during the Sustainability Appraisal and Strategic Environmental Assessment process, and on implementing historic environment legislation and the relevant policy.	Historic England Good Practice Advice Note 8: Sustainability Appraisal and Strategic Environmental Assessment, 2016
Relevant objectives are: • The historic environment is protected and sustained for the benefit of our own and future generations; and • The historic environment is an economic asset that is well harnessed. The strategy has three areas of focus: thriving places, connected communities and active participation.	Championing Heritage, Improving Lives, Historic England Future Strategy 2021
The heritage statement sets out how the Government will support the heritage sector and help it to protect and care for heritage and the historic environment in the coming years, in order to maximise the economic and social impact of heritage and to ensure that everyone can enjoy and benefit from it.	The Heritage Statement, 2017 (Department for Digital, Culture, Media and Sport)
This guidance supports local authorities and plan-makers in integrating the historic environment into the site allocation process for Local Plans. It outlines how to ensure that heritage assets are considered from the earliest stages of plan-making, helping to avoid harm and identify opportunities for enhancement. The Advice Note: • Encourages early evidence gathering on designated and non-designated heritage assets, including use of Historic Environment Records and specialist advice; • Provides a methodology for assessing the impact of site allocations on heritage significance, including setting, character and potential for enhancement; • Recommends that site allocation policies include clear references to heritage considerations, design principles and mitigation measures; and Supports compliance with the National Planning Policy Framework and statutory duties related to heritage conservation.	Historic England Advice Note 3 – The Historic Environment and Site Allocations in Local Plans, 2015
Local	
The framework sets out a strategic vision to strengthen Derbyshire's culture, heritage and tourism sectors by: • Activating heritage assets through creative programming, residencies, and digital storytelling.	Derbyshire Cultural Framework, 2021

Message/Issue	Source Documents(s)
• Improving collaboration across museums, archives, and cultural organisations. • Positioning Derbyshire's historic environment as central to place-making, economic recovery, and tourism. • Investing in signature projects (e.g. Derwent Valley Mills World Heritage Site) to raise profile and attract visitors. • Supporting regeneration of market towns through culture-led development. • Building sector resilience through leadership, shared data, and sustainable practices. The framework is designed to align with national funding streams (e.g. Arts Council, Heritage Lottery, Levelling Up) and to support Derbyshire's long-term cultural and economic ambitions.	
The East Midlands Historic Environment Research Framework is a regional strategy for historic environment research. It includes: • County overviews • Period-based research agendas • Environmental data The framework supports academic, planning, and conservation work across the East Midlands.	East Midlands Historic Environment Research Framework
The Management Plan looks at the main issues affecting the site and gives objectives and a programme of actions to ensure a co-ordinated approach and framework to its management. The purpose of the Derwent Valley Mills WHS Inscription is to: "To maintain the Outstanding Universal Value of the Derwent Valley Mills World Heritage Site by protecting, conserving, presenting, enhancing and transmitting its unique culture, heritage, economy and landscape in a sustainable manner." The Management Plan identifies strategic aims and sets out 7 specific objectives and actions to meet these aims: • To protect, conserve and enhance the Outstanding Universal Value of the DVMWHS; • To promote public awareness of and access to the DVMWHS; • To promote the development of sustainable tourism within the DVMWHS • To enhance the d social wellbeing of the DVMWHS and its communities and maximise the benefits of the site's cultural value; • To develop an integrated and sustainable approach to meeting and promoting the transportation and accessibility needs of the DVMWHS and its users; • To promote a cohesive and coherent understanding of the DVMWHS by identifying its differing spatial needs and priorities; • To monitor the DVMWHS to the standard required by UNESCO; and • Build strong partnerships with volunteers and local, regional and national stakeholders.	Derwent Valley Mills World Heritage Site Management Plan 2020-2025
Sets out a number of 'interpretive aims' to help visitors and local people to: • Feel they are welcome when they come to, and travel along, the Derwent Valley; • Understand where they may go, what they can do and what is expected of them; • Share in the sense of place and feel they are in somewhere special; and • Feel they have a connection with the people who lived out their lives in the communities along Derwent Valley during the late 18th and 19th century.	Derwent Valley Mills World Heritage Site Interpretation Plan, 2011

Table 2-10: Review of Plans, Policies and Programmes - Air, Noise and Light Pollution

Message/Issue	Source Documents(s)
International	
The revised protocol specifies emission reduction commitments in terms of percentage reductions from base 2005 to 2020. The EU member states aim to jointly cut their emissions of sulphur dioxide by 59%, nitrogen oxides by 42%, ammonia by 6%, volatile organic compounds by 28% and particles by 22%.	NECD and the UNECE Convention on Long-Range Transboundary Air Pollution (CLRTAP Gothenburg Protocol), 2012
Action will be needed at international, EU, national, regional and local levels to make sure air quality and climate change policies are integrated to maximise the co-benefits of tackling both air pollution and climate change.	Air Pollution: Action in a Changing Climate, DEFRA, 2010
Defines the policy framework for 12 air pollutants known to have a harmful effect on human health and the environment. The limit values for the specific pollutants are set through a series of Daughter Directives. The 2008 Ambient Air Quality Directive sets legally binding limits for concentrations in outdoor air of major pollutants that affect public health.	EU Air Quality Framework Directive (96/62/EC) and Daughter Directives Air Quality Directive 2008 (2008/50/EC)
For average noise exposure, specific sound pressure levels are recommended in the day: • < 53 dB Lden for road traffic noise; • < 54 dB Lden for railway noise; and • 45 dB Lden for aircraft noise. At night, the following sound pressures are recommended: • < 45 dB Lnight for road traffic noise; • < 44 dB Lnight for railway noise; and • < 40 dB Lnight for aircraft noise. Mitigation interventions to potentially reduce noise level or exposure to population are also highlighted.	Compendium of WHO and other UN guidance on health and environment: Chapter 11 Environmental Noise, World Health Organisation, 2022
Aims to avoid, prevent, or reduce the harmful effects of exposure to environmental noise. Each Member State should determine exposure to environmental noise through noise mapping and adopt action plans.	Directive on Environmental Noise, 2002
National	
The Clean Air Strategy shows how the UK aims to tackle all sources of air pollution, making the air healthier to breathe, protecting nature and boosting the economy. It sets out a wide range of actions on which the UK government has consulted on and shows how the devolved administrations intend to make their share of emissions reductions. The UK has set stringent targets to cut emissions by 2020 and 2030. Actions have also been set out to meet interim targets such as halving the number of people living in locations above the $PM_{2.5}$ WHO guideline level of 10 µg/m^3.	Clean Air Strategy, DEFRA, 2019
Clean growth means growing our national income while cutting greenhouse gas emissions. Action to deliver clean growth can have wider benefits for example, the co-benefit of cutting transport emissions is cleaner air which has an important effect on public health the economy and the environment. To reduce carbon emissions some proposed policy measures are supporting improvements to the energy efficiency of buildings, the shift to low carbon transport, and infrastructure for low carbon heating (e.g. district heating networks).	Clean Growth Strategy, Leading the way to a low carbon future, DEFRA 2017
The 25 Year Environment Plan outlines the Government's ambition to leave our environment in a better state than we found it and the steps proposed to take to achieve that ambition. The Plan includes ten key targets of which one focuses on the delivery of clean air. Clean air: • Meeting legally binding targets to reduce emissions of five damaging air pollutants. This should halve the effects of air pollution on health by 2030; • Ending the sale of new conventional petrol and diesel cars and vans by 2040; and • Maintaining the continuous improvement in industrial emissions by building on existing good practice and the successful regulatory framework.	A Green Future: Our 25 Year Plan to Improve the Environment, 2018
Paragraph 199: Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas.	National Planning Policy Framework, 2024

Message/Issue	Source Documents(s)
By encouraging good design, planning policies and decisions should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.	
This guidance outlines a range of actions that can be taken in relation to six key areas: • Corporate plans, policies and performance; • Business and industry; • Natural capital; • Infrastructure; • Land use planning and the built environment; and • Public health social care and community resilience.	Preparing for a changing climate: Good Practice Guidance for Local Government, DEFRA, June 2019
This guidance sets out that when making plans, or taking decisions about new development, there may be opportunities to make improvements to the acoustic environment. Plans may include specific standards to apply to various forms of proposed development and locations in their area.	Planning Practice Guidance: Noise, 2019
This guidance sets out how artificial lighting needs to be considered when a development may increase levels of lighting as well as other light pollution considerations planning needs to address.	Planning Practice Guidance: Light Pollution, 2019
Through the effective management and control of environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development: • Avoid significant adverse impacts on health and quality of life; • Mitigate and minimise adverse impacts on health and quality of life; and • Where possible, contribute to the improvement of health and quality of life.	Noise Policy Statement for England; DEFRA, 2010
The report makes nine recommendations including: preserving dark skies by having a presumption against new lighting in existing dark areas; allocating lighting zones to help determine where streetlights should and should not go; and preventing inappropriate and badly designed lighting of development that masks views of the night sky. The report recommends that all local authorities should have a policy to control light pollution in their Local Plan, in line with the National Planning Policy Framework and the associated National Planning Practice Guidance on light pollution. This should include identifying existing dark areas that need protecting.	Shedding Light, A survey of local authority approaches to lighting in England; Campaign to Protect Rural England, 2014
The overarching 25-year goal is to 'achieve clean air'; this is to be achieved with the following targets: • A legal target to reduce population exposure to $PM_{2.5}$ by 22% by 2028, and 35% in 2050 (compared to 2018); • Compliance with a 40µg/m^3 limit for nitrogen dioxide; • A legal target to require a maximum annual mean concentration of 12 (µg/m^3) by 2028 and 10 (µg/m^3) of $PM_{2.5}$ by 2040; and • Legal emission reduction targets of 73% nitrogen oxides, 88% sulphur dioxide, 46% $PM_{2.5}$, 16% ammonia, and 39% non-methane volatile organic compounds by 2030 (compared to 2005).	Environmental Improvement Plan, HM Government, 2023
A strategic framework for local authorities regarding the power and responsibility they have in regard to air quality mitigation. It sets out actions for local authorities including: • Assessing the monetised benefits of air quality interventions; • Exercising their functions in a way that conserves and enhances biodiversity; • Reporting on air quality status annually, and making this data publicly accessible; • Creating and implementing an air quality action plan; • Supporting national targets to reduce PM2.5 levels; • Annual mean concentration of 10 µg/m3 or below; and • A reduction in average population exposure by 35% by 2040 (compared to a 2018 baseline).	Air quality strategy: framework for local authority delivery, DEFRA, 2023
Local	
Joint strategy by Derby City and Derbyshire County Councils which focuses on reducing the health impacts of air pollution. The three strategic priorities are: • Facilitation of travel behaviour change;	Derbyshire County and Derby City Air Quality Strategy (2020-2030)

Message/Issue	Source Documents(s)
• Reduce sources of air pollution; and • Mitigate health impacts. The Guiding Principles of the Strategy are: • Partners of the boards will work collaboratively through the Air Quality Working Group to improve air quality, sharing best practice, driving change, and supporting and influencing national policy and strategy; • Partners will reduce the impact services have on local air pollution levels; and • Partners will act as a champion within their own organisation, to ensure organisational practice seeks to reduce the impact on Derbyshire's air quality.	

A statutory report fulfilling the requirements of Part IV of the Environment Act 1995 (as amended by the Environment Act 2021), outlining Derby City Council's responsibilities, monitoring activities, and strategic actions to improve air quality.
It sets out actions for local authorities including:
• Monitoring and reporting air quality annually, with public access to data via the council website and consultation portals;
• Maintaining and reviewing Air Quality Management Areas (AQMAs), including:
  • Revocation of AQMA No.2 (A52 Spondon) following 13 years of compliance;
  • Redesign of AQMA No.1 (Ring Roads) boundaries to reflect current NO_2 levels;
• Implementing a comprehensive Air Quality Action Plan (AQAP) with 34 measures, including:
  • EV infrastructure rollout;
  • Anti-idling enforcement;
  • Active travel schemes;
  • School Safe Havens and NO_2 monitoring at 13 schools;
• Collaborating regionally through the Derby & Derbyshire Air Quality Working Group and East Midlands Air Quality Network; and
• Supporting national targets to reduce $PM_{2.5}$ levels, including:
  • Consolidation of smoke control orders;
  • Enforcement of chimney smoke and construction dust management; and
  • Public engagement on waste burning policies.
	Derby City Council 2024 Air Quality Annual Status Report

Table 2-11: Review of Plans, Policies and Programmes - Water Environment

Message/Issue	Source Documents(s)
National	
The Environment Agency have published a number of groundwater protection guides covering requirements, permissions, risk assessments and controls (previously covered in GP3).	Groundwater Protection Technical Guidance, Environment Agency, 2017
Section 83 requires all local authorities to consider the need to conserve water. Any local plan needs to ensure that it is in compliance with this legal requirement.	Water Resource Act 1991 (as amended by the Water Act 2003)
This document defines water stress, and what is considered 'serious' water stress. The document identifies Affinity Water Ltd as a company operating under serious water stress.	Water Stressed Areas- Final Classification 2021
This framework presents the national and regional picture on water needs up to 2050. It takes into account factors such as the rising population and climate change. It explains how any and all regional plans, such as the combined Southeast water resources management plan, will be assessed by the Environment Agency.	Meeting our Future Water Needs: a National Framework for Water Resources (2020)
Authorities and developers must comply with the requirements of the Regulations.	The Water Supply (Water Quality) Regulations, 2018
The Act gives the Environment Agency a strategic overview of flood risk management in England and upper tier authorities responsibility for preparing and putting in place strategies to manage flood risk from groundwater, surface water and ordinary watercourses in their areas.	Flood and Water Management Act, 2010
By 2030 at the latest, there is improved quality of the water environment and the ecology which it supports; sustainably managed risks from flooding; more effective management of surface water and sustainable use of water resources.	Future Water - The Government's water strategy for England, 2011
This PPG advises on how planning can ensure water quality and the delivery of adequate water and wastewater infrastructure.	National Planning Practice Guidance, Water Supply, Wastewater and Water Quality, 2019
This strategy aims to address Invasive Non-Native Species (INNS) issues in Great Britain (GB), maintaining the approach of the previous policy reviews. The strategy covers the terrestrial, freshwater and marine environments and also species native to one part of a country that become invasive in areas outside their natural range. The scope of the Strategy covers all non-native species of flora and fauna with the exception of genetically modified organisms (GMOs), bacteria and viruses. Its full effect, however, is aimed at those non-native species that are known to be or are potentially invasive. The Strategy does not aim to address issues related to human health or formerly native species, nor does it cover animal or plant diseases although it aims to ensure close working with these areas where appropriate.	The Great Britain Invasive Non-native Species Strategy, 2023-2030
The 25 Year Environment Plan outlines the Government's ambition to leave our environment in a better state than we found it and the steps proposed to take to achieve that ambition. The Plan includes ten key targets of which two focus on biodiversity. Thriving plants and wildlife: • Restoring 75% of our one million hectares of terrestrial and freshwater protected sites to favourable condition, securing their wildlife value for the long term; • Creating or restoring 500,000 hectares of wildlife-rich habitat outside the protected site network, focusing on priority habitats as part of a wider set of land management changes providing extensive benefits; • Taking action to recover threatened, iconic or economically important species of animals, plants and fungi and where possible to prevent human-induced extinction or loss of known threatened species in England and the Overseas Territories; and • Increasing woodland in England in line with our aspiration of 12% cover by 2060: this would involve planting 180,000 hectares by end of 2042. Enhancing biosecurity: • Managing and reducing the impact of existing plant and animal diseases; lowering the risk of new ones and tackling invasive non-native species; • Reaching the detailed goals to be set out in the Tree Health Resilience Plan of 2018; • Ensuring strong biosecurity protection at our borders, drawing on the opportunities leaving the EU provides; and • Working with industry to reduce the impact of endemic disease.	A Green Future: Our 25 Year Plan to Improve the Environment, 2018

