



Local Plan for Derby 2023 to 2043

Regulation 19 Submission Draft Plan



Derby City Council

Front Cover Illustrations



Ward Name

Abbey: Play Area

Allestree: Highland Cow, Allestree Park (Courtesy of D. Winslow)

Alvaston North: Derby Arena

Alvaston South: Allenton District Centre

Arboretum: The Derby Ram

Blagreaves: Heatherton Pond

Chaddesden East: Indurent Park

Chaddesden North: Phillip Whitehead Library, Chaddesden Park

Chaddesden West: Rooftop view of Chaddesden

Chellaston & Shelton Lock: War Memorial, Derby War Memorial Village

Darley: Derby University Business School

Littleover: Royal Derby Hospital

Mackworth & New Zealand: Rooftop view of Mackworth

Mickleover: Play area, Mickleover

Normanton: Guru Arjan Dev Ji Gurdwara Sikh Temple

Oakwood: Community Centre, Springwood Drive, Oakwood

Sinfin and Osmaston: Statue of Sir Henry Royce

Spondon: Wind turbines, Severn Trent Treatment Works, Megaloughton Lane

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1.1 The Local Plan for Derby

1. The Local Plan is a crucial document that shapes how Derby will grow and change in the years 2023 - 2043. It sets out a vision for the city's future.
2. It's one of the most important tools the Council has to help make Derby a vibrant, prosperous, and sustainable place to live and work for years to come. The Local Plan is used to assess the hundreds of planning applications the Council receives each year.

1.2 What does the Local Plan Cover?

3. The Local Plan sets the planning framework for Derby up to 2043. It addresses:
 - 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
 - How planning decisions are made and managed

2.1 Our City

Overview and Key Characteristics

- Derby is the only city in Derbyshire in the East Midlands with a strategic location in central England. It covers an area of 78 square kilometres along the River Derwent. To the immediate south of Derby is the Trent Valley, whilst the Peak District lies to the north. Further afield are Nottingham and Leicester.

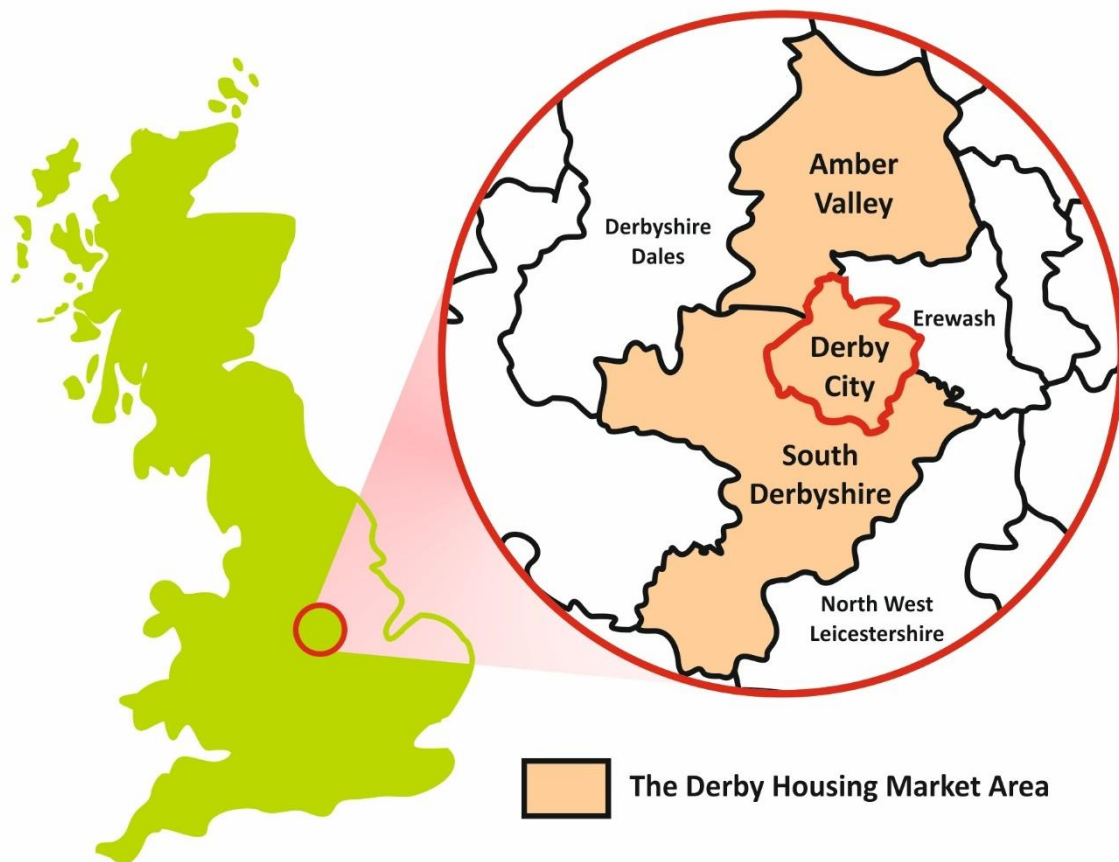


Figure 1: Location of Derby and the Derby Housing Market Area.

- Derby is within a Housing Market Area (HMA) with Amber Valley (north) and South Derbyshire (south-west). The city also borders Erewash to the east.
- Derby is a compact and centrally oriented city where residential neighbourhoods radiate outwards from the City Centre. In some places, urban growth has progressed towards the city boundary with the addition of relatively new suburbs such as Oakwood and Heatherton. Due to this, the city's Green Belt is largely confined to the northern and eastern boundaries. Green Wedges create natural buffers between communities in the urban landscape to maintain local identities and provide outdoor space proximity. Derby's compact urban form supports proximity and walkability; however, spatial inequalities

persist in regard to the accessibility of green spaces, transport links, and environmental quality.

7. The City Centre boasts a wide array of commercial, retail, business, and cultural opportunities. The urban form is characterised by a fusion of historic architecture and modern development; medieval streets and period buildings juxtapose contemporary structures such as the Derbion shopping centre and Vaillant Live development.

History

8. Founded by the Romans around A.D.80 as the fort 'Derwentio', Derby boasts a rich history shaped by occupation by both Anglo-Saxons and Vikings. The city grew to become a distinguished market town throughout the Middle Ages, until the early 18th Century saw Derby establish itself as a birthplace for the Industrial Revolution. In 1717, Derby became home to Britain's first water-powered silk mill, now known as the Museum of Making, which is thought to have been the birthplace of the modern factory system. This site forms the southernmost point of the Derwent Valley Mills World Heritage Site, which also includes the Darley Abbey Mills complex. Adjacent to the Silk Mill is the grade I listed cathedral, which gained cathedral status in 1927 and played a key role in Derby's ascension to city status in 1977. The city also has numerous nationally and locally listed buildings, as well as 16 Conservation Areas, that are protected for their historical and architectural significance. These heritage assets make a strong contribution to Derby's character and identity, creating an attractive environment in which to live and work. Many of these relate to the railway legacy created by the establishment of Midland Railway in 1840. Derby retains this tradition of manufacturing and engineering through the presence of leading industries in aerospace, rail, and automotive sectors.

Economy

9. Derby's economy is underpinned by its historic reputation as a manufacturing and engineering powerhouse. The presence of global industry leaders in aerospace, rail and automotive engineering such as Rolls-Royce, Alstom, and Toyota (just outside the city boundary) provide notable employment opportunities and economic contributions for the city. Beyond this industrial legacy, Derby's economy has been further invigorated by the growing service industry due to the city's central UK location making it a strategic base for retail and distribution businesses. Derby has a higher number of active businesses and business formations than the UK average yet also has a higher rate of business deaths according to the 2024 business demography from the Office for National Statistics (ONS). Pride Park is a flagship business park that accommodates numerous enterprises outside the City Centre.

Sport and Recreation

10. Derby offers numerous facilities and programs aimed at promoting an active and healthy lifestyle amongst residents and visitors of all interests and age groups. As well as being a major business location, Pride Park serves as a key destination for sport and recreation in the city by being the home of Derby County Pride Park Stadium. The stadium seats over 33,500 spectators for football matches, conferences, weddings and concerts. Adjacent is Derby Arena, a multi-purpose leisure venue containing a 250m velodrome, gym, fitness studios and infield for sports activities, conferences and entertainment events. This facility and the Springwood Leisure Centre in Oakwood, is provided by Derby Active who

host a range of fitness and wellbeing programs and activities across the city. Also located in Derby is the County Cricket Ground, home of Derbyshire County Cricket Club and venue for other events such as ceremonies and live entertainment. The new Derby Racecourse hub provides multiple high-quality outdoor sports spaces, including 4G football pitches and multi-sport play spaces for increased access to physical activity opportunities. Likewise, Moorways Sports Village and Water Park in Allenton combines a water park and leisure centre with the existing Moorways Stadium to create a versatile new sports and leisure facility for the whole community.

11. Areas of open space, such as Markeaton Park, Alvaston Park, Chaddesden Park, Darley Park, and the Arboretum provide invaluable multifunctional roles. They support a mixture of formal outdoor sports courts, grass pitches, and green space, which can contribute to physical activity and recreational amenity value. Several of these city parks have received green flag awards, which recognise the high standard of green space management. The city also features numerous good-quality play opportunities to accommodate a range of active and inclusive outdoor provisions for children. Derby also boasts an array of leisure and cultural recreational establishments, including the Vaillant Live performance venue, Derby Theatre, the Market Hall, as well as museums and galleries such as the Museum of Making.

Transport

12. As a city in the heart of England, Derby acts as a strategic transport hub supporting both regional and national travel through several major highways. The A52 provides a regionally important link between Derby, the M1 (Junction 25) and Nottingham to the east, and Ashbourne and Stoke-on-Trent in the west. Meanwhile, the A38 provides connectivity between Birmingham, Burton Upon Trent, Derby, the M1 (Junction 28) and Mansfield. The A50 to the south of Derby is a key east-west corridor linking the M6 with Leicester. The A6 connects the city with towns such as Matlock and Belper. The inner ring road and partial outer ring road are integral to connectivity across the urban area, however, sections of the road network experience high congestion during peak hours.
13. Derby boasts a well-connected railway station, with regular services to significant destinations along the Midlands Main Line (such as London, Nottingham, and Leicester) and beyond (Birmingham, Edinburgh, et cetera). The station also provides connections to smaller regional stations, making Derby a prime location for both commuters and long-distance travellers. East Midlands Airport is located 15 miles to the south-east of Derby, which serves as a gateway for domestic and international travel, as well as a major cargo hub.
14. Local bus services, operated by Trent Barton and Arriva, ensure connectivity across the city area and with neighbouring towns to converge at the Derby bus station. The city also has a network of designated cycle routes and footpaths. Some of these active travel corridors exist within existing green infrastructure areas, such as the Derwent Valley.

2.2 Our People

Overview

15. Derby is a diverse and growing city of over 263,000 inhabitants. Between the 2011 and 2021 Census, Derby's population increased by 5.1% and is projected to further increase

within the next plan period. Births have contributed to this sustained population growth, yet there was also a 13.6% increase in people aged over 65. Although Derby's average (median) age rose by one year to 37, this is still a relatively youthful age profile in comparison to the average age in both the East Midlands (41) and England (40). The 20-24 age range made up 7.1% of the population in the 2021 Census, in comparison to 6.04% of the England and Wales population. This highlights the necessity to manage priorities for both younger and older generations to provide educational, employment and affordable housing opportunities for the population as a whole. Simultaneously, pressures from an ageing population accentuate the need to support independent living and care for older residents.