Message/Issue	Source Documents(s)
It should also be noted that the 25YEP refers to the need to protect and enhance blue spaces – both for biodiversity and human health reasons. These spaces include canals, rivers, streams, ponds and lakes.	
The Environment Agency published an updated national assessment of flood and coastal erosion risk in England in 2024. This assessment provides a clearer picture of current and future risks from rivers, the sea, surface water, and coastal erosion. It incorporates UK climate projections and reflects the potential impacts of climate change on flood frequency, depth, and extent. The report introduces updated versions of the National Flood Risk Assessment (NaFRA) and the National Coastal Erosion Risk Map (NCERM). Key aims of the strategy include: • Provide a single, consistent national picture of flood and coastal erosion risk using improved data and modelling; • Incorporate climate change projections into assessments of future risk; • Identify areas at risk from multiple sources of flooding (rivers, sea, surface water); • Support planning and investment decisions for infrastructure, housing, and land use; and • Inform long-term investment scenarios and prioritise areas with the greatest current and future risk.	National Flood and Coastal Erosion Risk Management Strategy for England, 2024
Overall climate related 25 year target is to 'take all possible action to mitigate climate change, while adapting to reduce its impact'. Further aims include 'reducing the risk of harm to people, the environment, and the economy from natural hazards including flooding, drought, and coastal erosion'. Improvement plan has outlined a number of legal reduction targets for the five main air pollutants. The government plans to achieve this by reducing emissions in the home, driving effective local action through local authorities, maintaining and improving the regulatory framework for industrial emissions, supporting farmers to cut the impact of agriculture on air quality, and reducing emissions from transport. The plan also aims to invest in farmers and land managers to mitigate flood risk, invest in improving flood forecasting capability for surface water flood risk, provide grants to fund nature-based solutions to flood risk and invest in flood and coastal defences.	Environmental Improvement Plan, HM Government, 2023
This document updates Groundwater Protection: Principles and Practice (GP3). It contains position statements which provide information about the Environment Agency's approach to managing and protecting groundwater. They detail how the Environment Agency delivers government policy for groundwater and adopts a risk-based approach where legislation allows. The primary aim of all of the position statements is the prevention of pollution of groundwater and protection of it as a resource. Groundwater protection is long term, so these principles and position statements aim to protect and enhance this valuable resource for future generations.	The Environment Agency's Approach to Groundwater Protection, 2018
Paragraph 161: The planning system should support the transition to net zero by 2050 and take full account of all climate impacts including overheating, water scarcity, storm and flood risks and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.	National Planning Policy Framework, 2024
The Water Framework Directive divides the water environment into water bodies, including rivers, lakes, estuaries, coastal waters, and groundwater. The UK Regulations require that these water bodies are protected from deterioration and managed to achieve good ecological and chemical status through River Basin Management Plans. Under the Regulations, the UK must: • Prevent deterioration in the status of water bodies and protect, enhance, and restore them; • Aim to achieve at least good status for all water bodies, with extended deadlines to 2021 or 2027 where justified; • Identify and protect designated areas, including those used for drinking water, bathing, and nature conservation; • Monitor and assess the condition of water bodies using ecological, chemical, and quantitative indicators; • Develop and implement River Basin Management Plans in consultation with the public and stakeholders; • Promote sustainable water use and reduce pollution from hazardous substances; • Protect groundwater from pollution and over-abstraction; • Support flood and drought risk management through integrated water planning. The 2022 updates proposed expanding the list of priority pollutants and increasing the frequency of monitoring to better protect aquatic ecosystems and human health.	The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017
Local	
Responses to a drought include:	Severn Trent Drought Plan 2022-2027

Message/Issue	Source Documents(s)
• Restricting customers' use of water, on average, no more than three times every 100 years. This applies to both temporary use bans and non-essential use bans. A temporary use ban applies to household customers and is similar to what we used to call a hosepipe ban. A non-essential use ban applies to non-household customers, for example commercial car washing or window cleaning businesses; and • In the event of an extremely severe drought, Seven Trent may use rota cuts and standpipes to reduce consumption. There is no planned frequency for this measure.	
The plan outlines a range of challenges that will impact both on supply of and demand for water: • Climate change – although some uncertainty about the long-term impact remains, our models forecast longer, drier summers and more extreme rainfall events in winter; • Population - the population of our region is likely to grow by a further 1.1 million people over the next 25 years, and by 2.6 million people over the next 60 years. We have forecast growth in non-household consumption linked to population growth, and to economic development in the region as part of the 'levelling up' ambitions of Government; • Leakage – currently around 21% of the water we put into supply is lost through leakage. Our leakage reduction activities reduced leakage by 62Ml/d (12.5%) over the ten years between 2010 and 2020, and we are on track to reduce by a further 15% by 2025. With likely increased demand from a growing population, we need to continue this work to make sure more of our water reaches customers; • Value for customers - any change that needs investment could mean higher bills for our customers. This needs to be prioritised and scheduled to manage the impact and represent best value in the long term; and • Environmental Improvement – reductions in the amount of water we are allowed to abstract from the environment to ensure we meet Water Framework Directive needs and future environmental destination ambition.	Severn Trent Water Resources Management Plan, 2024
This strategy is produced by Derbyshire County Council and sets out actions for relevant risk management Authorities including the Lead Local Flood Authority (the County Council) and the Environment Agency: • To further develop an understanding of the flood risk to Derbyshire and the impacts of climate change, working collaboratively with all other Risk Management Authorities and relevant groups/bodies to ensure a coordinated response to flood risk management for Derbyshire; • To continue to work with all relevant bodies to ensure appropriate and sustainable development in Derbyshire; • To aim to reduce the level of flood risk to the residents of Derbyshire; • To continue to prioritise limited resources effectively to support communities most at risk in Derbyshire; • To continue to help and support the local communities of Derbyshire to manage their own risk; and To continue to help protect and enhance the natural and historic environment of Derbyshire.	Derbyshire County Council, Derbyshire's Local Flood Risk Management Strategy (LFRMS), 2023
The Masterplan is a joint initiative by Derby City Council and the Environment Agency to reduce flood risk in Derby along the River Derwent. It integrates flood defence improvements with regeneration, heritage conservation, ecological enhancement, and public realm upgrades. The key objectives include: • Protect approximately 2,000 properties from a 1-in-100-year flood event; • Unlock development potential in flood-prone areas like Darley Abbey Mills, Aida Bliss and North Riverside; • Safeguard assets such as the Derwent Valley Mills World Heritage Site, St Mary's Bridge, and conservation areas; • Create wildlife corridors, improve habitats, and support biodiversity; • Improve pedestrian and cycle access, create riverside parks and enhance urban landscapes; and • Protect strategic transport routes, utilities, and emergency services. The flood defence strategy includes: • Moving defences away from the river to avoid high walls and improve urban integration; • Embed flood protection into new developments and public spaces; • Install gates at key locations; and • Use embankments, landscaping, and ecological design where possible.	Our City Our River Masterplan
This plan sets out a framework to protect and enhance the water environment across the Derbyshire Derwent catchment. It aims to deliver social, ecological, and economic benefits through coordinated action. The vision is to create a healthy water environment that supports community wellbeing and sustainable development. The plan is structured around four key themes:	Catchment Management Plan for the Derbyshire Derwent Catchment

Message/Issue	Source Documents(s)
- Water Quality; - Nature Conservation; - Climate Change; and - Community Engagement. It uses a weight-of-evidence approach, combining national datasets (e.g. CaBA GIS layers), local evidence (interactive maps), and priority planning tools (e.g. Catchment Data Explorer, Flood Management Plans, Local Plans). Flagship projects include woodland creation, urban water improvements in Derby, natural flood management, fish passage enhancements, and habitat restoration. Specific initiatives target areas like Bottle Brook, White Peak rivers, Amber catchment, and Ecclesbourne. The plan is currently evolving, with a monitoring framework under development.	
This catchment management plan outlines priorities for the Lower Trent & Erewash area, which includes parts of Derby City and surrounding districts. The River Trent and its tributaries, including the Erewash and Leen face pressures from agricultural runoff, sewage discharges, and urban pollution. The plan identifies key objectives: - Improving water quality; - Enhancing biodiversity - Reducing flood risk; and - Increasing community involvement. Within Derby City, the Erewash and Leen catchments are priority areas due to their moderate ecological status, flood risk (e.g. Day Brook), and strong community engagement. Flagship projects like the Trent Gateway aim to restore fish passage and create a connected green corridor along the Trent, linking urban communities—including Derby—to wider environmental and recreational benefits.	Lower Trent & Erewash Catchment Management Plan

Table 2-12: Review of Plans, Policies and Programmes - Climate Change and Greenhouse Gases

Message/Issue	Source Documents(s)
International	
Aims to limit the global warming change to below 2°C above pre-industrial levels. However, countries aim to limit the increase to 1.5°C to reduce the impacts of global warming. The EU has committed to a binding target of a reduction of at least 40% in greenhouse gas emissions by 2030 compared to 1990.	The Paris Agreement, 2015
This Directive establishes a common framework of measures for the promotion of energy efficiency to ensure target of 20% improvement in the EU's energy efficiency is achieved. The directive repeals the Cogeneration Directive (2004) and Energy Services Directive (2006). The Directive was amended in 2018.	Energy Efficiency Directive 2012 (2012/27/EU)
Aims to improve the energy performance of buildings in the EU, taking into account various climatic and local conditions. It sets out minimum requirements and a common methodology. It covers energy used for heating, hot water, cooling, ventilation and lighting. The Directive was amended in 2018.	Energy Performance of Buildings Directive (2010/31/EU)
The UK should achieve 15% of its energy consumption from renewable sources by 2020. The Directive was revised in 2021, and new provisional agreements are being formulated. The latest provisional agreement states that the 2030 target for renewable energy utilisation in the EU should be 45%.	Renewable Energy Directive (2009/28/EC)
The IPPC is now in its sixth assessment cycle. This report was developed with the most up to date data to inform global and national trends. The document subsequently contains research which can be used to guide policymakers and decisions.	Sixth Assessment: Climate Change Synthesis Report. International Panel on Climate Change (2023)
Developed countries commit themselves to reducing their collective emissions of six key greenhouse gases by at least 5%. Each country's emissions target must be achieved by the period 2008-2012. Doha Amendment saw parties commit to reduce GHG emissions by at least 18 percent below 1990 levels in the eight-year period from 2013 to 2020.	Kyoto Protocol to the UN Framework Convention on Climate Change, 1998 Doha Amendment to the Kyoto Protocol, 2012
National	
The Climate Change Act 2008 established a legally binding target to reduce the UK's greenhouse gas emissions by at least 80% in 2050 from 1990 levels. To drive progress and set the UK on a pathway towards this target, the Act introduced a system of carbon budgets including a target that the annual equivalent of the carbon budget for the period including 2020 is at least 34% lower than 1990. The 2019 Amendment to the Act now specifies the requirement to reduce greenhouse gas emissions by 100% (net zero) by 2050.	Climate Change Act, 2008 (2050 Target Amendment) Order 2019
The Clean Air Strategy shows how the UK aims to tackle all sources of air pollution, making the air healthier to breathe, protecting nature and boosting the economy. It sets out a wide range of actions on which the UK government has consulted on and shows how the devolved administrations intend to make their share of emissions reductions. The UK has set stringent targets to cut emissions by 2020 and 2030.	Clean Air Strategy, DEFRA 2019
The 25 Year Environment Plan outlines the Government's ambition to leave our environment in a better state than we found it and the steps proposed to take to achieve that ambition. The Plan includes ten key targets of which one focuses on climate change. Mitigating and adapting to climate change: We will take all possible action to mitigate climate change, while adapting to reduce its impact. We will do this by: • Continuing to cut greenhouse gas emissions including from land use, land use change, the agriculture and waste sectors and the use of fluorinated gases. The UK Climate Change Act 2008 commits us to reducing total greenhouse gas emissions by at least 80 per cent by 2050 when compared to 1990 levels; • Making sure that all policies, programmes and investment decisions take into account the possible extent of climate change this century; and • Implementing a sustainable and effective second National Adaptation Programme.	A Green Future: Our 25 Year Plan to Improve the Environment, 2018
The Act requires better management of flood risk, it creates safeguards against rises in surface water drainage and protects water supplies for consumers. It gives a new responsibility to local authorities as Lead Local Flood Authorities to co-ordinate flood risk management in their area.	Flood and Water Management Act, 2010
Paragraph 161: The planning system should support the transition to net zero by 2050 and take full account of all climate impacts including overheating, water scarcity, storm and flood risks and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.	National Planning Policy Framework, 2024

Message/Issue	Source Documents(s)
This plan sets out how the UK will achieve decarbonisation within the framework of our energy policy.	The Carbon Plan, Delivering our Low Carbon Future, HM Government, 2011
The Tyndall Carbon Budget Tool developed as part of the (SCATTER) project presents climate change targets and trajectories for UK Local Authority areas that are based on the commitments in the United Nations Paris Agreement, informed by the latest science on climate change and defined in terms of science based upon carbon setting. The tool produces LA area reports which set out specific recommendations which should be adopted for a LA area.	The Tyndall Centre for Climate Change and Research, Carbon Budget Tool, 2020
A carbon impact tool created to calculate net carbon emissions and economic benefits in relation to flood, coastal erosion, and river maintenance risk projects.	FCERM carbon impact tool
The Local Plan will need to help communities adapt successfully to future weather conditions. Objectives include: • To provide a clear local planning framework to enable all participants in the planning system to deliver sustainable new development including infrastructure that minimises vulnerability and provides resilience to the impacts of climate change; • To increase the resilience of homes and buildings by helping people and communities to understand what a changing climate could mean for them and to take action to become resilient to climate risks; and • To ensure infrastructure is located, planned, designed and maintained to be resilient to climate change including increasingly extreme weather events.	The National Adaptation Programme and Third Strategy for Climate Adaptation Reporting– Making the Country Resilient to a Changing Climate, DEFRA, 2018
The guidance advises how to take account of and address the risks associated with flooding and coastal change in the planning process.	National Planning Practice Guidance, Flood Risk and Coastal Change, 2022
Flood risk assessments must incorporate climate change allowances to ensure developments are resilient to future flood and coastal change risks. This includes using projections for peak river flow, rainfall intensity, and sea level rise to inform planning decisions, local plans, and strategic flood risk assessments.	National Planning Practice Guidance, Flood Risk Assessments: Climate Change Allowances, 2022
The guidance advises how to identify suitable mitigation and adaptation measures in the planning process to address the impacts of climate change.	National Planning Practice Guidance, Climate Change, 2019
The Environment Agency published an updated national assessment of flood and coastal erosion risk in England in 2024. This assessment provides a clearer picture of current and future risks from rivers, the sea, surface water, and coastal erosion. It incorporates UK climate projections and reflects the potential impacts of climate change on flood frequency, depth, and extent. The report introduces updated versions of the National Flood Risk Assessment (NaFRA) and the National Coastal Erosion Risk Map (NCERM). Key aims of the strategy include: • Provide a single, consistent national picture of flood and coastal erosion risk using improved data and modelling; • Incorporate climate change projections into assessments of future risk; • Identify areas at risk from multiple sources of flooding (rivers, sea, surface water); • Support planning and investment decisions for infrastructure, housing, and land use; and • Inform long-term investment scenarios and prioritise areas with the greatest current and future risk.	National Flood and Coastal Erosion Risk Management Strategy for England, 2024
Aims to improve the energy performance of buildings in the EU, taking into account various climatic and local conditions. It sets out minimum requirements and a common methodology. It covers energy used for heating, hot water, cooling, ventilation and lighting. The Directive was revised in 2021 to include the vision for achieving net zero by 2050. This revision highlighted the ability to create net-zero carbon buildings and refined existing definitions.	Energy Performance of Buildings Directive, 2021 (Revision)
Section 19 (1A) of the Act requires local planning authorities to include in their Local Plans "policies designed to secure that the development and use of land in the local authority's area contribute to the mitigation or, and adaptation to climate change".	Planning and Compulsory Purchase Act, 2004
The Building Regulations 2000 (England & Wales) set out standards and requirements that individual aspects of building design and construction must achieve. The latest 'Approved document' (Part L1B, 2010) sets out the main changes to the legal requirements for energy efficiency provision in buildings. A 2021 edition of the document was published, with slight amendments also being made in 2023.	Building Regulations 2010 Part L1B (Conservation of Fuel and Power), 2021
The Strategy sets out the justification for improving energy efficiency including through: • Saving households and businesses money; • Promoting economic growth and employment creation; • Revitalising our infrastructure; and • Decarbonising in the most cost-effective way.	The Energy Efficiency Strategy, DECC, 2013

Message/Issue	Source Documents(s)
The Clean Power 2030 Action Plan outlines the UK government's approach to decarbonising the electricity system by 2030. It sets a target for clean energy sources to meet the country's total annual electricity demand, supported by a mix of renewables, nuclear, storage, and limited use of unabated gas. The plan includes measures to accelerate infrastructure development, reform planning and grid connection processes, and adjust market frameworks to support investment. It also addresses workforce and supply chain requirements, with a focus on skills development and industrial capacity.	Clean Power 2030 Action Plan, 2024
The Strategy sets out policy and guidance concerning four strands of energy activity: generating, reducing, managing and purchasing energy	Community Energy Strategy: Full Report, Department of Energy and Climate Change, 2014
Overall climate related 25 year target is to 'take all possible action to mitigate climate change, while adapting to reduce its impact'. Further aims include 'reducing the risk of harm to people, the environment, and the economy from natural hazards including flooding, drought, and coastal erosion'. Improvement plan has outlined a number of legal reduction targets for the five main air pollutants. The government plans to achieve this by reducing emissions in the home, driving effective local action through local authorities, maintaining and improving the regulatory framework for industrial emissions, supporting farmers to cut the impact of agriculture on air quality, and reducing emissions from transport. The plan also aims to invest in farmers and land managers to mitigate flood risk, invest in improving flood forecasting capability for surface water flood risk, provide grants to fund nature-based solutions to flood risk and invest in flood and coastal defences.	Environmental Improvement Plan, HM Government, 2023
This guidance supports the sensitive adaptation of historic buildings to improve energy efficiency and reduce carbon emissions, while conserving their heritage value. It promotes a whole building approach that balances energy performance with the protection of historic character. The guidance: • Encourages proportionate, low-impact interventions such as insulation, draught-proofing and smart heating controls; • Advises on when planning permission or listed building consent is required; • Emphasises the importance of understanding building performance and significance before making changes; and • Warns against maladaptation, such as poor ventilation or inappropriate materials, which can harm both the building and its occupants.	Historic England Adapting Historic Buildings for Energy and Carbon Efficiency
This Strategy sets out Historic England's response to the climate, energy and biodiversity crisis. It emphasises the role of heritage in climate action, highlighting that reusing and adapting historic buildings can significantly reduce carbon emissions and waste. The strategy focuses on three key areas: • Mitigation (reducing emissions); • Managing climate risks to heritage; and • Adaptation (helping heritage respond to climate impacts). The strategy promotes collaboration, practical solutions, and empowers communities to protect and use heritage sustainably.	Historic England Climate Change Strategy, 2022
Paragraph 187: The planning system should contribute to, and enhance the natural and local environment by: • Protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan); • Recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland; and • Preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans. *Paragraph 196:* In addition, planning policies should ensure that: • A site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining, and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation); • After remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990; and • Adequate site investigation information, prepared by a competent person, is available to inform these assessments.	National Planning Policy Framework, 2024
Local	

Message/Issue	Source Documents(s)
This strategy sets out Derbyshire County Council's ambition to become a net zero organisation by 2032 or sooner, and to support the wider county in achieving net zero by 2050. It includes 28 priority targets across five key areas: council estate and operations, low carbon economy, domestic sector decarbonisation, transport and infrastructure, and waste. The strategy outlines actions such as retrofitting buildings, expanding renewable energy, electrifying transport, and improving waste management. It also includes governance, engagement, funding, and monitoring frameworks to ensure delivery and accountability.	Derbyshire County Council Climate Change Strategy: Achieving Net Zero 2021–2025
This joint strategy represents a collaborative effort across Derbyshire's County, district, and borough councils to tackle climate change. It aims to exceed national climate targets and embed sustainability into housing, transport, and economic planning. The strategy focuses on five priority areas: decarbonising council operations, strengthening the low carbon economy, improving housing energy efficiency, promoting sustainable transport, and enhancing waste and resource management. It also includes plans for carbon offsetting, community engagement, and regular monitoring.	Vision Derbyshire Climate Change Strategy 2022–2025
This framework provides a county-wide approach to reducing greenhouse gas emissions in line with carbon budgets and trajectories. It promotes partnership working among councils and stakeholders, and outlines co-benefits such as improved health, economic growth, and community resilience. The framework supports adaptive strategies and is designed to evolve with new data and technologies. It does not include climate adaptation actions, which are to be addressed in a separate plan.	Derbyshire Environment and Climate Change Framework 2019
A regional strategy for Derbyshire and Nottinghamshire aiming to achieve a 60% reduction in carbon emissions by 2030 and 100% low-carbon energy supply. It promotes clean growth through energy efficiency, renewable generation, smart transport, and innovation. Key goals include 70% of vehicle miles being ultra-low emissions, all buildings reaching EPC C or above, and £100 million invested in local energy projects. The strategy aligns with national policies like the Clean Growth Strategy and is delivered through the D2N2 Energy Steering Group and Midlands Energy Hub.	D2N2 Energy Strategy 2019–2030
A spatially detailed evidence base for energy planning across Derbyshire, including Derby City and the Peak District. It assesses current and future energy demand, generation, and infrastructure needs. It identifies potential for 913 MW rooftop solar, 327 MW ground-mounted solar, 126 MW wind, and 3,635 MW heat pump capacity. It also outlines investment needs (e.g., £2.37B for energy efficiency, £12.74B for EVs) and policy recommendations for decarbonisation, demand reduction, and low-carbon transport.	Derbyshire Spatial Energy Study 2023

Table 2-13: Review of Plans, Policies and Programmes - Transport and Accessibility

Message/Issue	Source Documents(s)
National	
Following the UK's departure from the European Union, the National Infrastructure Strategy (2020) provides a domestic framework for long-term infrastructure planning and investment. It outlines the government's approach to improving transport, digital, energy, and utility networks, with objectives that include supporting economic growth, addressing regional disparities, and meeting statutory climate targets. The strategy is informed by the National Infrastructure Commission's 2018 assessment and integrates both long-term infrastructure goals and short-term economic recovery measures. It includes provisions to support private investment, improve project delivery processes, and incorporate technological developments across infrastructure sectors.	National Infrastructure Strategy, 2020
• Strategic policies should set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision for infrastructure for transport • Planning policies should provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans) • Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. • Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling and focus significant development in locations which are or can be made sustainable; • Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles and avoid unnecessary street clutter; • Incorporate facilities for charging plug-in and other ultra-low emission vehicles; • Consider the needs of people with disabilities and people with reduced motility by all modes of transport; and • Local planning authorities should support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections.	National Planning Policy Framework, 2024
Sets out the government's long-term plan to ensure that the government can deliver the investment required to meet the UK's infrastructure needs to 2020 and beyond. Objectives of the plan in respect of infrastructure delivery are as follows: • Meet current demand through the renewal of existing infrastructure; • Meet future demand; • Grow a global economy; and • Address climate change and energy security.	National Infrastructure Delivery Plan 2016-2021
A long-term strategy for buses in England, outside London. The new National Bus Strategy and the national Government expect local authorities like Derbyshire County Council to form enhanced partnership arrangements with local bus companies to improve bus services. In lower-density rural areas not served or barely served by conventional buses, the Government supports new forms of provision, such as demand responsive travel in smaller vehicles.	Bus Back Better; National Bus Strategy for England, Department for Transport, 2021
This Strategy sets out how the government will build on recent transport progress and how they intend to respond realistically and pragmatically to today's challenges. They aim to create a more reliable, less congested, and better-connected transport network that works for the users who rely on it. Through investment they aim to achieve: • A network that is reliable, well-managed, and safe; • Journeys that are smooth, fast, and comfortable; and • The right connections in the right places.	Transport Investment Strategy, Department for Transport, 2017
This guidance outlines a range of actions that can be taken in relation to six key areas: • Corporate plans, policies and performance; • Business and industry; • Natural capital; • Infrastructure; • Land use planning and the built environment; and	Preparing for a changing climate: Good Practice Guidance for Local Government, DEFRA, June 2019

Message/Issue	Source Documents(s)
• Public health social care and community resilience.	
The approaches set out in this guide have been designed to support the policy outlined in the NPPF and the NPPG and in relevant law including the 2008 Climate Change Act. It recommends that local authorities and local communities assess their area for opportunities to reduce the need to travel particularly by car, and to increase the share of trips made by sustainable travel, taking into account the need to maintain the sustainability of rural areas. This 2023 publication replaces the original 2018 publication.	The Climate Crisis- A Guide for Local Authorities on Planning for Climate Change (TCPA), 2023
This Strategy outlines the government's ambition to make cycling and walking a natural choice for shorter journeys, or as part of longer journeys by 2040. Strategy sets out objectives from 2021-2025. Key aim that by 2030, 50% of all urban journeys should be walking or cycled. Government has pledged £200 million for new active travel schemes across England. This is the second instalment of the strategy, since its inception in 2017.	The second cycling and walking investment strategy, Department for Transport, 2023
The key issues, which should be considered in developing a transport evidence base, include the need to: • Assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms; • Assess the opportunities to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport; • Highlight and promote opportunities to reduce the need for travel where appropriate; • Identify opportunities to prioritise the use of alternative modes in both existing and new development locations if appropriate; • Consider the cumulative impacts of existing and proposed development on transport networks; • Assess the quality and capacity of transport infrastructure and its ability to meet forecast demands; and • Identify the short, medium and long-term transport proposals across all modes. The outcome could include assessing where alternative allocations or mitigation measures would improve the sustainability, viability and deliverability of proposed land allocations (including individual sites) provided these are compliant with national policy as a whole.	Planning Practice Guidance: Transport Evidence Bases in Plan Making and Decision Taking, 2015
This local transport White Paper sets out the government's vision for a sustainable local transport system that supports the economy and reduces carbon emissions. It explains how the Government is placing localism at the heart of the transport agenda, taking measures to empower local authorities when it comes to tackling these issues in their areas. The White Paper also underlines central Government's direct support to local authorities, including through the Local Sustainable Transport Fund.	Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen, Department for Transport, 2011
This plan sets out the government's commitments and the actions needed to decarbonise the entire transport system in the UK.	Decarbonising Transport, A Better, Greener Britain, Department for Transport, 2021
Local	
A strategic plan to increase active travel across Derbyshire, focusing on short trips that could replace car journeys. It prioritizes improvements to the Key Cycle Network and cross-boundary routes within the D2N2 LEP area. The LCWIP supports funding bids and infrastructure planning for walking and cycling.	Derbyshire Local Cycling and Walking Infrastructure Plan (LCWIP)
Covers 2011–2026 and sets out Derbyshire's transport vision, goals, and investment strategy. The 5 transport goals for the Plan are: 1. Supporting a resilient local economy. 2. Tackling climate change. 3. Contributing to better safety, security and health. 4. Promoting equality of opportunity. 5. Improving quality of life and promoting a healthy natural environment. The plan puts emphasis on supporting a resilient local economy, contributing to better safety, security and health, and improving quality of life and promoting a healthy natural environment. It aims to achieve longer term benefits for climate change and measures to help people under the equality of opportunity goal.	Derbyshire Local Transport Plan (LTP3)
Derby's transport strategy for 2011–2026, focused on improving infrastructure, reducing car dependency, and enhancing public health and air quality. It includes a strategic environmental assessment and aligns with national transport legislation.	Derby City Local Transport Plan (LTP3)
A strategic framework for managing and enhancing Derbyshire's 3,000+ miles of public paths and trails. It supports recreation, access to services, and inclusive mobility. The plan is integrated with the Local Transport Plan and includes annual monitoring.	Derbyshire Rights of Way Improvement Plan (RoWIP)