16. Derby is also a diverse city of different nationalities and cultures. The 2021 Census revealed that 78.7% of Derby residents were born in England, followed by Pakistan (3.1%), India (2.7%) and EU (2.6%) countries of birth. Additionally, 73.8% of Derby residents identify their ethnicity as white, 15.6% as Asian/ Asian British/ Asian Welsh, and 4% as Black/ Black British/ Black Welsh/ Caribbean/ African. The Asian and Black ethnic-minority communities are predominately clustered within four wards where these ethnicities comprise between 35-54% of the total population: Arboretum, Blagreaves, Littleover and Normanton. 8.8% of Derby residents identify as being disabled and limited in their daily activities, thus forming an important part of the city's demographic profile. This diversity in culture and mobility illustrates the breadth of needs that Derby must account for to ensure that all residents are supported within the city. For more information on the demographics of the city and future trends, please see the accompanying Draft Plan Sustainability Appraisal.
17. Patterns of deprivation are uneven across Derby. Not all communities experience the city in the same way, and levels of income, health, housing quality and access to opportunity vary significantly between neighbourhoods. The Joint Strategic Needs Assessment (JSNA) provides the most up-to-date evidence on demographic trends and inequality across the city.

Health and Wellbeing

18. Derby's health and wellbeing landscape is influenced by demographic changes, socio-economic factors and lifestyle trends. Over the plan period, the city is expected to become home to an increasingly older population which will increase pressure on healthcare provision and accessible housing types. There is also evidence of a worrying trend towards dwindling healthy life expectancy (number of years someone is expected to live in good health) and rising obesity rates across the city. The Office for Health Improvement and Disparities (OHID) found that as of 2022/23, 34.6% of Derby's adult population were classed as obese, which is notably higher than the English average of 26.2%. This trend is also reflected in children, as 25.2% of Year 6 children in Derby were classed as obese compared to the 22.2% national average in 2024/25. The 27.7% inactivity rate in 2023/24 amongst Derby adults worsen this health outcome. Mental illness also has a drastic impact on people's health and wellbeing; although depression in 2023/24 was 0.28% less prevalent in Derby compared to the national average, the city continues to face significant challenges related to premature mortality within residents with a Severe Mental Illness (SMI) according to the OHID. This highlights the need to prioritise mental wellbeing support, early intervention and accessible services to improve health and wellbeing for Derby residents.

19. The health and wellbeing of Derby residents is influenced by social determinants of health such as income, education, living conditions, natural environment, and employment opportunities. Spatial considerations such as the prevalence of hot food takeaways (of which Derby had 340 during 2024 according to the OHID Office for Health Improvement and Disparities) and access to greenspace play a role in influencing resident lifestyles through dietary behaviour and encouraging physical activity. Although the average life expectancy for men and women is below the regional and national average according to the Joint Strategic Needs Assessment (JSNA), the lower life expectancy in more deprived areas illustrates how socio-economic inequalities influence health outcomes. The JSNA indicates that males live 11.1 years less and females live 10.9 years less in more deprived areas compared to less deprived areas. The Council has joined a range of initiatives such as the Healthy Weight Declaration, Active Travel Strategy, and Sustainable Food Places Award to alleviate health inequalities.

Housing

20. Housing is a major challenge for Derby since the city has built out to its administrative boundary in many areas and therefore its potential for meeting housing growth targets is limited. The City Centre has limited re-developable land, and future development must incorporate access to green spaces and both social and physical infrastructure so that a good quality of life can be achieved in these new places. The city's housing market identifies the need to accommodate a diverse array of needs, including affordable housing, first-time buyer homes, family dwellings, homes for older people and specialized housing for residents with additional accessibility requirements. These conditions must be balanced with the priorities of preserving the environment due to its integral role in fulfilling recreational, ecological and neighbourhood distinction features.
21. The current mix of Derby's 105,635 households is strongly comprised of semi-detached dwellings (39.1%), followed by detached (24.1%) and terraced (21.8%) residences. Purpose built flats account for 12.2% of accommodation and shared houses for 1.5%. Since the 2011 Census, home ownership rates fell from 61.4% to 59%, which is lower than the average for the East Midlands and England. Private renting increased to 21.3%. Social renting also fell by 1% to 18.8% but is still higher than the average for the East Midlands and England.

Employment

22. Derby benefits from a relatively high level of employment at 79.8%, which is higher than the 76.8% rate for the rest of the UK according to the 2021 Census. The top three industries employing Derby residents in 2023 included wholesale and retail trade (motor repair), human health and social work, and manufacturing. This reflects the strong industrial heritage of manufacturing and engineering in Derby, as well as the strong contribution of Royal Derby Hospital to the City's health industry. Derby has also won the bid to become the home of Great British Railways, which will bring further employment opportunities to the city.
23. A significant portion (45.9%) of Derby residents commute less than 10km for work, whilst 23.5% primarily work from home. Although Derby has a higher proportion of short-distance commuters than the national average (35.4%), the city also has a higher proportion of residents driving to work (49.8%) than the average for England (44.5%).

Derby attracts significant flows of labour, with 32,396 of the 122,354 workforce travelling from surrounding districts, particularly from South Derbyshire, Amber Valley and Erewash.

24. The University of Derby has approximately 20,000 students and plays a key role in the local economy, providing employment, research and workforce development. Derby College is another key educational institution with multiple campuses both inside and outside the city; the college plays a vital role in skills development, workforce training and learning.

2.3 Our Environment

Natural Environment

25. Derby's green infrastructure network is a distinctive feature of the city's identity. As a key part of the structure of the city, green wedges play a pivotal role in maintaining the individual character of residential neighbourhoods and defining the boundaries of the City's built form. However, Derby's Green Wedges also perform a plethora of other instrumental ecosystem services that are just as important to the city's function. These range from regulating climate control, to supporting biodiversity and culture, including recreation.
26. The Green Belt to the northern and eastern edges of the city exist to prevent Nottingham and Derby from merging through urban sprawl and is protected greenfield land. Derby's 1,126.20 hectares of open green space is also protected due to its plentiful benefits such as health, biodiversity and reducing flood risk.
27. The River Derwent's tendency to overflow during heavy rainfall has historically contributed to Derby's flood risk. Various flood management strategies have been implemented in areas within Flood Zone 3 with the highest risk of flooding. The Our City, Our River (OCOR) scheme by the Council and the Environment Agency is dedicated to strengthening flood defences to protect homes, businesses and infrastructure. However, climate change and its impact on rainfall patterns complicates efforts to manage flooding across the city.

Historic Environment

28. Derby boasts a rich historic environment comprised of preserved buildings, historic streetscapes and globally recognised heritage sites. The Derwent Valley Mills World Heritage Site (WHS) spans from Matlock Bath to the Cathedral Quarter in Derby, highlighting the city's role in the Industrial Revolution. The city is home to numerous listed buildings. Of these, 9 are grade I listed and therefore illustrate the most exceptional architectural or historic interest (such as the Bakewell Gates at the Silk Mill Museum and Derby Cathedral). 38 are grade II* listed and thus exemplify more than special interest (such as Allestree Hall and the Midland Railway War Memorial). A further 342 are grade II listed, indicating special interest (such as the Friar Gate Railway Bridge and the Derby Guildhall). Additionally, the 240 locally listed buildings and structures add to Derby's unique character. Due to many areas of the city being significant due to their architectural or historic character, appearance or setting, the Council has designated 16 Conservation Areas to preserve and enhance, such as the City Centre, Friar Gate and Little Chester. Archaeological Alert Areas also safeguard areas that provide insight into Derby's Roman,

Medieval and industrial past. Once historic features are lost, they cannot be replaced and therefore ensuring that heritage is protected and celebrated is of great importance.

2.4 Summary

29. This spatial portrait has introduced the characteristics of Derby's city, people and environment. The following strengths, weaknesses, opportunities and threats are derived from this overview and aim to inform the strategic priorities for future development within the administrative area.

Table 1: Derby's Strengths, Weaknesses, Opportunities and Threats

Strengths	Weaknesses
- Derby's strategic central location provides good transport links (M1, East Midlands Airport, Derby Rail Station). - Strong industrial and manufacturing base within the city, providing employment and investment (Rolls-Royce, Alstom et cetera.). - University of Derby. - Multicultural and diverse communities. - Carbon emissions for Derby are below the UK average (4.7 vs 5.6 tonnes per year). - Derby has a diverse heritage and cultural asset offering, including a World Heritage Site. - Higher than average employment rate. - Extensive Green Wedge and green infrastructure networks across the city.	- The City Centre has experienced high street decline and vacant units which impacts its visitor-appeal. - There is a significant lack of affordable housing throughout the city compared to need. - Competing priorities for development within the City Centre (commerce, residential, leisure, parking, public realm). - Of the 151 LSOAs (Lower Layer Super Output Areas) in Derby, 45 are amongst the 20% most income-deprived in England (2021 Census). - Gap between job wages and resident income due to flow of labour into the city. - High personal car use for short commutes. - Lagging behind neighbouring cities in further reducing carbon emissions. - Accumulative social determinants of health such as poverty, crime and areas of relative deprivation have led to a lower life expectancy than average in Derby. - Approximately 11-year life expectancy gap between the most and least deprived areas of the city.
Opportunities	Threats
A focus on regeneration and place-making within the City Centre boosts	Potential over-reliance on a few large employers / address the skills gap.

vitality, delivers a diversified job market, and provide homes. • Strong retail offering at Derbion. • Strengthened links to development on the edge of the city unlocks more footfall to City Centre businesses. • Potential to encourage other modes of transport for short journeys. • Development generates construction jobs. • More opportunities for renewable/ low carbon energy technologies. • Opportunities to use our Green Wedges for habitat creation. • Targeted green infrastructure investment in deprived wards.	• Flood risk from the River Derwent and other minor watercourses. • Pressure on resources and infrastructure from residential development around the city boundary. • High demand for new housing but constrained areas for growth. • Decline in high street viability, including an imbalance in footfall and expenditure between Derbion and the Cathedral Quarter. • An ageing workforce and population over the plan period, with implications for healthcare provision. • High peak times congestion. • Climate change impacts (heatwaves and extreme rainfall) disproportionately affecting vulnerable groups.
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30. The 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. It picks up on the key issues and challenges that are set out in the previous sections.

3.1 Derby City Vision

31. 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 and world class heritage.
32. A high-quality selection of different types, sizes and tenures of homes, both for market sale and affordable housing, will have been developed. These will be sufficient to meet the needs of a growing population and ensure that Derby is a destination of choice to live and work.
33. The city will continue to be home to world-leading brands, including Rolls-Royce, Alstom, the University of Derby and, just outside the city itself, Toyota. It will have improved economic and transport links to developments on the edge of the City within South Derbyshire, Amber Valley and Erewash and to the wider regional assets of East Midlands Freeport and East Midlands Airport, facilitating stronger links with continental Europe.
34. Derby is an ancient settlement as well as being a modern city with features dating back to before Roman times. This historic environment will be protected, enhanced and valued not just for its own sake but for its role in enhancing local distinctiveness, catalysing regeneration opportunities and making Derby a more attractive place to live and visit.
35. Derby's natural environment, biodiversity and open spaces will have been protected and improved, further developing the work already begun to create and enhance a network of green infrastructure based around the River Derwent, other watercourses, existing and new parks, Green Wedges and other green spaces, to connect allocations to one another, to the city centre, and to the wider countryside. The Allestree Park rewilding project will have been completed, strengthening and improving biodiversity and providing one of the largest urban rewilding projects.
36. The green network will have been extended beyond the City's boundaries, providing ecological benefits whilst improving access to the countryside and important areas within it. This will not only help the city to retain key species, remain attractive, and build natural capital, but also help with climate change resilience in the face of our declared climate change emergency.
37. The Nottingham–Derby Green Belt and the principle of Green Wedges and Green Gaps have been reviewed and carefully adapted to complement the new urban extensions emerging at the city's edges. These functional green spaces will continue to act as vital

buffers, protecting the character of our communities, enhancing biodiversity, and providing accessible landscapes for recreation. While they will evolve to work in harmony with growth, there will remain a firm presumption against any development that undermines their primary function, integrity or purpose.