Message/Issue	Source Documents(s)
This strategy outlines Derbyshire County Council's approach to supporting the transition to low emission vehicles (LEVs), including electric, hybrid, hydrogen, and e-bikes. It aims to improve air quality, reduce greenhouse gas emissions, and promote sustainable transport. The strategy includes ten policy statements covering infrastructure development, planning integration, innovation, fleet transition, public awareness, and support for public transport and private industry.	Derbyshire Low Emission Vehicle Infrastructure (LEV) Strategy
Sets out a vision to make bus travel the first choice for most journeys. Includes measures to improve reliability, integration, ticketing, and infrastructure. Funded by the DfT, the plan supports enhanced partnerships with operators.	Derbyshire Bus Service Improvement Plan (BSIP)
This Network Rail study explores how six local stations around Derby can better serve their communities. These stations are: • Belper • Duffield • Spondon • Peartree • Tutbury and Hatton • Willington It recommends more frequent weekday and Sunday services, better connections between lines, and improved station facilities like lifts, shelters, cycle storage, and signage. It also suggests integrating bus and rail services, including ticketing and routing changes, to create a more flexible transport network. The proposals support wider regional transport plans and aim to shift more journeys from car to rail.	Derby Area Stations Strategic Advice (2024)

Table 2-14: Review of Plans, Policies and Programmes - Geology and Soils

Message/Issue	Source Documents(s)
International	
The UNFCCC recognizes healthy soils as a critical component of climate action. Soils play a vital role in reducing greenhouse gas emissions and enhancing resilience to climate change by storing carbon and supporting ecosystem services. The Convention promotes sustainable soil management to combat land degradation, improve food security, and protect biodiversity. It highlights the importance of soil health in achieving the goals of the Paris Agreement and the 2030 Agenda for Sustainable Development, emphasizing that soil degradation threatens global climate and development targets.	UN Framework Convention on Climate Change (UNFCCC)
A strategic EU-wide policy aiming to ensure that all soil ecosystems are healthy and resilient by 2050. It promotes sustainable soil management, restoration of degraded soils, and the reduction of soil pollution._x000D_ Key objectives include achieving no net land take, establishing common EU soil standards, and enhancing soil monitoring and research._x000D_ Actions include a legislative proposal on soil health by 2025, free soil testing for landowners, peatland restoration, and exploring a "soil passport" to support circular economy goals.	EU Soil Strategy for 2030
National	
Planning policies and decisions should contribute to and enhance the natural and local environment by: • Protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan); and • Minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures and incorporating features which support priority or threatened species such as swifts, bats and hedgehogs. To protect and enhance biodiversity and geodiversity, plans should: • Identify, map and safeguard components of local wildlife-rich habitats and wider ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity; wildlife corridors and stepping stones that connect them; and areas identified by national and local partnerships for habitat management, enhancement, restoration or creation; and • Promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity.	National Planning Policy Framework, 2024
The UKGAP sets out a framework for geodiversity action across the UK. It has been developed and agreed through wide consultation and dialogue across England, Scotland, Wales and Northern Ireland between organisations, groups and individuals currently involved in geodiversity. The UKGAP is a mechanism for encouraging partnership, influencing decision and policy makers, funders and promoting good practice. This Plan contains 11 Key Objectives: • To foster UK-based pure and applied geoscience research in order to better understand our geodiversity and its role in understanding and managing our natural environment; • To increase recognition of our geodiversity in international, national, regional and local environmental and planning development policies and legislation; • To demonstrate the relevance and benefit of including geodiversity across our work in relation to the natural and built environment and the role that geodiversity plays in sustainable development; • To advocate and support development design and restoration that incorporates and enhances our geodiversity; • To audit and document our geodiversity including sites, archives and collections; • To conserve and manage our geodiversity through appropriate recognition at international, national and local levels; • To maintain and enhance our geodiversity through the management of sites, areas and wider landscapes; • To share experience of conserving our geodiversity through the provision of good practice guidance; • To interpret our geodiversity for a range of audiences and communities, making geodiversity relevant to where we live and the places we visit; • To use the arts to explore and make links between geodiversity and our cultures, involving people in geodiversity in new and innovative ways; and • To develop and provide educational resources that interpret, utilise and widen understanding of our geodiversity as part of formal and informal learning.	UK Geodiversity Action Plan
Seeks to maximise the environmental, economic and social benefits of trees and woodlands forests by: • Ensuring that trees, woods and forests are resilient to and mitigate the impacts of climate change;	Government Forestry and Woodlands Statement, 2013

Message/Issue	Source Documents(s)
• Protecting and enhancing the environmental resources of water, soil, air, biodiversity and landscapes; • Protecting and enhancing the cultural and amenity values of trees and woodland; • Increasing the contribution that trees, woods and forests make to the quality of life; and • Improving the competitiveness of woodland businesses and promote the development of new or improved markets for sustainable woodland products.	
The Strategy's vision: By 2030, all England's soils will be managed sustainably and degradation threats tackled successfully. It highlights those areas which Defra will prioritise and focus attention in tackling degradation threats, including: better protection for agricultural soils; protecting and enhancing stores of soil carbon; building the resilience of soils to a changing climate; preventing soil pollution; effective soil protection during construction and; dealing with contaminated land.	Safeguarding our soils: A Strategy for England, DEFRA, 2009
Local	
The Minerals Core Strategy Evidence Base (2010) was prepared jointly by Derbyshire Council and Derby City Council. The strategy highlights how geological formations (e.g. Carboniferous Limestone, Permian Limestone, Sherwood Sandstone) and soil types should be considered in mineral planning. • Soil and geological data are used to define Mineral Safeguarding Areas (MSAs) to prevent sterilisation by non-mineral development; • Restoration policies require careful soil handling and profiling to ensure post-extraction land quality; and • The strategy promotes sustainable use of geological resources and integration with landscape character and biodiversity.	Derby and Derbyshire Minerals and Waste Development Framework, Minerals Core Strategy
The 6Cs Green Infrastructure Strategy (2010) identifies geodiversity and soil quality as key components of GI. • The strategy promotes conservation and enhancement of geological and geomorphological features, especially in strategic corridors and urban fringe zones; • It states that GI planning should integrate natural processes, including soil systems, to support biodiversity, landscape character, flood management, and climate resilience; and • Soil and geological data were included in the strategic audit to inform spatial planning and investment priorities.	6Cs Green Infrastructure Strategy (Volume 1)

Table 2-15: Review of Plans, Policies and Programmes - Energy

Message/Issue	Source Documents(s)
International	
This Directive establishes a common framework of measures for the promotion of energy efficiency to ensure target of 20% improvement in the EU's energy efficiency is achieved. The directive repeals the Cogeneration Directive (2004) and Energy Services Directive (2006). The Directive was amended in 2018.	Energy Efficiency Directive 2012 (2012/27/EU)
Aims to improve the energy performance of buildings in the EU, taking into account various climatic and local conditions. It sets out minimum requirements and a common methodology. It covers energy used for heating, hot water, cooling, ventilation and lighting. The Directive was amended in 2018	Energy Performance of Buildings Directive (2010/31/EU)
The UK should achieve 15% of its energy consumption from renewable sources by 2020. The Directive was revised in 2021, and new provisional agreements are being formulated. The latest provisional agreement states that the 2030 target for renewable energy utilisation in the EU should be 45%.	Renewable Energy Directive (2009/28/EC)
Support transition to low-carbon energy systems and reduce greenhouse gas emissions through international cooperation. The Paris Agreement sets binding commitments for climate action, including energy decarbonisation.	The Paris Agreement, 2015 (UNFCCC)
National	
Sets out the UK's long-term energy strategy to reach net zero by 2050. It promotes clean electricity generation (especially offshore wind), investment in hydrogen and carbon capture, and improving energy efficiency in homes and businesses. The paper emphasises affordability, security of supply, and innovation as central pillars.	UK Energy White Paper: Powering Our Net Zero Future (2020)
Introduces the Low Income Low Energy Efficiency (LILEE) indicator to better identify households in fuel poverty. The strategy focuses on improving energy efficiency in homes, targeting support to vulnerable groups, and aligning fuel poverty reduction with climate goals.	Fuel Poverty Strategy for England (2021)
Provides a comprehensive roadmap for achieving net zero emissions by 2050. It outlines sector-specific actions including decarbonising power, transport, industry, and buildings. The strategy also supports green jobs, innovation, and investment in clean technologies.	UK Net Zero Strategy: Build Back Greener (2021)
Focuses on reducing emissions from buildings through low-carbon heating systems (e.g. heat pumps), better insulation, and energy efficiency upgrades. It sets out funding mechanisms and regulatory changes to support retrofitting and new build standards.	Heat and Buildings Strategy (2021)
Local	
Sets out a number of climate-related pledges, including: • Reduce Council emissions by 55 percent by 2022 compared to 2010; • Promote eco-homes and reduce energy dependency through partnerships; • Support renewable energy generation on Council land and in communities; • Improve energy efficiency in older buildings and use smart technology; • Encourage low-carbon businesses and green energy entrepreneurs; • Attract companies focused on clean energy and workforce training; • Use Council purchasing to support sustainability in schools and businesses; • Promote low-carbon travel and introduce electric vehicles to the fleet; • Work with councils to reduce waste and increase recycling; • Buy sustainable goods and reuse or recycle waste locally; • Call on Government to support investment and planning for carbon reduction; and • Commit to setting further carbon targets within six months.	Derbyshire Climate and Carbon Reduction Manifesto (2019) – Derbyshire Climate Manifesto
The Derbyshire and Derby City Joint Municipal Waste Management Strategy outlines the growing need for energy recovery. This can be used to heat homes and buildings or to generate electricity. It is noted that, in the waste hierarchy, this is less favourable than waste prevention, reuse and recycling.	Derbyshire and Derby City Joint Municipal Waste Management Strategy (2013–2026) – Waste Strategy Overview
Derby City is part of the East Midlands Combined County Authority (EMCCA), which supports investment in green technologies including hydrogen and renewables as part of its regional growth strategy.	EMCCA Corporate Plan 2025-26

Table 2-16: Review of Plans, Policies and Programmes - Waste

Message/Issue	Source Documents(s)
International	

Waste must be managed without:
• Endangering human health;
• Harming the environment in particular;
   o Water
   o Air
   o Soil
   o Plants
   o Animals
• Causing a nuisance through noise or odours;
• Adversely affecting the countryside or places of special interest.
Waste should be managed in line with the waste hierarchy:
• Prevent or reduce waste;
• Reuse;
• Recycle;
• Other recovery methods; and
• Dispose.
The Waste Framework Directive was amended in 2019.
	European Directive 2008/98/EC on waste (Waste Framework Directive) (Amended 2019)

National	
Defines what constitute waste and sets out how it is to be controlled and disposed of.	The Controlled Waste (England and Wales) Regulations, 2012
The Waste Management Plan for England is a high-level document which is non–site specific. It provides an analysis of the current waste management situation in England and evaluates how it will support implementation of the objectives and provisions of the Waste Regulations 2011. To ensure that by 2035: • The preparing for re-use and the recycling of municipal waste is increased to a minimum of 65% by weight; and • The amount of municipal waste landfilled is reduced to 10% or less of the total amount of municipal waste generated (by weight).	Waste Management Plan for England, DEFRA, 2021
To improve the environment and protect human health by supporting a resource efficient economy, reducing the quantity and impact of waste produced whilst promoting sustainable economic growth.	Prevention is better than cure: The role of waste prevention in moving to a more resource efficient economy, HM Government, 2013
The NPPF states that achieving sustainable development includes minimising waste. It also states that strategic policies should set out an overall strategy for the pattern, scale and design quality of place, and make sufficient provision for infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat).	National Planning Policy Framework, 2024
Identifies key planning objectives, requiring planning authorities to: • Help deliver sustainable development through driving waste management up the waste hierarchy; • Ensure waste management is considered alongside other spatial planning concerns; • Provide a framework in which communities take more responsibility for their own waste; • Help secure the recovery or disposal of waste without endangering human health and without harming the environment; and • Ensure the design and layout of new development supports sustainable waste management.	National Planning Policy for Waste, DCLG, 2014

Message/Issue	Source Documents(s)
The 25 Year Environment Plan outlines the Government's ambition to leave our environment in a better state than we found it and the steps proposed to take to achieve that ambition. The plan includes ten key targets of which one focuses on minimising waste. This target includes aims to: • Working towards our ambition of zero avoidable waste by 2050; • Working to a target of eliminating avoidable plastic waste by end of 2042; • Meeting all existing waste targets – including those on landfill, reuse and recycling – and developing ambitious new future targets and milestones; • Seeking to eliminate waste crime and illegal waste sites over the lifetime of this Plan, prioritising those of highest risk. Delivering a substantial reduction in litter and littering behaviour; and • Significantly reducing and where possible preventing all kinds of marine plastic pollution – in particular material that came originally from land.	A Green Future: Our 25 Year Plan to Improve the Environment, 2018
Th Environment Act 2021 introduces important changes to waste and resource efficiency, including: • Measures to reduce packaging waste; • Encouragement of re-use and recycling; • Changes to the way waste will be collected (e.g.: recycling must be collected separately from other household waste); • Extending producer responsibility; and • Setting a long term target for reducing residual waste.	The Environment Act, 2021
Local	
The JMWMS is a county-wide strategy developed by the Derbyshire Waste Partnership (DWP) to guide sustainable waste management across Derbyshire and Derby City. The aim of the strategy is to deliver a sustainable, efficient, and value-for-money waste service that reduces environmental impact and increases public engagement. The 10 strategic objectives will deliver • Reduced waste; • Increased reuse and recycling/composting of waste; • Reduced waste to landfill and recovering value from waste that is left over for disposal; • Increased public understanding and engagement in waste and recycling leading to high levels of customer satisfaction; and • An accessible, efficient, effective and value for money service. It will also contribute towards: • Improved resource efficiency; • Reduced carbon / climate change impacts; • Protection of natural resources; • The management of non-household waste; and • Local self-sufficiency in the management of waste.	Derbyshire and Derby City Joint Municipal Waste Management Strategy 2013-2026
The Derby City Waste Action Plan sets out the Council's local-level actions to support the Derbyshire and Derby JMWMS. The key focus areas are: • A home composting scheme providing help and information for Derby City householders. • The national Love Food Hate Waste promotional campaign providing information and events for householders to reduce food waste by shopping more carefully, planning meals and using up their leftovers. • Encouraging the diversion of bulky waste materials from disposal. • Freecycle, Freegle, waste exchange sites and internet auction websites to encourage reuse. Junk mail prevention initiatives. • Real Nappy initiatives. • In-house waste prevention to reduce waste and costs. • Promoting the reuse and recycling of electrical equipment. • Reduce contamination incidents through focused monitoring and awareness activity in conjunction with partner organisations.	Derby City Waste Action Plan (2013-2026)

Message/Issue	Source Documents(s)
• Increasing participation in the recycling scheme by carrying out promotional activity through "door stepping" in identified areas of the City. • Promoting home composting.	
Sets out a number of climate-related pledges, including: • Develop through our close partnerships with district and borough councils' solutions that minimise waste, particularly food waste and single-use plastics, and increase recycling; and • Ensure we buy and use goods which are more sustainable and can be reused or recycled and wherever possible waste products are used to benefit the local economy.	Derbyshire Climate and Carbon Reduction Manifesto, 2019
The Council Plan sets out five themes which will contribute to the overall aim of building a Derby to be proud of. Actions taken through the Green City theme should lead to a reduction in waste, which is listed as one of the key outcomes.	Derby City Council Plan 2025-2028
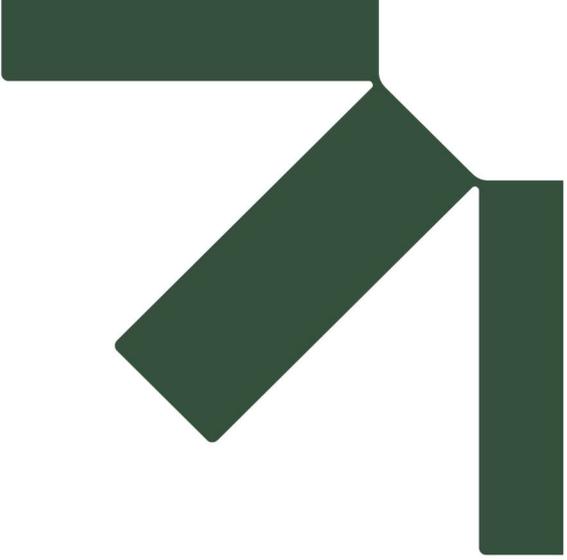
Appendix A   Figures

Derby City Council Local Plan

Interim SA Report – Appendix A: Baseline and Review of Plans, Policies and Programmes

Derby City Council

SLR Project No.: 416.066467.00001

7 January 2026

Figure A-1: Levels of Deprivation


Figure B-1: Levels of Deprivation

Legend

Indicies of Multiple Deprivation
IMD Rank
563 - 5283
5284 - 10374
10375 - 19552
19553 - 27422
27423 - 32465
Derby City Boundary
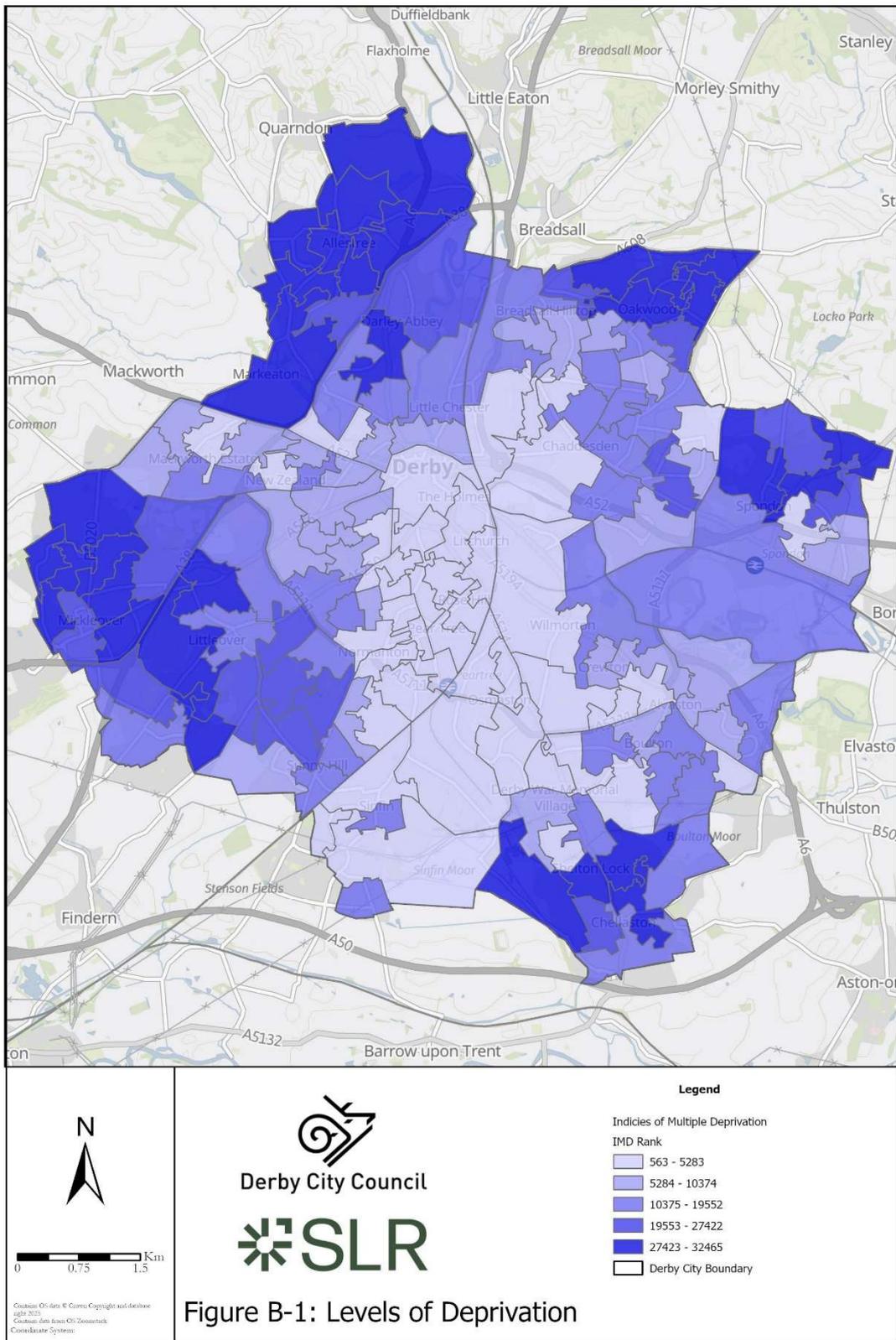
Figure A-2: Education Providers

Figure B-2: Education Providers
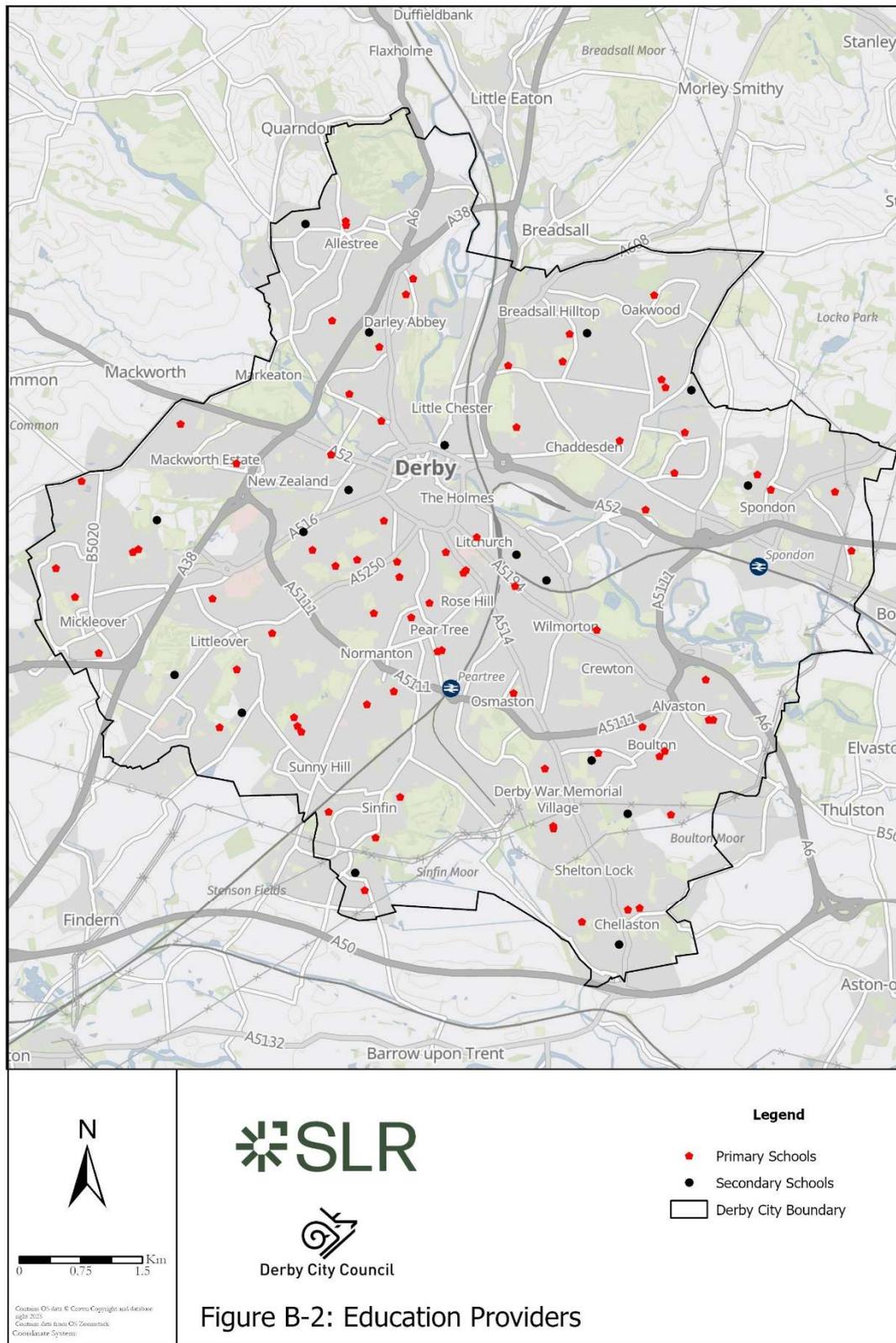
Figure A-3: Key Economic Areas

Figure B-3: Key Economic Areas

Legend
- Derby City Boundary
- Retail Parks
- Central Business District
- Primary Frontages
- Core Area
- Primary Frontages
- District Centres
- Neighbourhood Centres
- Existing Employment Area
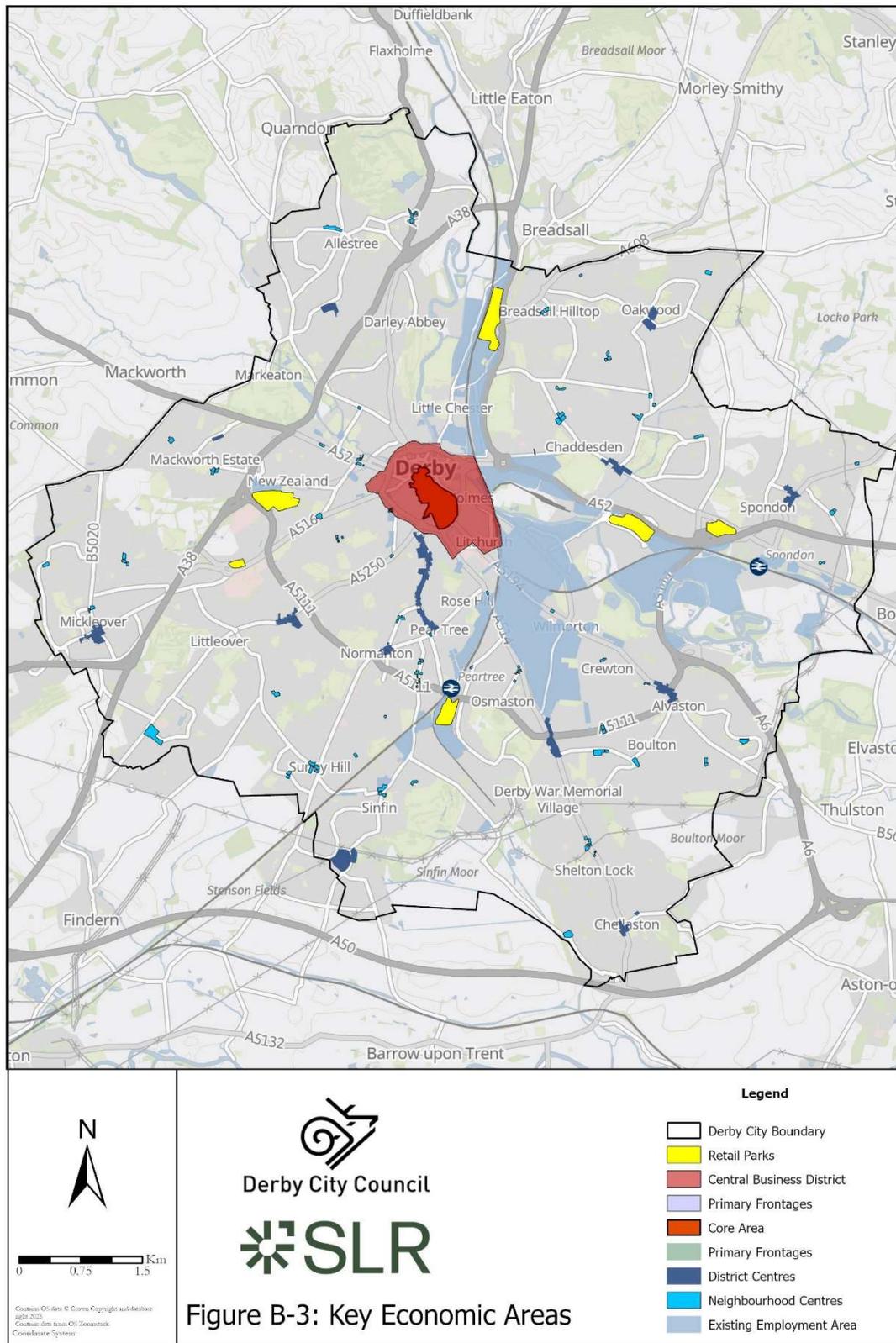
Figure A-4: Designated Open Spaces