38. The city has several conservation areas, including historic parts of the City Centre and the historic core of several communities that have over time become part of the city. The Derwent Valley Mills World Heritage Site is a historic feature of international importance and contains the Museum of Making. These will be an important focus for ongoing conservation, tourism, leisure and cultural activities. Derby also contains a great diversity of listed and locally listed buildings and several Scheduled Monuments. These will be protected both for their historic and conservation importance and for their importance in defining local identity.



Figure 2: Aerial View of Derby courtesy of Rigby and Co

39. Attractive landscapes and historic settings outside the city's boundaries, such as Kedleston Hall, Radbourne Hall, the Locko Estate and Elvaston Castle Country Park, will be protected whilst also being recognised for their own sake and for their role in making Derby a more desirable place to live and invest. Access to these areas from all parts of the city, especially from the urban areas, will be improved.
40. Derby will expand beyond its current boundaries into the 2040s, working with neighbouring authorities, collaborating closely with our housing market area partners in meeting the City's unmet housing need, and through the process of local government reorganisation to ensure that as the City grows development will take place sustainably and infrastructure will be delivered to support each change.
41. Derby's schools, colleges, the University and other training providers will work in unison to support children, young people, vulnerable adults and families with an appropriate range and quality of learning services and facilities designed for the 21st century. Residents of

Derby will have opportunities to access quality training, work experience and fulfilling career opportunities which they need to compete successfully in the labour market.

42. New schools will have been provided and existing ones extended, to serve major new housing developments, including new primary school provision within the City Centre.
43. Derby is a key hub in the UK's national rail network. Derby railway station sits on the mainline connecting major cities like London, Birmingham, Nottingham, Sheffield, and beyond, making it an important junction for passengers and freight. Derby also plays a significant role in rail manufacturing and engineering, thanks to Alstom and its rich railway heritage, reinforcing its status as a rail industry powerhouse. In 2043 this role will have grown, and Derby will be the home of Great British Railways, delivering high-skilled jobs to the region, further encouraging innovation and employment.
44. The network of national and local cycling and public transport routes has been strengthened converging on the City Centre, linking Derby's neighbourhoods with surrounding settlements and reinforcing its importance as a hub for multiple modes of travel.

3.2 Our Specific Vision for the City Centre

45. The City Centre will be radically transformed to respond to the changing needs of how we live in the 21st century. It will be sustainable, attractive and vibrant, providing an overall experience that encourages social interaction and inspires more people to live, work and play within it. A transformed, thriving City Centre, empowered through residential led regeneration, will inspire greater civic pride, reinforce a recognisable, positive identity and be more representative of the city from a social and economic perspective.
46. How people access and move around the city centre will change during the course of the plan period. Streets will be improved, being cleaner, greener and more welcoming for people. Although some reliance on car travel will remain, the long-term ambition is to make sustainable and active travel the natural choice by removing the barriers that currently prevent people from choosing these modes.
47. In 2043, Derby will be a city that celebrates its heritage while embracing the future. The City Centre will be a vibrant stage for life where people come to shop, to relax, to explore, and to call home. Streets will hum with creativity, colour, and conversation, offering everything from destination retail to quiet green spaces, from bustling food markets to rooftop dining. Creative and musical spaces will thrive with customers drawn from the new offices, shops and industry the city offers. A thriving night-time scene will be matched by daytime energy, with healthy and exciting food choices, inspiring leisure spaces, and homes that make living in the heart of the city desirable for all. Residents will feel safe, supported and part of a growing, strong and diverse community. Here, culture, innovation, and community spirit will weave together to create a safe, inclusive, and prosperous place, alive in every hour, every season, and for every generation.
48. Despite a growing population, Derby will remain compact and 'liveable'. It will be focussed on a strong, accessible and vibrant City Centre of regional importance providing economic, civic and cultural activities, new residential areas, and a thriving daytime and evening economy. The Cathedral and St Peters Quarters will have developed distinctive roles and characters that will support the City Centre's economy. This will be

complemented by prosperous, cohesive and sustainable neighbourhoods with a strong sense of their own identity where everyone will have equal life opportunities no matter their background.

3.3 Our vision for the parts of the city outside the City Centre

49. Derby's suburbs will be valued for their attractive living environment. Their distinctive character will be recognised, protected and enhanced through appropriate scale and type of new development.
50. The identity of many of these suburbs is defined in part by Green Wedges and Green Gaps which prevent the coalescence of one community into another and define the boundaries of the City's built form. The principle of these wedges and gaps will be maintained, although some of them have become narrower to accommodate new housing. Qualitative enhancements to wedges and gaps will have been delivered, particularly where wedges and gaps have been narrowed to accommodate new housing.
51. Urban extensions will be well planned as mixed use places rather than single purpose housing estates. Combining homes, employment space, community facilities, green infrastructure, and local services creates activity throughout the day and reduces the need for long car-based trips. To function well, these areas should support viable public transport, walking and cycling networks, or be located within walking distance of existing areas where there are already frequent bus services, safe active travel corridors, and strong connections to the existing urban fabric.
52. Derby will be more resilient to the impacts of climate change and new development will contribute to reducing carbon emissions and energy use. We will resist development that increases the potential for flood risk.
53. Essential and complementary infrastructure both inside and outside the city will have progressed. The South Derby Integrated Transport Link (Phases 1 and 2) will be completed and A38 grade separation will be delivered.
54. The 'Our City Our River' programme will have been fully implemented creating a new river corridor that offers leisure and regeneration opportunities with improved visibility and access to the river, combined with new and realigned flood defences reducing overall flood risk in Derby. It will act as a catalyst for regeneration in the City Centre, whilst also protecting key economic, social, residential and environmental assets.

3.4 Plan Objectives

55. **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.

*This supports the Council Plan objective **VIBRANT CITY** - Reimagining our city with culture and diversity at its heart and the Council Plan outcome measures:*

- *An attractive and safe environment*
- *More people living in, working in and enjoying the City Centre*

56. **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.

*This supports the Council Plan objective - **INCLUSIVE CITY** Putting people at the heart of everything we do and the Council Plan outcome measures:*

- *A safe and accessible city where everyone feels like they belong*
- *Reduced health inequalities with improved mental and physical health and wellbeing*
- *Strong and resilient communities where people start well, age well and live independently for as long as possible*

57. **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.

*This supports the Council Plan objective **GREEN CITY** - Promoting a sustainable Derby for future generations and the Council Plan outcome measures:*

- *Build resilience to climate change by removing carbon, reducing waste, regenerating nature and adapting to its impact*
- *Lower carbon emissions reaching net zero by 2035*

58. **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 can obtain the skills necessary to match existing jobs and those being created.

*This supports the Council Plan objective **CITY OF GROWTH** - Creating a modern city with skills, jobs and homes for the future and the Council Plan outcome measures:*

- *A thriving sustainable and diversified economy and business community*
- *People of all ages achieving their potential through education and skills*

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

*This supports the Council Plan objective **CITY OF GROWTH** - Creating a modern city with skills, jobs and homes for the future and the Council Plan outcome measures:*

- *More quality and affordable homes*

60. **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.

*This supports the Council Plan objective **CITY OF GROWTH** - Creating a modern city with skills, jobs and homes for the future and the Council Plan outcome measures:*

- *More quality and affordable homes*

61. **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.

*This supports the Council Plan objective **GREEN CITY** - Promoting a sustainable Derby for future generations and the Council Plan outcome measures:*

- *Build resilience to climate change by regenerating nature and adapting to its impact*
- *Increased protection from flooding*

62. **OBJ8** To enhance and strengthen the role of Derby's Green Belt, Green Wedges and Green Gaps by reviewing, 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.

*This supports the Council Plan objective **GREEN CITY** - Promoting a sustainable Derby for future generations and the Council Plan outcome measures:*

- *Build resilience to climate change by regenerating nature and adapting to its impact*
- *Increased protection from flooding*

63. **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. The planning system will work towards improving the health of communities and improving health outcomes

*This supports the Council Plan objective **INCLUSIVE CITY** - Putting people at the heart of everything we do and the Council Plan outcome measures:*

- *A safe and accessible city where everyone feels like they belong*

- *Reduced health inequalities with improved mental and physical health and wellbeing*
 - *Strong and resilient communities where people start well, age well and live independently for as long as possible*
64. **OBJ10** To protect and enhance Derby's character and heritage 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, to avoid and minimise harm to the significance of heritage assets and their settings.
- This supports the Council Plan objective **CITY OF GROWTH** - Creating a modern city with skills, jobs and homes for the future and the Council Plan outcome measures:*
- *A thriving sustainable and diversified economy*
 - *More quality and affordable homes*
65. **OBJ11** To promote equality and community cohesion, healthy and active lifestyles and support improvements in community safety, particularly for children and young people.
- This supports the Council Plan objective **INCLUSIVE CITY** - Putting people at the heart of everything we do and the Council Plan outcome measures:*
- *A safe and accessible city where everyone feels like they belong*
 - *Reduced health inequalities with improved mental and physical health and wellbeing*
 - *Strong and resilient communities where people start well, age well and live independently for as long as possible*
66. **OBJ12** 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 as well as access to green and blue spaces for all within easy walking distance. Priority will be given to delivering practical and attractive active travel routes, while reducing the necessity for private car use, particularly for commuting.
- This supports the Council Plan objective **VIBRANT CITY** - Reimagining our city with culture and diversity at its heart and the Council Plan outcome measures:*
- *Destination of choice, dynamic and diverse City Centre*
 - *An attractive and safe environment*
 - *More people living in, working in and enjoying the City Centre*
67. **OBJ13** 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.

*This supports the Council Plan objective **GREEN CITY** - Promoting a sustainable Derby for future generations and the Council Plan outcome measures:*

- *Build resilience to climate change by removing carbon, reducing waste, regenerating nature and adapting to its impact*
- *Increased protection from flooding*

68. **OBJ14** 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, as well as new commercial and residential areas.