Figure B-4: Designated Open Spaces
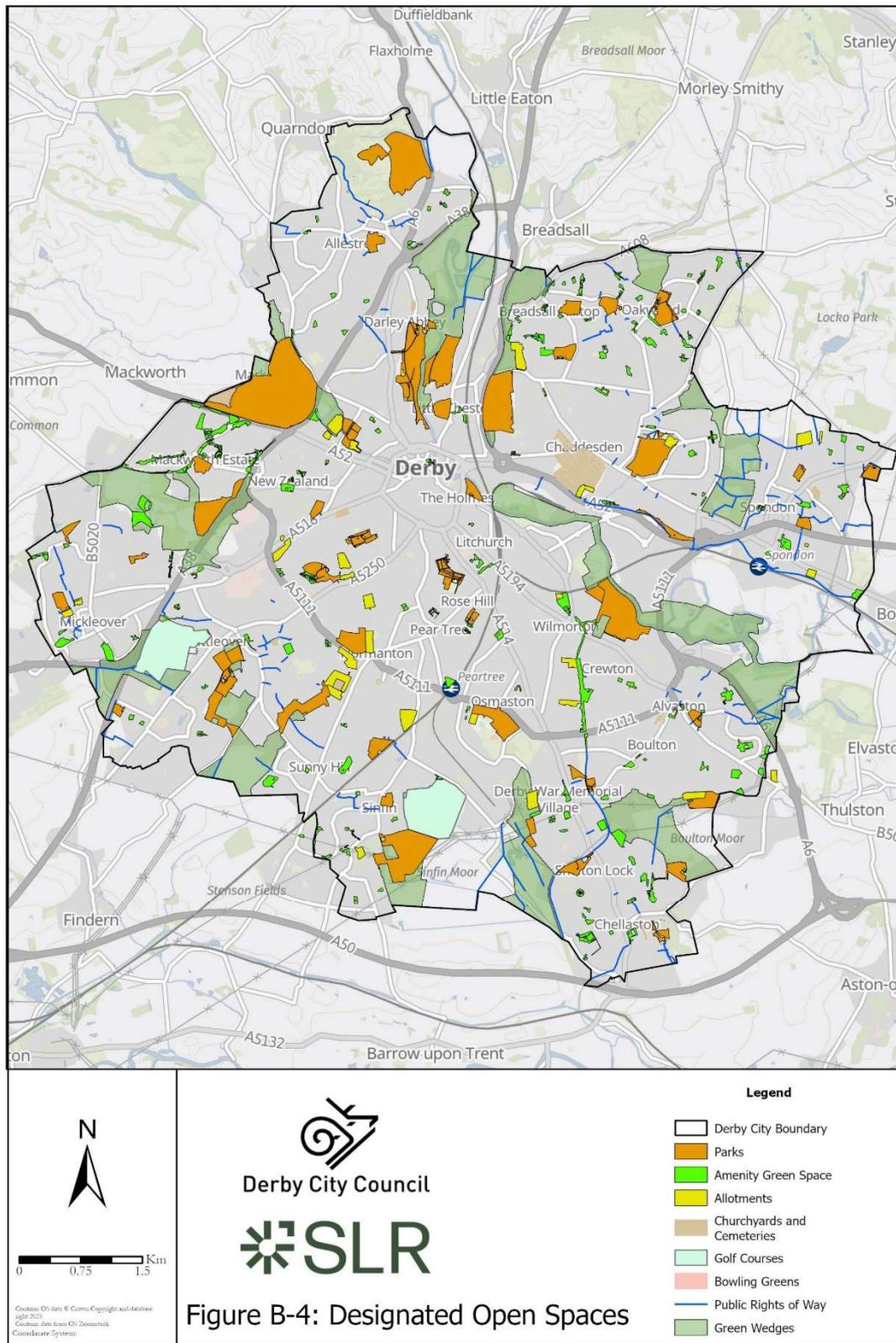
Figure A-5: Designated Wildlife Sites

Figure B-5: Designated Wildlife Sites

Figure A-6: Key Landscape and Townscape Features

Figure B-6: Key Landscape and Townscape Features
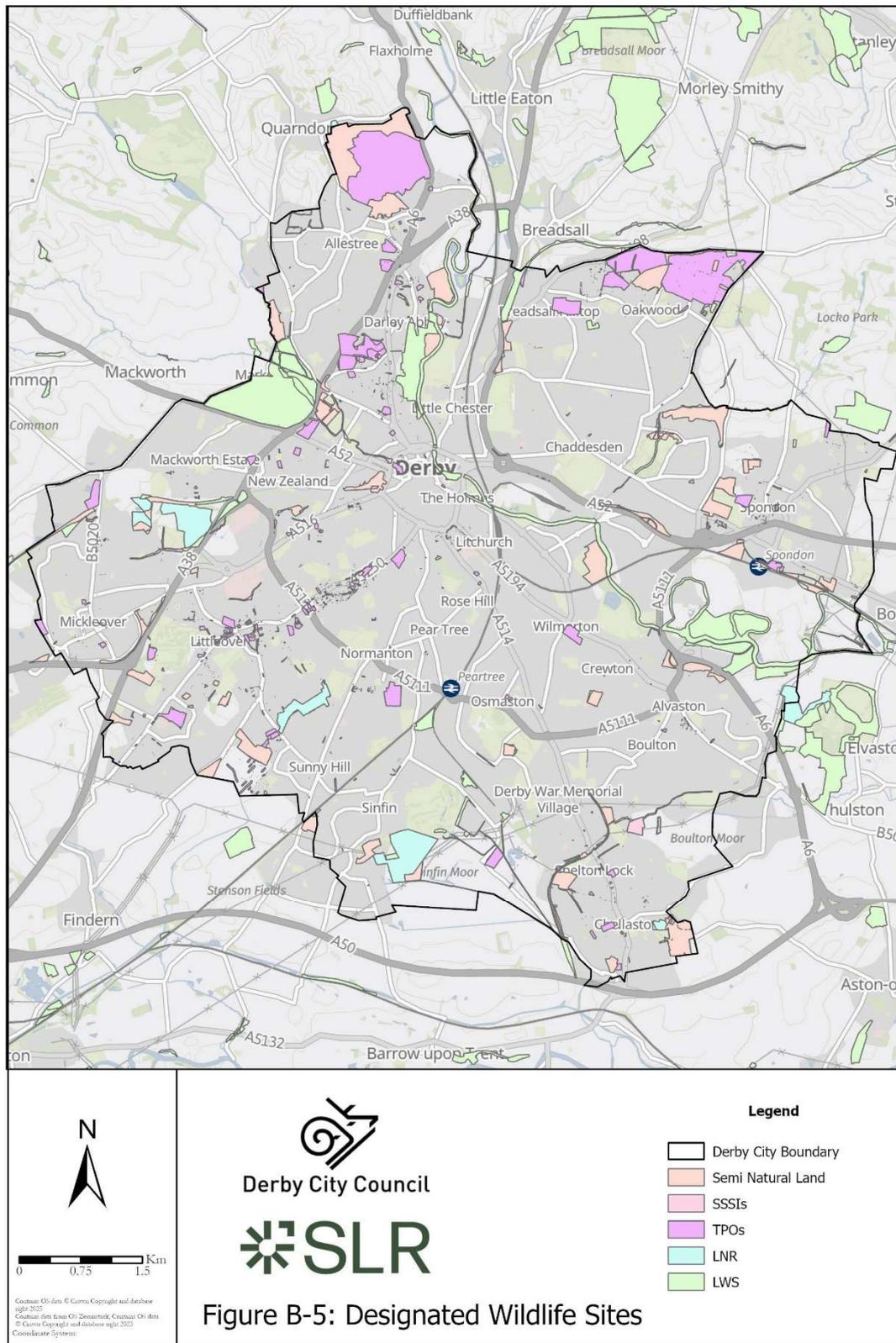
Figure A-7: Heritage Assets

Figure B-7: Heritage Assets
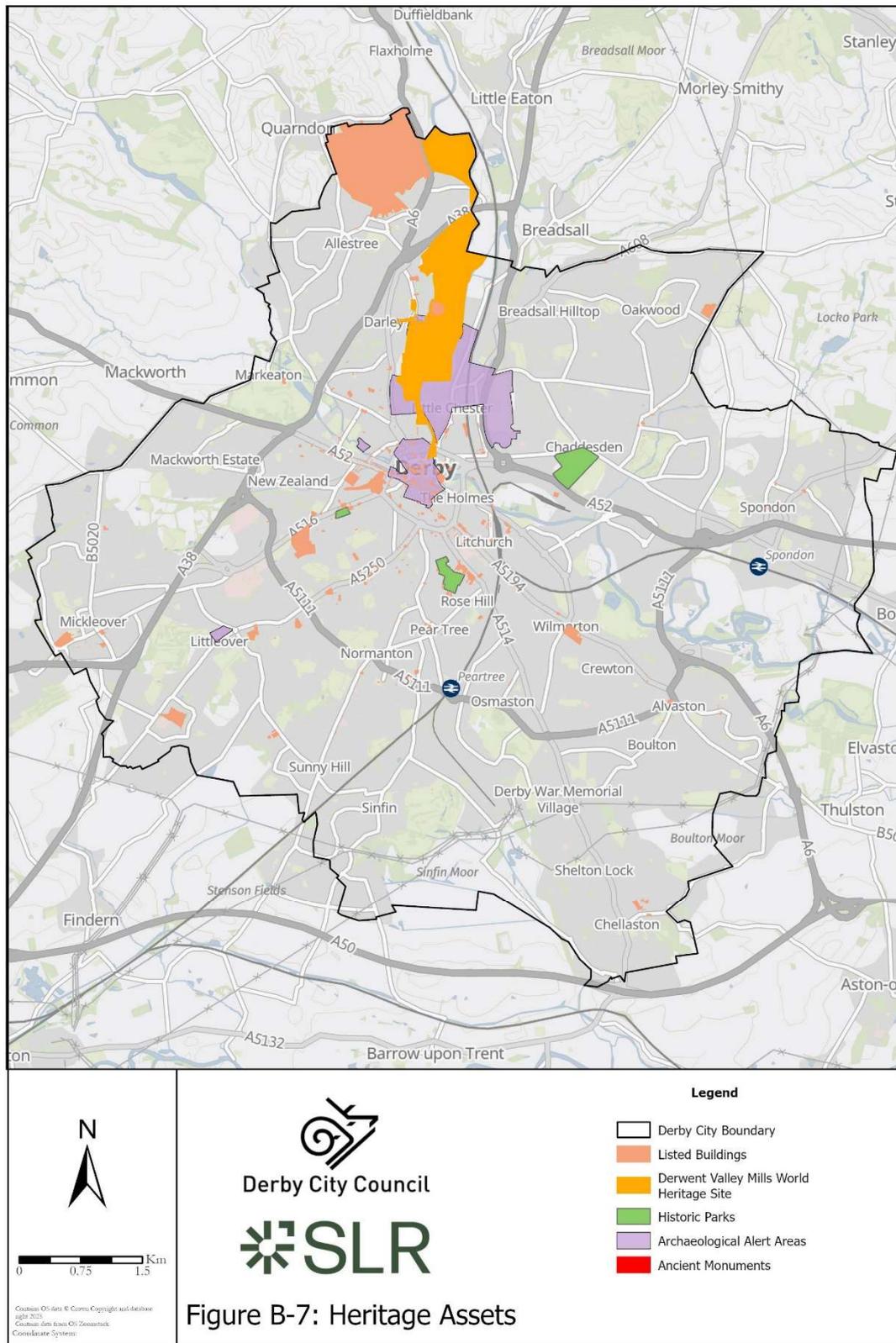
Figure A-8: Air Quality Management Areas