*This supports the Council Plan objective **CITY OF GROWTH** Creating a modern city with skills, jobs and homes for the future and the Council Plan outcome measures:*

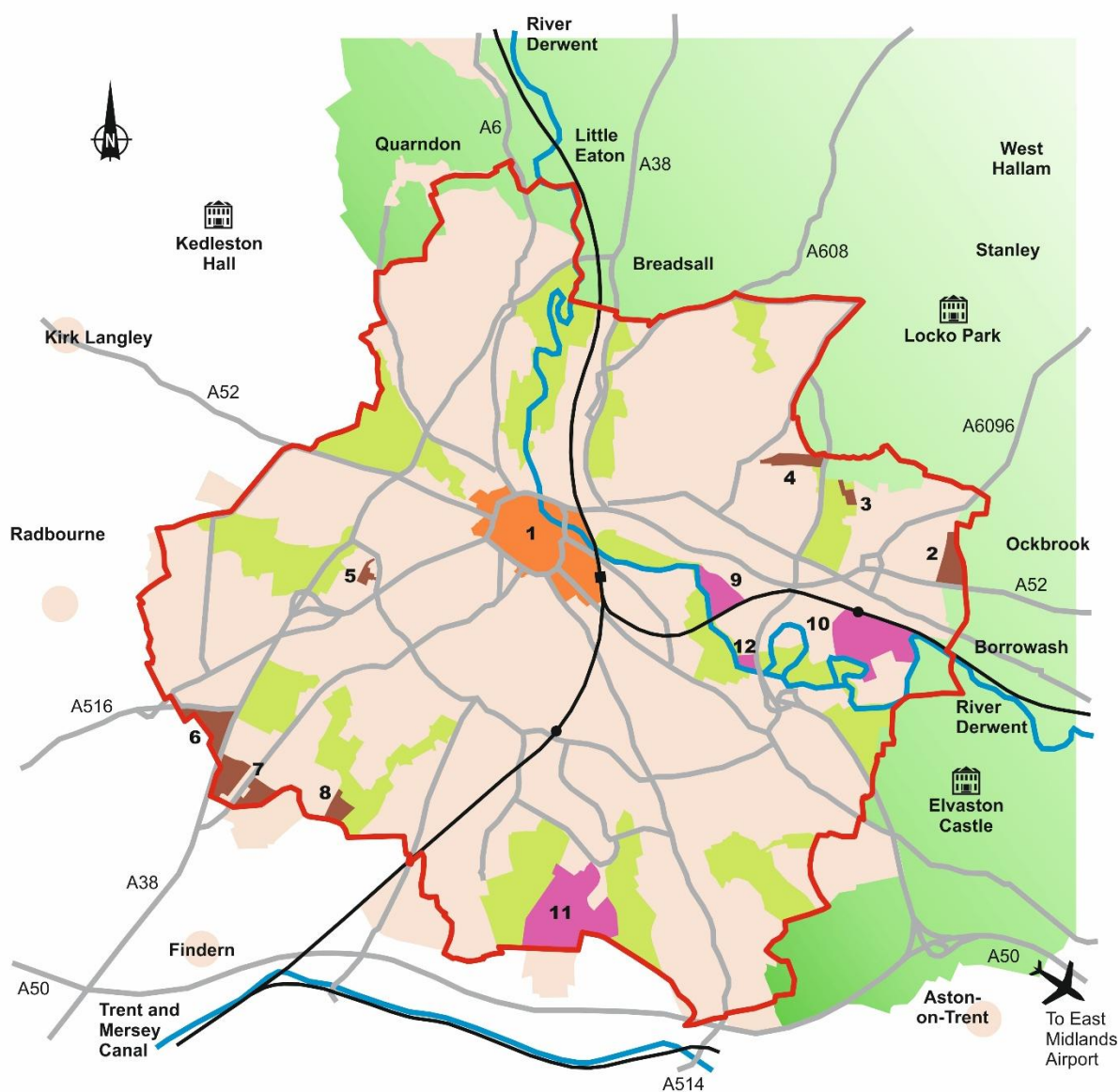
- *A thriving sustainable and diversified economy*
- *More quality and affordable homes*

69. **OBJ15** 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.

*This supports the Council Plan objective **VIBRANT CITY** - Reimagining our city with culture and diversity at its heart and the Council Plan outcome measures:*

- *An exciting cultural offer representative of our communities*

Figure 3: Key Diagram



Key

Housing sites	
Strategic employment sites	
City Centre	
Green Wedges/ Green Gaps	
Green Belt	

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Housing Allocations

1	City Centre Area	5600
2	Stoney Lane	400
3	Royal Hill Road	90
4	Brook Farm	214
5	Former Manor/Kingsway Hospital	130
6	The Hollow	150
7	Rykeld Road	800
8	East of Moorway Lane	335

There are other smaller housing allocations not shown on this diagram, please refer to the main document for their location.

Employment Allocations

9	Indurent Park, Chaddesden	18.00
10	Smart Parc, Spondon	35.00
11	Land south of Wilmore Road, Sinfen	75.00
12	Rolls Royce Submarines	3.4

Dwellings

1	City Centre Area	5600
2	Stoney Lane	400
3	Royal Hill Road	90
4	Brook Farm	214
5	Former Manor/Kingsway Hospital	130
6	The Hollow	150
7	Rykeld Road	800
8	East of Moorway Lane	335

Area (ha)

9	Indurent Park, Chaddesden	18.00
10	Smart Parc, Spondon	35.00
11	Land south of Wilmore Road, Sinfen	75.00
12	Rolls Royce Submarines	3.4

Overarching Spatial Strategy 4

- 70. Derby is built up to, and to an increasing degree, beyond its own boundaries, with new communities having been established and continuing to grow as extensions to the city in neighbouring local authority areas. This puts significant pressure on the city's ability to meet increasing growth needs in a sustainable manner while dealing with the impacts and implications of that growth.
- 71. The overarching strategy set out in this plan is a balanced one which seeks to meet development needs while considering economic, environmental and social factors to deliver sustainable development. This balance reflects the importance of planning to mitigate for, and respond, to the impacts of the changing climate and to protect a vulnerable natural environment, while delivering new homes, employment opportunities and supporting infrastructure.

4.1 Housing Market Area Context

- 72. Derby City is within the Derby Housing Market Area (HMA). The Derby Urban Area (DUA) comprises the urban area of Derby and planned extensions to it in the administrative boundaries of Derby City, South Derbyshire and Amber Valley. Although this Plan can only set planning policies for the city, the reality is that the urban area of Derby now covers a built area and communities well beyond the city's administrative boundaries. The physical size of the city will continue to increase to accommodate new growth in a sustainable manner, considering how development outside the city interacts with and links to that within the boundary.
- 73. Through ongoing, collaborative working, in particular with the neighbouring Derby HMA local authorities of Amber Valley and South Derbyshire (The HMA authorities), a housing growth strategy has been established which will see Derby City's housing and other growth needs met in full across a range of sites in sustainable locations both within and on the edge of the city.
- 74. It has been clear since before the latest set of adopted plans in the mid-2010s that the city's ongoing housing needs determined through the standard method are not able to be met wholly within the city's boundaries given spatial constraints. Later work identified the city to provide a minimum of 12,500 homes during the plan period.
- 75. The HMA authorities published the Derby housing market area growth options study in 2021 which considered how the area's needs could be met going forward. Further work was undertaken to determine where the most sustainable locations for this development would be.
- 76. Derby City and South Derbyshire councils commissioned a Local Housing Needs Assessment which identified the housing needs of both areas in more detail.
- 77. Taking these studies together with the statement of common ground between the HMA authorities and the progress on the Amber Valley and South Derbyshire Local Plans, the HMA's housing needs can be most sustainably met with the delivery of a minimum of

12,500 homes through this plan, and the remaining requirements being delivered through the Amber Valley and South Derbyshire Local Plans.

4.2 The City's Spatial Strategy

78. The strategy focuses on providing a city for residents, workers and visitors, all of which are key to a vibrant and successful city.
79. The strategy reflects the city's strong manufacturing heritage, particularly in advanced manufacturing and engineering on which the city's economy has been established and has grown and flourished, with globally important employers providing the core manufacturing, engineering and service sectors and supply chain employers that are crucial to the economic prosperity of the city.
80. Derby City will accommodate its growth requirement by allocating development sites in sustainable locations within the city and through a strategy which responds positively to planning applications for sustainable development. The strategy includes responding positively to the types, tenures and sizes of new homes required including those for sale or rent and those to meet affordable and specialist needs.
81. In order to meet as much of the city's growth needs as possible, the strategy in this Plan has adopted a 'brownfield, and City Centre first' approach when considering the best locations for new built development during allocation site selection and plan development, while acknowledging that sustainable sites on greenfield land will also be required to meet the scale of housing required. To ensure that development is truly sustainable the Plan will require the appropriate infrastructure as set out in the Infrastructure Delivery Plan to be delivered to support new developments and to be provided in a timely manner, as well as striving to ensure that land is developed efficiently and at appropriate development densities.
82. The strategy has a strong focus on the City Centre, seeking to promote this location as the main area for retail, commercial and visitor activities and driving forward regeneration projects to bring greater vibrancy through city living. This is the first local plan in Derby to plan for significant new residential development inside the Inner Ring Road and to provide a true 'living' City Centre, promoting activity, footfall, and bolstering the daytime and evening economies while reflecting the city's strong cultural diversity.
83. The City Centre will be the number one priority for regeneration and high-quality redevelopment, while taking care to protect, conserve and enhance the significance of the many heritage assets and optimise the value of the River Derwent, including in particular the Derwent Valley Mills World Heritage Site and its setting. Through the local plan, the City Centre has been extended to provide new development opportunities around the Railway Station and to the north to provide new campus opportunities for the University of Derby.
84. The strategy requires opportunities to be taken to reduce reliance on private car travel and promote walking and cycling by providing appropriate connectivity and sustainable movement around and through the city. Transport and connectivity will be planned strategically across the wider Derby Urban Area including in neighbouring local authority areas working with the relevant planning and highway authorities.

85. Green Wedges will remain a crucial part of the city's strategic character, forming open and undeveloped areas between distinct suburbs and areas of different character. As well as enhancing the structure of the different character areas of the city, they will allow the open countryside to penetrate into the heart of the city and provide routes for sustainable travel, wildlife corridors and green links, as well as forming the main areas where parks, playing fields and open leisure and recreation can take place. In locations where development outside the city boundary or our own development has closed the opening of the wedge to the open countryside, these green spaces will be assessed, and where they still perform vital functions will remain protected as Green Gaps.
86. Derby includes some areas of Green Belt land within its boundaries. The primary purpose of the Green Belt is to form areas of strategic separation between Derby and Nottingham, and to prevent urban sprawl. The Green Belt has been established for many years, and while development pressures are high, it has important roles and functions. The Green Belt in the city will be retained in principle while allowing for appropriate, sustainable development where this is justified.
87. The city also has areas of land constrained by flood risk. National Planning Policy, and Planning Practice Guidance have been followed when allocating land for development, including applying the sequential and exception tests to ensure that development is deliverable, safe and secure.
88. Although the city has a significant area of built land, it also has a wide selection of green infrastructure which, due to the urban nature of the city, has great importance in breaking up the urban form, and allowing biodiversity and wildlife to flourish across the whole city. This includes locally designated wildlife sites, trees and hedgerows, meadows and areas of informal parkland. The Plan will acknowledge the multiple benefits of green infrastructure from wildlife habitat and corridors, climate change mitigation and gardening, through to informal recreation. The city's green infrastructure will be protected and enhanced and where possible made accessible to communities.
89. In particular, the River Derwent offers a range of opportunities for wildlife, leisure, recreation and sustainable transport routes across the city. Flood defences will be completed during the Plan period, to ensure that residential and other vulnerable land uses are protected.
90. Placemaking, character and design will be at the heart of planning for new development, and great importance will be given to the qualitative elements of development proposals. The Plan will ensure that new development reflects and is compatible with the area in which it is set, and appropriate dwelling densities are provided which make effective use of land.

General Development Principles 5

91. This chapter provides the foundation for ensuring that all new proposals contribute positively to Derby's built environment and the communities they serve. The policies set expectations that development must respect local character and context; support high standards of amenity; and create accessible, safe and healthy spaces.
92. The principles also guide well-reasoned placemaking, resilience and comprehensive growth, whilst also ensuring that infrastructure and developer contributions are secured to support the communities impacted by development. Together, these principles establish a consistent framework against which proposals can be assessed and enforced to deliver sustainable, well-designed and inclusive development across the city.

Policy GD1: Placemaking Principles

Well considered and high quality placemaking should promote Derby as an evolving, modern city and contribute to improving the life of the City's residents.

The Council will expect high quality, well considered architectural and urban design that strives to raise the overall design standard of the city. To achieve this aim, applicants should work collaboratively with the Council and should follow a logical and thorough design process to demonstrate how the proposal positively responds to the place making principles below.