Figure B-8: Air Quality Management Areas
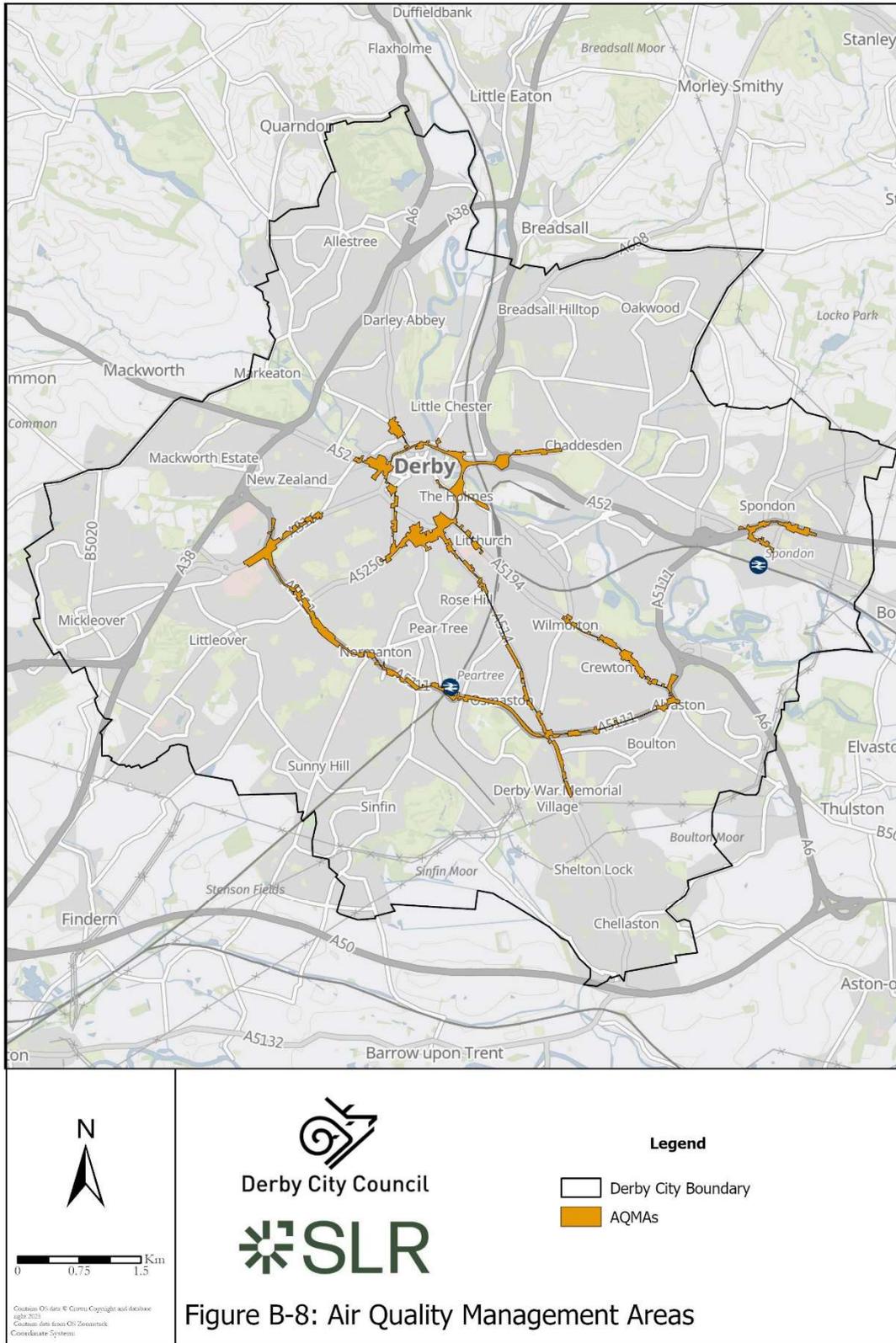
Figure A-9: Waterbodies

Figure B-9: Waterbodies
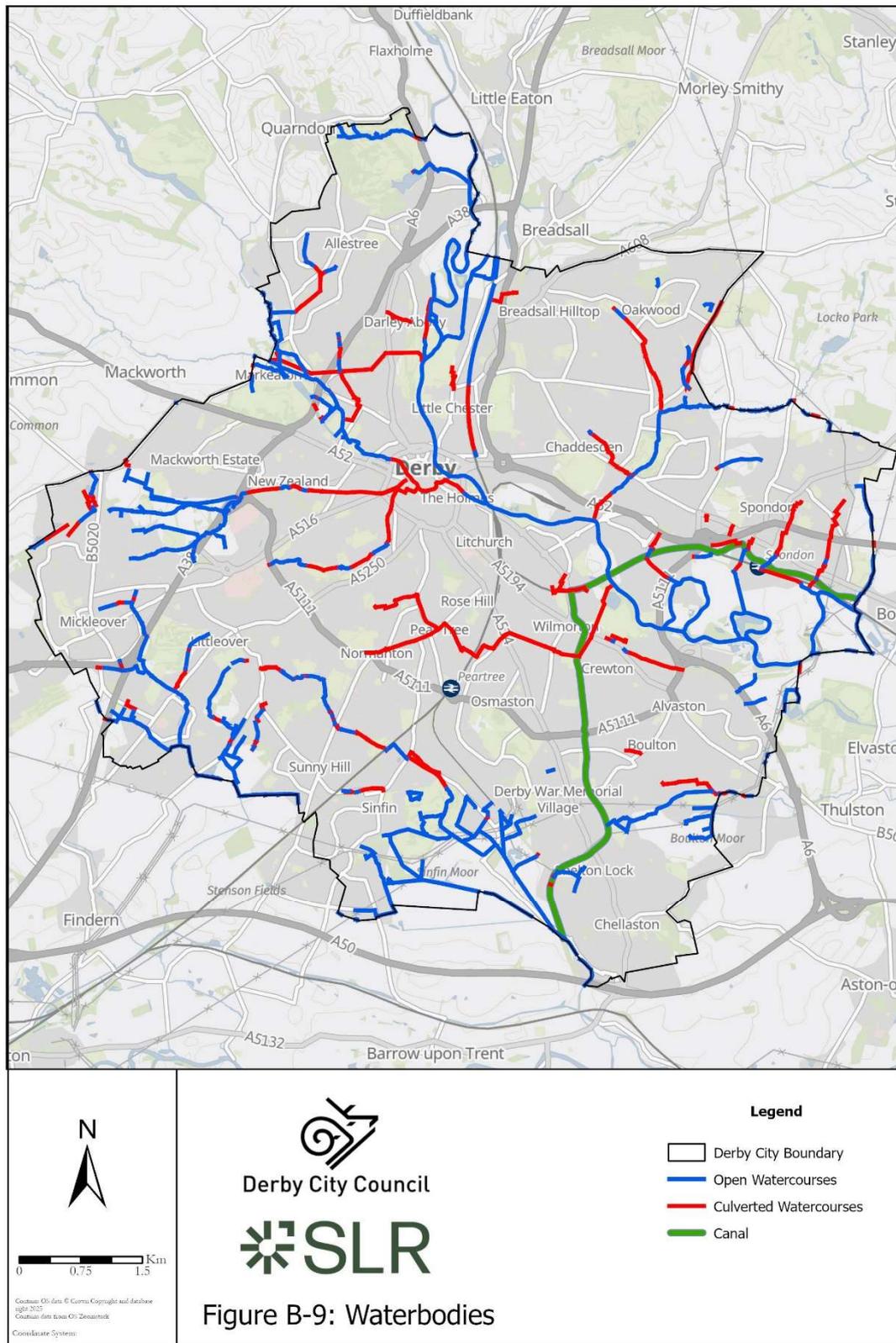
Figure A-10: Flood Risk Areas and Flood Defences

Figure B-10: Flood Risk Areas and Flood Defences

Legend
- Derby City Boundary
- Flood Defences
- Our City Our River
- Flood Zone 3b
- Flood Zone 3a
- Flood Zone 2
- Surface Water Flood Risk
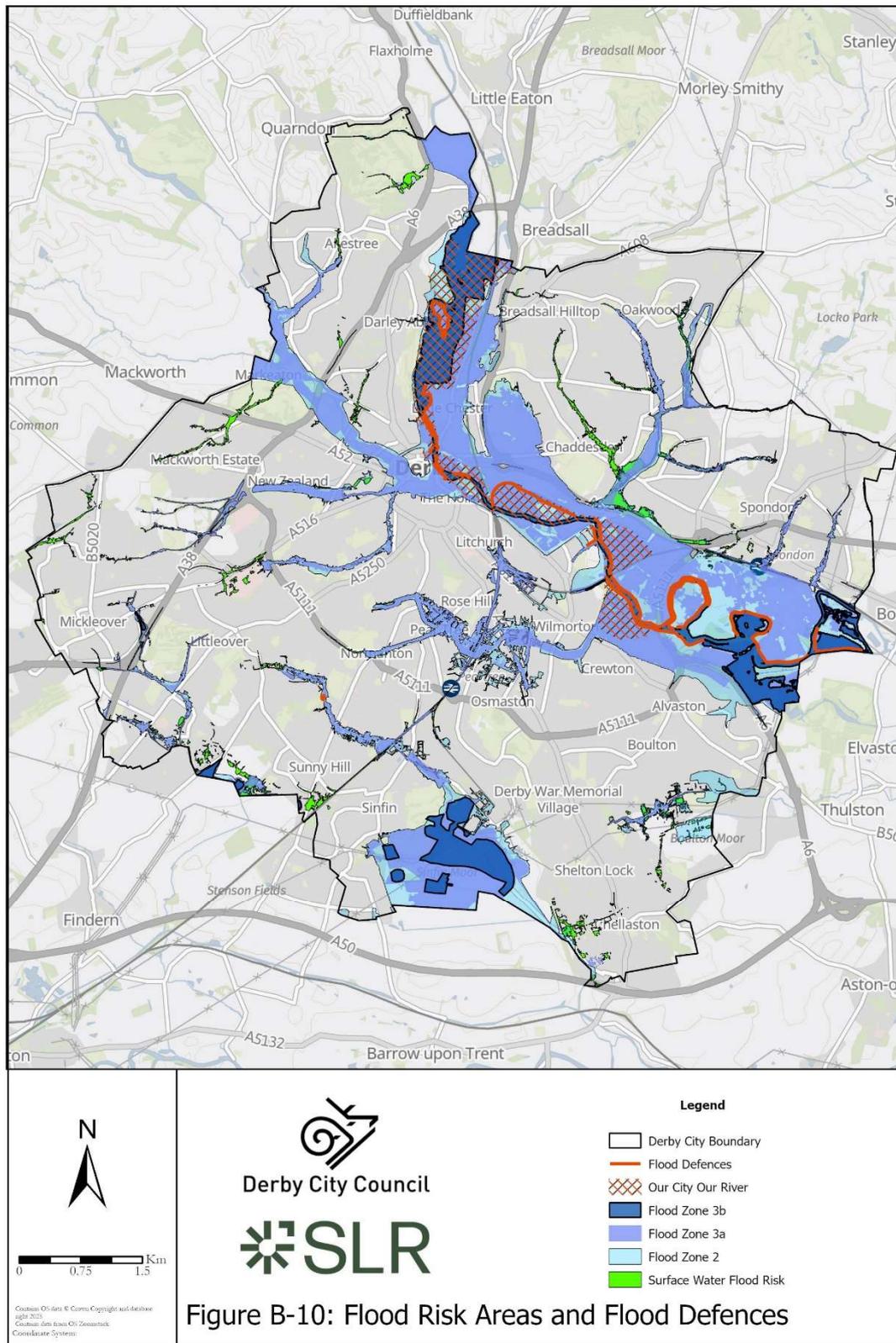
Figure A-11: Risk of Surface Water Flooding

Figure B-11: Risk of Surface Water Flooding

Figure A-12: Transport

Figure B-12: Transport

Figure A-13: Agricultural Land Classification

Figure B-13: Agricultural Land Classification
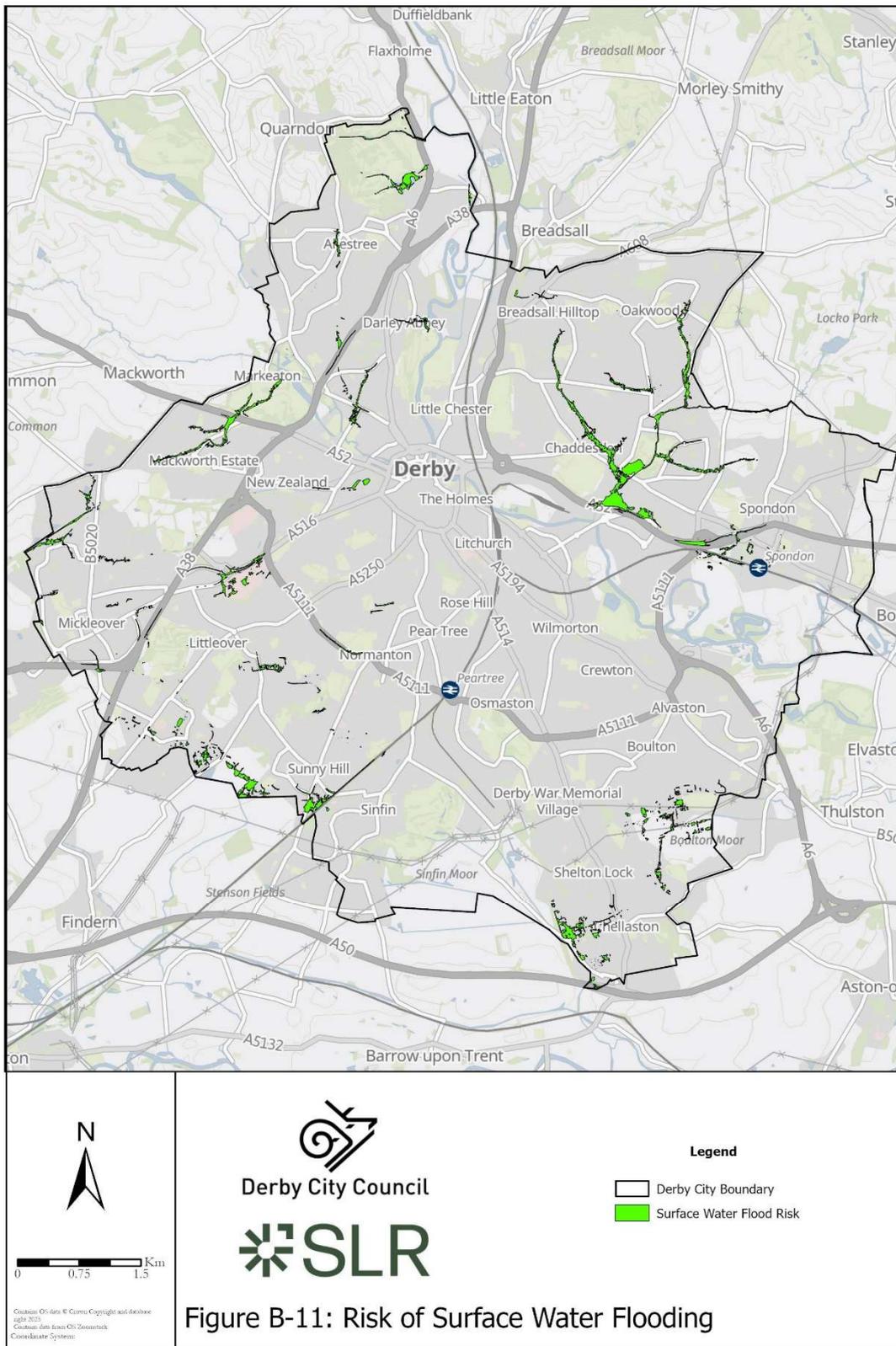
Figure A-14: Waste Sites