Where relevant and appropriate, proposals should:

Context and Identity (also see Policy GD2)

- a) Understand and relate well to the site and its local and wider context;
- b) Respond positively to heritage assets and their setting, history, local character, culture and identity, ensuring that development is well integrated into its setting, exhibits locally inspired or where appropriate, distinctive character and conserves or enhances the significance of heritage assets;

Built Form

- c) Provide well designed, high quality and attractive places and buildings that exhibit high quality architectural and urban design;
- d) Make efficient use of land through compact forms of development and optimising development densities. In the case of the City Centre, a minimum density of 80 dwellings per hectare (DPH) should be achieved where feasible and appropriate;
- e) Provide appropriate building types and forms;
- f) Ensure that built form responds positively to topography and ground levels;
- g) Provide a coherent built form that is well considered, articulated and tested;

Movement

- h) Provide a comprehensive and permeable network of routes for all modes of transport, with a clear hierarchy, both within and outside the site, have regard to the transport hierarchy, prioritising non-vehicular movements and promoting active travel;**
- i) Provide well integrated parking, servicing and utilities infrastructure for all users, that does not dominate the street scene;**

Nature

- j) Incorporate high quality green open spaces, with a variety of landscapes and activities, including play, as part of a citywide green infrastructure network;**
- k) Improve and enhance water management;**
- l) Optimise opportunities to incorporate green infrastructure and biodiversity and protects habitats;**
- m) Enhance the urban / rural interface;**

Streets and Spaces

- n) Create well located, high quality and attractive streets and public spaces that are shaped by buildings;**
- o) Provide well-designed spaces that are safe and vibrant;**
- p) Ensure that public spaces support social interaction;**
- q) Provide clear distinction between public and private spaces;**

Uses

- r) Provide an appropriate mix of uses that promote social inclusivity and create vibrant and mixed communities;**

Homes and Buildings

- s) Provide a mix of home tenures, types and sizes;**
- t) Provide healthy, accessible and comfortable internal and external environments;**
- u) Provide good standards of privacy, safety and security;**
- v) Ensure that homes are well-related to external amenity and public spaces;**
- w) Demonstrate attention to detail in relation to storage, waste, servicing and utilities;**

Resources

- x) Demonstrate how the energy hierarchy has been followed;**
- y) Demonstrate a careful selection of materials and construction techniques;**

z) Maximise resilience to environmental changes;

Lifespan

aa) Demonstrate how places have been designed and planned to mature gracefully, making provision for the appropriate maintenance, management and stewardship of infrastructure related to the development;

bb) Be adaptable to changing needs and evolving technologies;

All proposals will be assessed in terms of their response to these placemaking principles, taking account of context, function and cumulative impacts. Design and Access statements will be required to demonstrate how the above principles have been met. Proposals that do not appropriately respond will be resisted, unless acceptable reasons for them doing so are provided.

The Council will also seek to ensure that design quality is maintained from initial planning permission to delivery. The dilution of design quality, once initial planning permission has been granted, will also be resisted.

Further information in relation to these principles can be found in the National Design Guide and the Council's own design guidance.

The Council encourages applicants to refer major development proposals to an independent panel, such as the Architecture Centre in the East Midlands (or equivalent), for critical review.

Applicants proposing development with the potential to impact on the townscape or streetscene character of the City Centre are strongly advised to use the Council's digital twin 3D model to help demonstrate compliance with the principles set out in this policy and elsewhere in this Plan.

Supporting Text

All Development

93. The Council attaches great importance to the design of the built environment and recognises the multiple benefits that can be achieved through placemaking, ensuring local distinctiveness and the delivery of well-designed buildings and spaces. The Council is committed to ensuring that the principles of good urban and architectural design are embedded in all development proposals, ranging from domestic extensions to multi-million-pound developments, in line with those set out in the National Design Guide.
94. Good urban and architectural design brings social, economic and environmental value, helps to support growth and is central to the delivery of sustainable development. It can also have benefits in terms of the health of residents and is fundamental to community safety. Through good design, practical and meaningful places can be created and sustained. Good design in the built environment involves the creation of places that work well for occupants and all users and are built to last. In Derby, where a significant gap in healthy life expectancy exists between communities, the design of the built environment

is a critical tool in reducing long term inequalities. Encouraging healthy movement where possible through design can often help people to lead more physically active and fulfilling lives based on Sport England's 10 principles of active design.

95. The starting point for raising the overall design standard of Derby is for developers to ensure that they have established a development team with adequate skills and the right mindset to deliver high quality design and placemaking. The creation of high-quality places is no easy task, and therefore the right people need to be involved from the outset.
96. Applicants will be encouraged to use these general development principles to guide the development of design solutions, and they should form the basis of pre-application discussions.
97. The Council will actively encourage developers to work collaboratively by engaging in pre-application discussions at an early stage and follow a simple and logical design process. The Council also offers a Design Optimisation Service, which can help applicants identify Council supported design solutions which can streamline the planning process. The key principle behind the design process is to ensure that development sites are fully assessed and understood before detailed design solutions are considered. Well-designed proposals will be based on a robust context appraisal and understanding of opportunities and constraints. Applicants should demonstrate that a robust design process has been followed, including site and contextual analysis.
98. Within the lifespan of the Plan, the Council will seek to work with partners to produce design guidance, to address specific themes or issues and also for specific sites or areas.
99. Well-designed places should respond positively against the relevant principles set out in the policy. There will be cases where some of the principles cannot be met as they are not relevant to a particular proposal, or it is not feasible or appropriate. In such cases, the Council will require applicants to explain why the principles cannot be satisfied.
100. Green infrastructure should be considered at the outset of planning for development and fully incorporated into the design of schemes, including all masterplans taking into account the principles of Natural England's Green Infrastructure Planning and Design guide.
101. During the implementation phase of schemes is also when poor build quality, or materials can creep in, which can harm the development as a whole, or impact its appearance and durability over the longer term. The implementation of schemes will be monitored, and materials conditions carefully reviewed to ensure that this does not happen.
102. Short term gains as a result of diluting and sacrificing design quality post-planning in the form of 'value engineering' often have a negative impact on the longer-term sustainability of proposals, and the character, identity and distinctiveness of Derby. As a result, this can create a negative perception of new development in the city amongst residents and visitors. This inevitably leads to greater uncertainty and complexity in the planning process. Amendments to planning applications will therefore be carefully appraised to avoid this outcome.

Specific additional guidance for particular areas or types of development

103. Where development is proposed within or affecting the City Centre; the City Centre chapter of the plan (in particular) should be read alongside the principles set out in this policy. In the City Centre, for major or significant development, design competitions may be used to ensure the best outcomes.
104. At the outset of the design development process, use of the Council's digital twin 3D model is strongly encouraged for applications within the city centre which could have an impact on or change the townscape and streetscene character of the city. This includes major development such as:
 - a) tall buildings (as defined by Policy CC6);
 - b) large buildings;
 - c) masterplan proposals;
 - d) development which impacts heritage assets or their setting;
 - e) development within the Derwent Valley Mills World Heritage Site (DVMWHS) or setting (within its buffer zone or wider setting);
 - f) development which has an impact on the city centre skyline (above ambient height)
105. These categories provide a guide; however, development proposals which fall outside of these may also be required to use the model if there is potential for impact on or change to the townscape and streetscene character.
106. It is equally important that high quality design is delivered in areas of significant change, such as areas of planned residential growth around the edge of Derby. The design of cross boundary development sites should be considered in a comprehensive and holistic manner, irrespective of administrative boundaries.
107. Large scale growth has the potential to have significant impacts upon existing residents. Some impacts can be partially mitigated through high-quality design, including landscaping and other green and blue design elements.
108. Particular attention to design should be given within or affecting Green Wedges and the urban rural interface. Harmful and/or irregular intrusion into open countryside, Green Wedges, Green Gap or Green Belt should be avoided.
109. Additional design detail, in the form of a Design Code following the guidance set out in the National Model Design Code may be required, particularly on larger, phased or multiple ownership sites, to deliver a cohesive and coherent design and placemaking vision across the site as a whole. Design notes and guidance should also be provided to aid interpretation. For further detailed site-specific requirements, see also the allocation policies within this plan.
110. Design review is a method of reviewing the quality of developments using an independent panel of professionals, which could be at local, regional or national level depending on the scheme proposals. The Council will encourage developers of major proposals to refer them for design review, particularly where a development proposal is considered to be significant in terms of scale, location and strategic importance. Large developments on

key sites in the City Centre will generally be regarded as significant. Applicants are encouraged to participate in design review at an early stage of the design process, including use of the Conservation and Heritage Advisory Committee (CHAC), where relevant.

Policy GD2: Character and Context

All proposals for new development will be expected to make positive contributions towards the character and identity of the city and its distinctive neighbourhoods, taking inspiration from the impressive history of the city.

To ensure that high quality, contextually appropriate design is being achieved, the Council will:

- a) assess all proposals in terms of their suitability in relation to neighbouring buildings, streets, public realm, any heritage assets and the wider site context, taking account of cumulative impacts. Proposals will be required to demonstrate and justify:**
 - a) an appropriate development density, site layout, access and urban grain, where relevant, taking account of the extent to which open and undeveloped land contributes to neighbourhood character, definition and identity;**
 - b) permeability and connectivity to the surrounding site context;**
 - c) a well-articulated building form, scale, orientation, height, massing and roofscape which relates positively to its context;**
 - d) well considered building siting, setting and typology, providing defined and active building edges to the street and wider public realm;**
 - e) the architectural language, features, detailing and materiality, demonstrating an appropriate balance of repetition and complexity;**
 - f) sufficient detail, and appropriate rhythm, texture and depth in the architectural composition to provide visual interest at different distances including the urban scale (40 metres), street scale (20 metres) and the door scale (2 metres);**
 - g) how the building addresses its base, middle and top;**
 - h) consideration for how materials are durable across their lifespan and are fit for purpose;**
 - i) consideration of green infrastructure, landscaping and appropriate boundary treatments;**
 - j) consideration of vehicular and cycle parking and servicing requirements;**

- k) appropriate consideration of heritage assets and their settings, resulting in their conservation or enhancement;**
 - l) appropriate consideration of important views to and from the area and of landmark buildings;**
 - m) any other significant beneficial features of local character or history;**
 - b) expect all proposals to be informed by a context appraisal, proportionate to the nature, size and sensitivity of the site and proposal, to demonstrate how the design of the proposal responds to the context of the local area;**
 - c) give particular scrutiny to proposals affecting areas of sensitive local character and to proposals for tandem, backland, large, tall developments (see Policy CC6) and houses in multiple occupation (HMOs) (see Policies H8 and H9);**
 - d) continue to encourage innovative designs and architecture where appropriate;**
- Proposals that do not appropriately respond to their context will be resisted.**

Supporting Text

111. This policy should be read alongside Policy GD1 ‘Placemaking Principles’ and the supporting text of that policy.
112. Derby is an evolving and growing city. This will require a degree of change to the city’s built environment. Bringing together change and innovation whilst respecting character and context, including heritage assets, are vital elements of high quality architectural and urban design, and should form the backbone of the evolution of the city.
113. Responding to the character and context of Derby should not seek to preserve it in a static manner or replicate the past. Instead, through appropriate high quality architectural and urban design responses, opportunities for the well-considered enhancement and evolution of Derby’s character and context should come forward which, importantly, are informed by a robust understanding of Derby’s existing distinctive character and context. Not all characteristics of a place are necessarily distinctive or valued and have scope for improvement.
114. Understanding local character and overall site context is fundamental to designing successful places. Well-designed proposals will be based on a robust context appraisal and an understanding of the opportunities and constraints that an area provides. Context appraisals should be the starting point for the design of all proposals.
115. Useful sources of information for understanding the character of a place include character appraisals, Conservation Areas appraisals, the Historic Environment Record (HER) and the published Skyline and Significant Views Study covering the city centre along with the publication “The landscape Character of Derbyshire” published by Derbyshire County Council. The cultural and social characteristics of place should also be understood and taken into account especially when proposing major development.

116. All proposals for new development will be expected to make a positive contribution towards the distinctiveness and identity of our neighbourhoods. Assessment will focus on the factors that are listed in the policy as well as the principles set out in Policy GD1. Erosion of character through piecemeal, gradual change and sometimes small but meaningful poor design choices can be harmful to the character of an area, even if a precedent for similar design can be found somewhere else in the urban fabric.
117. Some areas of the city are more sensitive to changes in the built environment than others. Areas of particular sensitivity include areas of heritage significance such as those within or adjacent to nationally and locally designated heritage assets, or the internationally inscribed Derwent Valley Mills World Heritage Site. The character of these areas is already specifically protected by relevant planning policies and legislation.
118. There are areas of the city which are less sensitive to change in the character of the built environment. Here, there are opportunities to develop innovative proposals which would help the character and context of Derby to evolve.
119. Other areas that are particularly sensitive to change are areas of mature townscape character. These areas are generally located in and around the former villages and along some of the historic routes that link the former villages to the City Centre and are generally characterised by:
- a) Residential properties that are over 50 years old;
 - b) Lower densities and large plots;
 - c) Large, mature trees and shrubs along streets and within private front gardens, creating privacy and landmark features;
 - d) Topography that provides views towards historic buildings and countryside;
 - e) Prominent local design features such as chimneys, grey slate, white and cream render, red brick, bay windows and gables creating a townscape rhythm and coherence;
 - f) Front gardens, including attractive boundary walls and hedges;
 - g) Local landmark buildings;
 - h) Pockets of historic dwellings fronting directly onto the street.
120. The combination and delicate balance between these features and characteristics make areas of mature townscape character more sensitive to changes in the surrounding environment. Whilst not specifically designated as heritage assets, it is particularly important that impacts upon the character of these areas are fully understood and considered to ensure that positive characteristics are not irrevocably undermined.

121. Character and context are also important in the context of creating a defined and meaningful urban boundary and maintaining Green Wedges and Green Gaps.

Policy GD3: Amenity

All development, including change of use, conversions and extensions should provide a high standard of amenity for all existing and future occupants of land and buildings. Development should not cause unacceptable harm to the amenity of neighbouring properties or the wider area during the life of the development.

In considering impacts on amenity, the Council will take account of the following factors:

- a) Loss of privacy, through direct overlooking of neighbouring sites or through the perception of overlooking;**
- b) Overbearing (massing) effect;**
- c) Loss of sunlight and daylight;**
- d) Noise, general disturbance, vibration, smells, fumes, smoke, soot, ash, dust, grit or insects;**
- e) Air, water, land and light pollution;**
- f) Hazardous substances and industrial processes;**
- g) Traffic generation, access and car parking;**
- h) Wind and micro-climate.**

Where appropriate, planning applications should be supported by detailed impact assessments, produced by a suitably qualified and competent individual and in accordance with relevant and up-to-date guidance and standards.

The Council will have regard to the 'Agent of Change' principle, which places the responsibility for mitigating impacts from existing noisy or polluting activities on proposed new sensitive development. Similarly, developers should take responsibility for mitigating impacts (including reasonably foreseeable longer-term impacts) from developments which generate new sources of noise or pollution, upon existing sensitive receptors.

The Council will not permit development proposals that have not clearly demonstrated how impacts on amenity will be suitably mitigated and managed so that harm is avoided.

Supporting Text

122. It is a well-established planning principle that new development should not seriously detract from the amenity of nearby land, property or the occupants of these. The point at which new development will unacceptably affect nearby areas will depend on the nature

of the activity proposed and the nature of the surrounding area. The policy is intended to protect both residential amenity and the amenity of other activities.

123. A degree of noise and disruption is to be expected during construction phases of development. Where appropriate, the Council will seek to mitigate such impacts through construction management plans secured through condition.
124. For a long time, the responsibility for managing and mitigating the impact of noise and other nuisances on neighbouring residents and businesses has been placed on the business or activity making the noise or other nuisance, regardless of how long the business or activity has been operating in the area. In some cases, this has led to newly arrived residents complaining about noise and other nuisances from existing businesses or activities, sometimes forcing the businesses or other activities to close.
125. The Agent of Change principle places the responsibility for mitigating the impact of noise and other nuisances firmly on the new development. This means that where new developments are proposed close to existing noise generating uses, for example, applicants will need to design them in a more sensitive way to protect the new occupiers, such as residents, businesses, schools and religious institutions, from noise and other impacts. This could include paying for soundproofing for an existing use, such as a music venue.
126. The Agent of Change principle works both ways. For example, if a new noise-generating use is proposed close to existing noise-sensitive uses, such as residential development or businesses, the onus is on the new use to ensure its building or activity is designed to protect existing users or residents from noise impacts.
127. The Agent of Change principle is included in the National Planning Policy Framework, and Planning Practice Guidance provides further information on how to mitigate the adverse impacts of noise and other impacts, such as air and light pollution.
128. The Agent of Change principle predominantly concerns the impacts of noise-generating uses and activities, but other nuisances should be considered under this policy. Other nuisances include dust, odour, light and vibrations.

Policy GD4: Accessible Places

Buildings, streets and spaces must be accessible to disabled people, and contribute to improving accessibility for everyone, such as older people and families with children.

The Council will:

- a) expect applicants to demonstrate in their supporting statements how their proposals achieve inclusive design;**
- b) expect applicants to have regard to current best practice;**
- c) seek improvements to existing accessibility provision.**

Supporting Text

129. Inclusive environments enable everyone, regardless of age, disability or circumstance, to use and enjoy places safely and conveniently. Well-designed and accessible places support greater social cohesion, stronger independence and enable people to participate more fully in community life. The Equality Act 2010 requires due regard to be given to ensuring that the built environment does not create or perpetuate disadvantages for people with protected characteristics. Applicants are therefore expected to demonstrate how their proposals advance equality of opportunity to ensure fair access, inclusion and wellbeing benefits for all members of the community. Particular consideration should be given to the choice of surfacing, materials and the design of the public realm.
130. New development must incorporate reasonable and deliverable adjustments to enable equal access to buildings, spaces and services. The Council encourages applicants to indicate how their proposals draw on the most up-to-date best practice building standards for accessibility improvements. Examples of these adjustments include ensuring step-free access, clear signage, wide pathways, and tactile features. Where opportunities arise, developments should also seek to enhance existing accessibility provision, such as through improved pedestrian connections, introducing rest points, or incorporating facilities such as public toilets (including changing rooms) and ‘changing places’ toilets. Provisions should be integrated to a high design standard, ensuring they are adaptable and responsive to the diverse needs of all users, including individuals with complex care needs, their carers, older people, parents and caregivers, and others who may experience barriers in the built environment.
131. Accessible places and environments should wherever possible have good access to Derby’s natural environment, parks, landscapes and accessible green infrastructure for the wellbeing of residents.

Policy GD5: Community Safety and Resilient Places

New development must provide a safe and secure environment and take full account of the need for community safety and crime prevention measures, including the needs of vulnerable people. In considering development proposals, the Council will have particular regard to the design, layout, lighting arrangements, landscaping and the extent to which proposals encourage vibrant, attractive and welcoming environments.

More specifically, the design of spaces surrounding buildings, particularly where people gather or in the vicinity of vulnerable uses, should take into account the risk of terrorism, and reduce the risk of terrorist attacks occurring by reducing vulnerability and increasing resilience. Measures to reduce the risk should be considered early in the design process and be sensitively designed to not detract from local amenity and / or the significance of nearby heritage assets.

In this context, major development within the City Centre and other areas of the city where people gather should give careful consideration to:

- a) traffic calming measures to limit vehicle approach speeds;**
- b) vehicle access control, including access for emergency vehicles;**

- c) general traffic management to control when and how legitimate traffic can access the site;**
- d) incorporation of hostile vehicle mitigation (HVM) measures into the overall design of public realm and public art;**
- e) pedestrian access to the site;**
- f) perimeter security;**
- g) use of laminated glazing.**

Supporting Text

132. Crime and antisocial behaviour have a detrimental impact upon community wellbeing and the quality of life of communities. Addressing both actual and perceived safety concerns is essential to creating inclusive and resilient communities where people feel secure to live, work, socialise and lead healthy lives. The design of buildings and spaces play a vital role in reducing opportunities for misconduct by helping to foster safer environments. Development should be designed to achieve an acceptable overall standard for the security of buildings and the public and private spaces around them.
133. Development should consider opportunities for natural surveillance and appropriate lighting within public spaces to deter criminal disorder by increasing the likelihood of detection. It is encouraged that the principles of the national Secured by Design (SBD) initiative should be embedded into the design of new development through engagement between the applicant and Designing Out Crime Officers (DOCOs). SBD is a police-led project that provides guidance on how to design out crime in the physical environment.
134. In addition to everyday crime prevention, major development within the City Centre must consider counter-terrorism measures that are proportionate to the scale, location and nature of the proposal. New development must recognise and respond to evolving security risks, particularly in locations where large numbers of people gather. Crowded places are defined as locations or environments of public access that, by virtue of their crowd density potential, may be vulnerable to terrorist attacks. Examples of these crowded places include sports stadiums, food and drink establishments, shopping centres, leisure facilities, high streets, visitor attractions, the public realm, and other locations. Counter-terrorism protective security measures should be sensitively integrated into the design of new development to enhance resilience without undermining the quality, character or accessibility of places. These measures may include, but are not limited to, the strategic placement of street furniture, landscaping features, and hostile vehicle mitigation measures (HVM), as well as careful consideration of site access and perimeter security. Applicants are strongly encouraged to initiate discussions with local Counter Terrorism Security Advisors (or other security experts) early in the design process

to determine the level of risk of their development to terror attacks, and design in proportionate mitigation considerations from the outset.

Policy GD6: Health and Wellbeing

Development should promote, support and enhance physical and mental health and wellbeing. The potential for achieving positive health outcomes will be taken into account when considering all development proposals. Where any adverse health impacts are identified, the development will be expected to demonstrate how these will be addressed or mitigated.

Development must include measures to reduce health and well-being inequalities by:

- a) mitigating the impact of climate change and reducing carbon emissions;**
- b) ensuring that all new homes are well-designed, have adequate internal space, provide sufficient daylight and sunlight, are well ventilated, avoid overheating and have access to outdoor amenity space;**
- c) providing a high quality, attractive and safe environment which encourages social interaction and promotes physical activity, through appropriate arrangement of buildings and uses, access and connectivity, open space and landscaping and the provision of facilities to support walking, cycling and wheeling;**
- d) ensuring that all development does not have an adverse environmental health impact, such as through air, noise, light and water pollution. Remediation of contaminated land and measures to reduce the risk of flooding or overheating must be undertaken prior to development, to mitigate potential hazards to human health;**
- e) providing access to the natural environment, including wildlife sites, river corridors, open spaces and leisure, recreation and play facilities to encourage physical activity and mental wellbeing;**
- f) providing access to healthy food opportunities by sustainable transport modes and provide opportunities for growing local produce;**
- g) preventing harmful exposure to unhealthy commercial environments, including the overconcentration of hot food takeaways, alcohol uses and gambling uses;**
- h) providing access to social, community and healthcare facilities, community halls, spiritual buildings and arts and cultural facilities. These will be protected and improved to ensure that they can be accessed by sustainable and/or active transport modes.**

A Health Impact Assessment may be required to be submitted as part of a planning application for major development proposals. To assess if a full HIA is needed, a screening assessment should first be undertaken. The level of detail should be proportionate to the development and agreed with the relevant case officer.