Figure B-14: Waste Sites
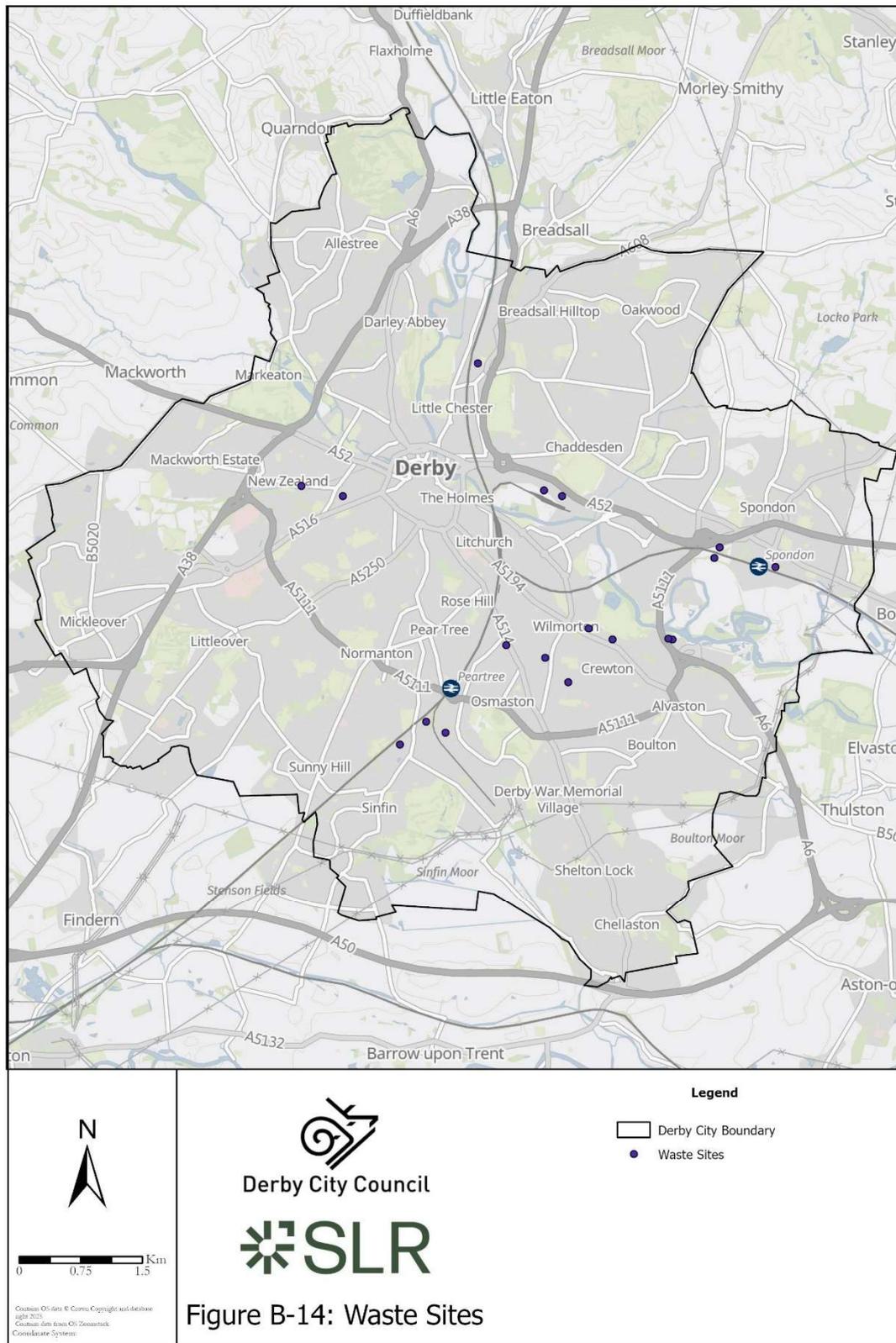
Derby City Council Local Plan

Interim SA Report – Appendix B: RAG Criteria

Derby City Council

Prepared by:

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SLR Project No.: 416.066467.00001

7 January 2026

Revision: 2

Making Sustainability Happen

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
1	9 December 2025	CT	VP	VP
2	7 January 2026	CT	VP	VP
	Click to enter a date.			
	Click to enter a date.			
	Click to enter a date.			

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Tables in Text

Table B-1: RAG Criteria

Proposed SA Objective	Indicator	RAG Criteria	Justification
SA1 Population and Equality: To build inclusive communities by reducing social exclusion, reducing deprivation, promoting equity, equality and respecting diversity, improving local accessibility to healthcare, education, employment, retail facilities and recreational resources (including open spaces and sports facilities).	IMD Overall Deprivation (LSOA)	10%-20% most deprived 30-50% most deprived 10-20% least deprived	Professional Judgement
	Primary Schools	>3.2km <3.2km <1km	Department for Education (DfE), Home to School Transport and Travel Guidance, 2024[1]
	Secondary Schools	>4.8km <4.8km <1km	DfE, Home to School Transport and Travel Guidance 2024
	Higher Education	>4.8km <4.8km <1km	DfE, Home to School Transport and Travel Guidance 2024
SA2 Human Health: To improve health and wellbeing and reduce health inequalities, improving quality of life for all.	IMD Health Deprivation (LSOA)	10%-20% most deprived 30-50% most deprived 10-20% least deprived	Professional Judgement
	Healthcare provision (GP. Dentists, pharmacies)	>800m <800m	Chartered Institution of Highways and Transportation (CIHT) – Planning for Walking, 2015[2]

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[1] Department for Education (2024) Travel to School for Children of Compulsory School Age, Statutory Guidance for Local Authorities. Available at: https://www.gov.uk/government/publications/home-to-school-travel-and-transport-guidance

[2] Chartered Institution of Highways and Transportation (2015) Planning for Walking, 2015. Available at: https://www.ciht.org.uk/media/4465/planning_for_walking_-_long_-_april_2015.pdf

Proposed SA Objective	Indicator	RAG Criteria	Justification
	Allotments	>800m <800m	CIHT – Planning for Walking, 2015
	Children's centres	>800m <800m	CIHT – Planning for Walking, 2015
	Parks and open spaces (including formal and informal open space)	>800m <800m	CIHT – Planning for Walking, 2015
SA3 Economy: To deliver economic growth and support the creation of new and retention of existing businesses.	Primary shopping areas	>800m <800m	CIHT – Planning for Walking, 2015
	Town Centres (including district and neighbourhood centres)	>800m <800m	CIHT – Planning for Walking, 2015
SA4 Employment: To create greater employment opportunities, higher value jobs and access to training.	IMD Employment (LSOA)	10%-20% most deprived 30-50% most deprived 10-20% least deprived	Professional Judgement
	IMD Income (LSOA)	10%-20% most deprived 30-50% most deprived 10-20% least deprived	Professional Judgement
	Existing employment area	>800m <800m	CIHT – Planning for Walking, 2015
SA5 Crime and Safety: To reduce crime and the fear of crime for all residents inclusively, improving safety.	IMD Crime (LSOA)	10%-20% most deprived 30-50% most deprived 10-20% least deprived	Professional Judgement
SA6 Housing: To provide everybody with access to an affordable home which is resilient to the effects of climate change.	IMD barriers to housing and services (LSOA)	10%-20% most deprived 30-50% most deprived 10-20% least deprived	Professional Judgement

Proposed SA Objective	Indicator	RAG Criteria	Justification
SA7 Leisure and Recreation: To provide better opportunities for people to participate in cultural, leisure and recreational activities.	Parks and Open Space (including formal and informal open space)	>800m <800m	CIHT – Planning for Walking, 2015
	Community centres	>800m <800m	CIHT – Planning for Walking, 2015
	Sports facilities (Public)	>800m <800m	CIHT – Planning for Walking, 2015
SA8 Biodiversity and Natural Capital: To protect and improve biodiversity, geo-diversity, including protect and enhance favourable conditions on SSSI's, SPAs, SACs and other wildlife sites and improve connectivity between, and access to, green spaces and functional habitats.	LNR	<100m <800m >800m	Professional judgement
	NNR	<100m <800m >800m	Professional judgement
	SINC	<100m <800m >800m	Professional judgement
	SSSI	<100m <800m >800m	Professional judgement
SA9 Landscape and Townscape: To protect and enhance the character and appearance of the landscape and townscape, including landscape and townscape assets, as well as the area's other natural assets and resources.	Green Belt	Within Green Belt Partly within or adjacent to Green Belt Not within Green Belt	Existing Local Plan
	Green wedge	Within Partly within or adjacent to Outside	Professional judgement

Proposed SA Objective	Indicator	RAG Criteria	Justification
SA10 Historic Environment: To conserve and enhance the historic environment, heritage assets (including known and unknown archaeological sites) and their settings and maintain and enhance access to cultural heritage for enjoyment and educational purposes.	Listed buildings	<100m straight line <250m straight line >250m straight line	Historic England (HE) 'The Historic Environment and Site Allocations in Local Plans. Historic England Advice Note 3[3]
	Registered parks and gardens	<100m straight line <250m straight line >250m straight line	HE Advice Note 3
	Scheduled monuments	<100m straight line <250m straight line >250m straight line	HE Advice Note 3
	Conservation Areas	Within Partly within or adjacent to Outside	HE Advice Note 3
	Archaeological Alert Area	Within Partly within or adjacent to Outside	HE Advice Note 3
	Heritage at risk	<100m straight line <250m straight line >250m straight line	HE Advice Note 3
	World Heritage Site Buffer Zone	<100m straight line <250m straight line >250m straight line	HE Advice Note 3

[3] Historic England, The Historic Environment and Site Allocations in Local Plans. Historic England Advice Note 3. Available at: https://historicengland.org.uk/images-books/publications/historic-environment-and-site-allocations-in-local-plans/

Proposed SA Objective	Indicator	RAG Criteria	Justification
SA11 Air, Noise and Light Pollution: To maintain good local air quality and to minimise noise and light pollution	AQMA	Within Outside	Professional judgement
	Light pollution	8->32 Nanowatts 1-7 Nanowatts <0.25-0.99 Nanowatts	Professional judgement
	Noise pollution	Site affected by existing noise pollution Site not affected by existing noise pollution	Professional judgement
SA12 Water Environment: To ensure sustainable management of water resources and to minimise the risk of flooding.	Water body	<16m <50m >50m	Planning Practice Guidance – Flood Risk Assessment in Flood Zones 2&3
	Flood zone	Zone 3a and 3b Zone 2 Zone 1	Planning Practice Guidance – Flood Risk Assessment in Flood Zones 2&3
SA13 Climate Change: Adapt to the effects of climate change including flood risk, extreme weather and overheating, and strengthen climate resilience.	Flood defences	<16m <50m >50m	Professional Judgement
	Flood zones	Zone 3a and 3b Zone 2 Zone 1	Planning Practice Guidance – Flood Risk Assessment in Flood Zones 2&3
SA14 Greenhouse Gases: To reduce the contribution towards the emission of greenhouse gases.			
	Train station	>800m <800m	CIHT – Planning for Walking, 2015

Proposed SA Objective	Indicator	RAG Criteria	Justification
SA15 Transport and Accessibility: To reduce the number of journeys made by car, within and to and from the area and improve access to jobs, services and facilities.	Bus stop	>400m 200-400m <200m	CIHT – Planning for Walking, 2015
	Cycle network	>400m 200-400m <200m	Professional Judgement
SA16 Geology and Soils: To minimise water and soil pollution and ensure protection of natural resources including greenfield land, soil, and minerals resources.	Brownfield land	Yes Partial No	RTPI Practice advice, 2017 NPPF, 2024
	ALC	Grade 1 and 2 Grades 3 & 4 Non-agricultural land, and urban land	Natural England: Guide to assessing development proposals on agricultural land[4]
	Source Protection Zone	Zone 1 Zones 2&3 Not within a protection zone	Environment Agency
	Mineral site	<10m 10m-25m >25m	Professional judgement
SA17 Waste: To minimise the generation of waste and effectively manage waste that is created.	Waste management sites	<25m >25m	Professional judgement

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[4] https://www.gov.uk/government/publications/agricultural-land-assess-proposals-for-development/guide-to-assessing-development-proposals-on-agricultural-land

Appendix C   Spatial Options Assessment

Derby City Council Local Plan

Sustainability Appraisal Regulation 18 Interim Report

Derby City Council

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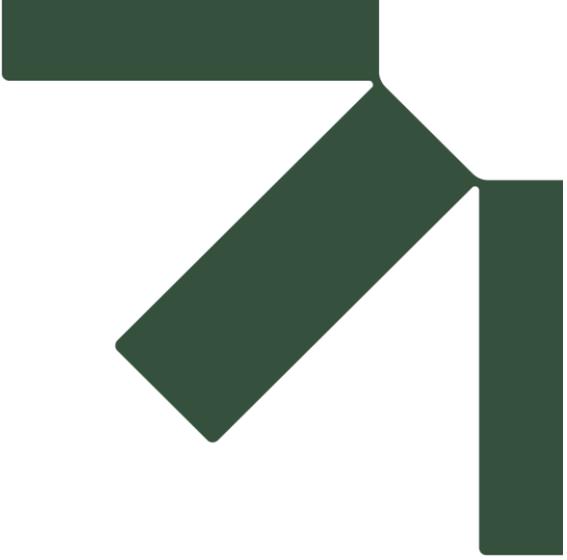
8 January 2026

Appendix D   Policy Assessment

Derby City Council Local Plan

Sustainability Appraisal Regulation 18 Interim Report

Derby City Council

SLR Project No.: 416.066467.00001

8 January 2026

Appendix E   Site Assessment

Derby City Council Local Plan

Sustainability Appraisal Regulation 18 Interim Report

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8 January 2026

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