Supporting Text

135. The environment significantly influences our health and wellbeing in many ways, and the planning system plays an important role in influencing both the built and natural environments; consequently, playing a key role in the physical and mental well-being of Derby's residents. To lead healthy lives we need good housing, clean air, access to open spaces and community facilities, opportunities for active travel and social connectedness and to be safeguarded from the impacts of climate change.
136. Differences in health reflect the differing social, environmental and economic conditions of our local communities. Changes to the physical environment of communities should be planned so that they facilitate the conditions and the lifestyles that lead to improved health outcomes and reduced health inequalities.
137. In addition, impact of climate change will have an impact on people's health and wellbeing. Direct impacts include exposure to heat and cold and increased exposure to UV radiation while indirect impacts occur through anxiety as a result of higher food, water and energy prices. It is widely recognised that the negative health effects of climate change will not be distributed equally, with the greatest impact on the most vulnerable groups in our community. Young people, older adults, those living with pre-existing medical conditions, and those living in more deprived communities are most likely to be affected by climate change.
138. The Joint Strategic Needs Assessment (JSNA) for the city brings together data about people's health and lifestyle. It highlights that life expectancy for both men and women are lower than both the regional and national average. Delving deeper, life expectancy follows a social gradient with residents living in the more deprived areas of the city experiencing shorter life expectancy. Males born in the most deprived areas of Derby can currently expect to live 11.1 years less than those from the least deprived areas, while this difference is 10.9 years for females. Furthermore, the average number of years within this life expectancy projected to be spent in good health is lower than the regional and national average; from birth between 2018 and 2020 a male child is expected to live 57.7 years without disability or poor health, whilst for women this number is 61.6 years.
139. Recent data indicates that the leading cause of death in Derby was cancer (24.2%) followed by dementia and Alzheimer's disease (13.0%) and heart disease (10.0%). Trends in lifestyle and wellbeing contribute to these major causes of mortality, accentuating the interconnectedness of daily habits and long-term health outcomes. Obesity is an escalating concern across the city, with the JSNA indicating that 34.6% of adult Derby residents were obese in 2022/23. This aligns with the downwards trend in physical activity levels, with only 60% of Derby adults being active. This is below the national average of 67.1%. This trajectory is worryingly reflected in the child population as 37.8% of Year 6 children were overweight or obese in Derby in 2023/24 (above the national average of 35.7%). Only 38.1% of children aged 5-16 years were active for the recommended 60 minutes a day in 2022/23. Obesity can lead to numerous health conditions such as type 2 diabetes, heart disease and cancers, as well as have a psychological effect on people's mental health. Due to Derby having a significantly above average rate of premature mortality amongst people with severe mental illness (161.80 people per 100,000), great importance must be given to improve health and wellbeing outcomes.

140. These health challenges are closely associated with social determinants of health such as income, education, housing, and employment. Residents living in areas with higher levels of deprivation tend to experience worse health outcomes due to limited accessibility to health-affirming infrastructure such as green space, healthcare services, healthy food environments and community spaces. For example, the Office for Health Improvement and Disparities (OHID) found that in 2024 Derby had 127.6 fast food outlets per 100,000 population, with the highest concentration within the Arboretum ward (97) followed by Darley (41). The convenience and affordability of fast food can discourage healthier eating habits and thus increase long-term health risks. The environments in which individuals reside strongly influences lifestyle choices, making it essential to develop accessible and effective infrastructure that supports healthier living across Derby. Initiatives by the Council such as the Healthy Weight Declaration and Active Travel Strategy already form the foundations for promoting well-being, but this focus needs to be expanded to recognise the built environment as a contributing factor to health outcomes.
141. A Health Impact Assessment (HIA) is a process for assessing the health and well-being impacts (mental, physical and social) of a proposed development, a plan or policy or an initiative. It should be conducted in accordance with the guidance contained in 'Health Impact Assessment in spatial planning' as published by Public Health England.
142. NHS Healthy Urban Development Unit (HUDU) have developed a rapid HIA tool to quickly assess the impacts of a development plan or proposal and recommend measures. This tool should be used as early as possible in the planning process and established at pre-application stage.

Policy GD7: Comprehensive and Coordinated Development

Development will not be permitted if it would unacceptably impede or reduce the development options for adjacent sites or the wider area. Development must make provision for, and be phased with, supporting infrastructure, facilities, and environmental mitigation, appropriate to the scale and nature of the development proposed.

Development on individual sites will be required to be guided by a masterplan or framework for the wider area where there is a need to:

- a) demonstrate that development options on other sites would not be unacceptably reduced;**
- b) secure consistency in layout and/or design across more than one site;**
- c) provide connections between sites; or**
- d) accommodate and/or fund infrastructure when this would be avoided or not be possible by viewing individual sites in isolation.**

Where a masterplan / framework is produced by someone other than the Council:

- e) the boundaries and scope of the masterplan/framework area should be agreed with the Council at an early stage in the production process; and**

- f) the final version of the masterplan/framework should be considered acceptable by the Council.**

No significant development will be permitted within areas identified as specific City Centre allocations until a masterplan/ framework has been developed and is considered acceptable by the Council.

In circumstances where a masterplan/framework is to be put forward as part of a planning application, to meet the requirements detailed above, early and effective engagement with the Council, and consultation with the local community and other stakeholders should take place in advance of the submission of an application.

Supporting Text

143. It is important to ensure that development on one site does not unnecessarily constrain what can be achieved on other potential development sites, as this could lead to the inefficient use of land, poor quality design, or land use conflicts. The possible impacts on other sites will therefore be important factors to be considered by developers when locating and designing their schemes. This principle will also be applied to large sites that are likely to be brought forward by more than one developer.
144. Masterplans and development frameworks are especially important for coordinating infrastructure delivery on larger sites. It is anticipated that organisations other than the Council may produce masterplans/frameworks. However, where this occurs, it will be important for the Council to be involved at all stages of their production so as to ensure that the masterplans/frameworks properly meet policy requirements and to minimise the potential for delays in determining any associated planning applications. The content of the masterplan/framework is to be agreed with the Council, and its scope should address the relevant issues having regard to the individual needs of the site.
145. The production of the masterplan/ framework should be developed in co-ordination with the Council, incorporating their key requirements.
146. The production process for the masterplan/framework shall:
- a) Ensure the proper consultation of the local community and other stakeholders within and adjoining the masterplan/framework area;
 - b) Not be bound by local authority boundaries, but consider the needs of all communities which are affected by the development;
 - c) Seek to maximise social value and inclusion in any resulting development in accordance with Policy GD6;
 - d) Identify early in the process whether the scale and nature of the development proposed within the masterplan/framework area is likely to need to be subject to an Environmental Impact Assessment (EIA) and, if so, and as far as practicable, use the EIA process to guide the development of the masterplan and identify opportunities to improve it.

147. Master plans/ frameworks should include the following with detail relevant to their scale:

- a) A vision which should:
 - a) Exhibit a high level of ambition and design quality delivering on as many of the vision and objectives of this plan and the City Centre strategy (if relevant) as possible;
 - b) Show how the vision is guided by achieving a distinctive identity and a strong sense of place that is derived from an understanding of the characteristics of the site, its history and its geography. This will be essential in ensuring the delivery of a place which demonstrates an enduring quality;
 - c) Encourage innovative architectural design in areas of change.
- b) A masterplan which should:
 - a) Demonstrate a robust design process including an in-depth assessment of the site and its context and constraints, and identifying those issues that have informed the vision for and design of the development;
 - b) Be tested in 3D using the council's digital twin model wherever relevant and possible;
 - c) Show how consultation with the existing community has been incorporated;
 - d) Show that the design requirements of the scheme work within the vision, and clearly demonstrate how the vision may be achieved;
 - e) Define and respond to local context and create or reinforce local distinctiveness;
 - f) Demonstrate a consideration of heritage assets and their setting, assessing the effects of the proposed development and measures proposed to avoid substantial harm;
 - g) Show a clear development structure and design concept that facilitates and encourages the delivery of all amenities, services and behaviours needed to support sustainable lifestyles;
 - h) Explain the key elements and development principles of the masterplan to create a simple, robust and structuring framework for development that fixes land use and density, movement and connectivity, and open space and landscape;
 - i) Set out the extent to which it is attempting to impose consistency across the development areas;
 - j) Contain strategic urban design principles that will be used to inform subsequent detailed designs, securely founded on good practice in terms of form, function and ongoing management;
 - k) Adequately set out the design quality standards for architecture, public realm and landscape;

- l) Contain a mechanism for delivering the vision at more detailed stages, for example, design coding.
- c) A design brief which should demonstrate:
 - a) Good levels of integration with the surrounding area both built and natural, in particular maximising existing and potential movement connections with the existing environment to encourage walking, cycling and use of public transport;
 - b) A quality of development that creates a positive sense of place and identity through the application of high-quality urban, architectural and landscape design;
 - c) A high level of accessibility to community facilities and local services, including facilitating access to, and where appropriate, efficient routing for high quality public transport;
 - d) Community facilities, suitable infrastructure and other amenities to meet the needs of all the community, including the provision of education and training facilities, health care, community, leisure and recreation facilities;
 - e) A clear structure of open spaces and landscape network to ensure that open space standards are met and that the new spaces relate well to each other and to existing areas;
 - f) That the scheme is compliant with both national and local design guides;
 - g) How sustainability matters addressed by other policies of the development plan and the NPPF and national PPG - such as those relating to biodiversity, climate change, flooding, historic environment, waste and pollution, safety, green space, and culture and tourism - have been taken into account, including the efficient use of resources both during construction and when the development is complete.

Policy GD8: Enforcement

In seeking to ensure that the policies of this Plan are implemented, the Council will investigate reported breaches of planning control in accordance with its planning enforcement protocol.

To make the best use of resources, cases will be prioritised according to the harm to amenity caused and resources available at that time. Investigations will be carried out proportionately in relation to the breach of planning control identified.

Where informal negotiations fail to resolve the identified breach of planning control and where it is considered appropriate, in the public interest and expedient to do so having regard to the provisions of the development plan and any other material considerations, formal action will be taken.

The Council will endeavour to work proactively with the owners of heritage assets that are considered to be 'at risk' or under threat in order to develop proposals to secure their future and viable use consistent with their significance (see Policy HE1).

Where necessary, the Council will intervene and may use statutory enforcement powers to ensure that action is taken to preserve heritage assets and avoid their permanent loss. Statutory enforcement powers at the Council's disposal include:

- a) Section 215 Notices;**
- b) Urgent Works Notices;**
- c) Repairs Notices;**
- d) Enforced Sale Procedure;**
- e) Compulsory Purchase Order (CPO).**

Supporting Text

- 148. Effective enforcement is important to maintain public confidence in the planning system and to ensure that the Local Plan is implemented effectively.
- 149. Whilst enforcement action is discretionary, the Council will continue to act proportionately in responding to suspected breaches of planning control.
- 150. Most people want to comply with planning law and regulations; however, we recognise that planning rules can sometimes be complicated and are not always initially fully understood.
- 151. Where things go wrong, we want to help individuals or businesses to achieve compliance. If there is a problem, we want to resolve it by communicating clearly and encouraging people to behave responsibly. Formal enforcement action is usually a last resort.
- 152. The Council will consider the facts and merits of each case and assesses them against the Council's enforcement protocol when determining whether it is expedient to take formal enforcement action.
- 153. There will be cases where enforcement action is necessary as urgent action is required, for example, where there are breaches of planning control which are causing serious harm, so a stop or temporary stop notice is needed, or an injunction is required.
- 154. Deciding which of the available powers to employ and in what combination will always depend on individual circumstances and the professional judgement of the local planning authority.
- 155. Planning Enforcement also has a key role to play in safeguarding the historic environment. Working with conservation colleagues, the Enforcement Team monitor heritage buildings at risk and changes to their fabric or significance that may require a planning application. Damage to listed buildings is a criminal offence.

Policy GD9: Infrastructure and Developer Contributions

Proposals for major new development will only be permitted where a comprehensive and co-ordinated approach to both phasing and infrastructure can be demonstrated.

Section 106 agreements, the Community Infrastructure Levy (CIL) or successor regulations/ guidance will be used to secure developer contributions. Where appropriate, these contributions will be pooled to allow the provision of strategic infrastructure that individual schemes cannot justify on their own.

The Council will ensure that the new development will be supported by necessary and appropriate infrastructure, facilities, and amenities to mitigate the impact of development. Where it is not appropriate for this to be dealt with through planning condition or Section 278, developer contributions towards infrastructure will be sought, such as:

- a) Affordable housing;**
- b) Education facilities;**
- c) Pedestrian, cycle and public transport facilities, disabled people's access and services;**
- d) Traffic management measures and road improvements;**
- e) Provision of Biodiversity Net Gain and green infrastructure, including public green space;**
- f) Waste & recycling infrastructure;**
- g) Water, sewerage, surface water drainage and flood defences;**
- h) Sports facilities (indoor and outdoor);**
- i) Health and community facilities.**

There may be occasions where the Council will require additional contributions where the development may impact upon particular characteristics of a site such as buildings of historic value or where the site is in a key visual location in the City. This may include:

- j) Public realm improvements and public art;**
- k) Protection or enhancement of the City's built and cultural heritage;**
- l) Any other infrastructure deemed necessary to mitigate the impact of the development.**

Proposals that do not make adequate provision for necessary infrastructure will be resisted.

The Council will ensure that the necessary infrastructure is provided either on-site or off-site as part of the development or by making financial contributions towards its provision and/ or maintenance.

Where a developer can provide robust evidence to demonstrate that it is not viable to deliver the policy requirement, the Council may require developers to enter a 'clawback' agreement which will allow contributions to be increased in the future should higher levels of viability become achievable during the lifetime of a development. In these circumstances, the Council will prioritise the infrastructure types a to e above. The exact priority order will be determined on a site-by-site basis.

Contributions will be made in accordance with the saved Planning Obligations Supplementary Planning Document except where this plan indicates otherwise.

Supporting Text

156. Like many cities, Derby's growth will happen on sites located near to existing development, infrastructure facilities and networks. However, we recognise that the existing infrastructure is of varied age, quality and often under pressure from existing residents, businesses and visitors.
157. It is essential that the aims and objectives of this Local Plan are met to ensure that Derby grows in a sustainable manner. This will need the necessary transport, physical, social and environmental infrastructure provided in a timely manner to support growth.
158. Cumulatively, almost all development puts additional pressure on infrastructure and should contribute to addressing that impact. While some infrastructure can be directly provided by, and directly serve, a specific development, in many cases it will be necessary to pool funding from several developments. The use of developer contributions has an important role in contributing to the provision of supporting infrastructure.
159. The Council and its partners will work to ensure that the City's infrastructure is maintained, improved and where necessary, expanded. The Infrastructure Delivery Plan (IDP) contains the strategies and projects of both the Council and its partners necessary to support development.
160. The site-specific policies outlined in this Plan specifically set out the infrastructure requirements to support each individual development site.
161. The Council currently has an adopted SPD which sets out the Council's approach, policies and procedures in respect of developer contributions delivered through Section 106 agreements. Its aim is to indicate the requirements that are likely to be needed, providing formulae for calculating contributions and ensuring transparency, certainty and speed in the application process.
162. Technical notes may be developed to further detail how contributions should be provided during the lifetime of the plan; for example, once the playing pitch and outdoor sports strategy is updated.

Policy GD10: Advertisements

Applications for advertisement consent will be permitted unless the proposed advert(s), either individually or cumulatively, would have a detrimental impact on amenity or public safety.

Where advertisements require consent, they must:

- a) Not compromise public or highway safety, whether through physical and visual obstruction, or disruption to pedestrian, cyclist or vehicular traffic networks;**
- b) Be appropriately scaled to the proportions of the building or structure on which they are displayed and surrounded by, including not obscuring or damaging existing architectural features;**
- c) Avoid cumulative impact, particularly with regard to where multiple advertisements may be viewed together on a single building or within close proximity;**
- d) Be of a high design standard by being well integrated in terms of scale, materials, position, quality, character, illumination and design to the surrounding context;**
- e) Take opportunities to screen unsightly land where appropriate.**

Advertisement applications must not impact negatively on the significance of designated and non-designated heritage assets including nationally and locally listed buildings, the character and appearance of Conservation Areas, and the Derwent Valley Mills World Heritage Site's (DVMWHS) Outstanding Universal Value, where applicable.

Advertisements must preserve the character of their setting, particularly to ensure proposals do not obscure, interrupt or detract from important views or established key views (identified within the Skyline and Significant Views Study. Any proposals for illuminated advertisements in heritage-sensitive locations will be assessed on a case-by-case basis, having regard to their design, scale, brightness, and overall impact on the historic environment.

Applications for internally illuminated digital display advertising screens will only be permitted where they demonstrate reasonable measures to safeguard public safety and visual amenity.

Shroud and large 'wrap' advertisements will only be acceptable for temporary periods as a screen to building works on active construction sites on a case-by-case basis. The Council encourages that shrouds on scaffolding covering the elevation of a building should take opportunities to depict contextual imagery of the development.

Poster display boards will only be permitted under specific circumstances where they would not detract from the character and appearance of the street scene and would obscure land that would otherwise appear unsightly.

The installation of vinyl stickers or similar coverings on shop windows, particularly those that obscure at least more than a quarter of the glazing, will generally be discouraged to safeguard active frontages and preserve visibility into shop interiors. Proposals for vinyl or window graphics that exceed the thresholds permitted under deemed consent will require formal advertisements consent prior to installation. In relation to heritage assets, the use of vinyl stickers will be strongly discouraged.

Supporting Text

163. Advertisements contribute to the city's vitality and visual environment, however, to maintain a high-quality environment there is a need to balance the requirements of business with the protection, and if possible, enhancement of the character and appearance of the city.
164. Sensitively designed and positioned signage has the potential to enhance the character and appearance of an area, however, care must be taken to ensure that advertisements will not detract from the place where it is displayed, or its surroundings, and that it will not prejudice public safety. When assessing the impact on visual and aural amenity and public safety, the Council will consider matters such as the height and location of which an advertisement is located, the effect of any illumination and sound, the impact on the surrounding locality, and the proposed length of consent.
165. As per the Town and Country Planning (Control of Advertisements) (England) Regulations 2007, proposals requiring advertisement consent can only be considered regarding their impact on amenity and public safety. Amenity is taken to refer to both visual and aural amenity to ensure that proposals will not adversely impact the building, street scene or heritage assets within their vicinity (as outlined in the heritage policies within this plan).
166. Whilst large-scale hoardings, shrouds and displays have the potential for considerable adverse impacts, depending on location, they may be found acceptable if they provide screening to sites or land areas which are deemed visually detrimental to the surrounding area.
167. Digital display screens are increasingly used for advertising and public information. Whilst they offer flexibility and dynamic content, their installation can have significant impact on visual amenity, street scene character and public safety. The Council will have regard to the Institute Lighting Professionals 'Professional Lighting Guide 05/23 – The Brightness of Illuminated Advertisements Including Digital Displays', and any successor documents to ensure that proposals are appropriately adjusted to protect public safety and visual amenity.
168. Particular attention will be given to the impact of advertisements on designated and non-designated heritage assets, including statutorily listed buildings, locally listed buildings, the DVMWHS, and Conservation Areas. These areas and buildings have special architectural and historic interest, and therefore inappropriate signage can harm their character, appearance and setting. Advertisements in these areas will be carefully assessed to ensure they do not detract from the historic setting, obscure architectural detailing or disrupt the visual integrity of views to and from key views (which can be found

within the Derby Skylines Study). Illuminated displays are more likely to have adverse impacts in these sensitive areas and will therefore be resisted. The Council will also consider the cumulative impact of advertisements within heritage asset settings to a greater extent to prevent advertisements from becoming overly prominent and unsympathetic to the historic environment. Applicants are strongly encouraged to engage with Historic England's guidance 'Streets for All - Advice for Highway and Public Realm Works in Historic Places' to ensure that proposals contribute positively to historic streetscapes.

169. Applicants are encouraged to refer to the 2008 Shopfront and Advertisement Guidance produced by the Council, and any subsequent updated guidance, which provides detailed recommendations and best practices to ensure that advertisements are visually appropriate to their setting. On the whole, where illumination is accepted in principle there is a presumption against internally illuminated (except halo illumination) when dealing with heritage assets.

Policy GD11: Shopfronts

The Council will expect a high standard of design regarding shopfronts and their associated frontages, signage, security features and other elements. Proposals for all shopfronts must:

- a) Respect the overall scale, proportions and architectural character of the host building, ensuring a coherent relationship with the upper floors.**
- b) Respond to the scale, alignment and continuity of neighbouring shopfronts to contribute to a cohesive streetscape.**
- c) Integrate any retractable canopies or appropriately detailed roller shutters into the shopfront design via methods such as recessing and colour matching to limit visual intrusiveness.**
- d) Ensure that principal signage is confined solely within the defined fascia above the shopfront where permitted by the building's design and context**
- e) Provide entrances that promote accessibility and inclusivity for all members of the community, where possible**
- f) Ensure that, where accepted in principle, any illuminated signage is designed in an unobtrusive manner, with fittings and cables carefully concealed to prevent visual clutter.**

The Council will seek the retention and repair of historic shopfronts, or shopfronts of architectural merit or heritage value. This stance also applies in relation to seeking the sympathetic retention and incorporation of historic shopfront features even where changes of use are proposed. In addition to the general principles listed above, specific expectations apply for the acceptable design of shopfronts within listed buildings and proposals within Conservation Areas, such as:

- g) Where original or significant elements of shopfronts survive, these features must be preserved and incorporated into any proposed alterations.**
- h) Fittings for signage, lighting and security features must be non-invasive to avoid damage to the original building.**
- i) Material choices and colour schemes must be appropriate to the heritage asset and its setting. Glossy finishes and overly bright or reflective colours will be resisted, and more traditional materials (such as timber) are more likely to be supported.**
- j) Illuminated signage will be assessed on a case-by-case basis regarding its compatibility with the building's use, appropriateness of a clear justification, and its context within the surrounding historic environment and relation to heritage assets. Generally, internally illuminated signage will be resisted and externally illuminated signage discouraged where fittings for illumination are not justified, are visually intrusive, or result in excessive light spill.**
- k) Proposals must consider the cumulative effect of alterations on the building and streetscape to ensure incremental change does not erode historic character.**

The Council will require the undertaking of investigative works to assess where historic shopfront features survive beneath modern alterations. These works should be agreed prior to being undertaken if the building is listed. If surviving historic elements are revealed, these should be retained, repaired and incorporated into new proposals.

The loss of historic shopfronts and features, including alterations proposing the concealment of architectural features, will be resisted and the historic fabric of significance should be retained unless an explicit justification including clear evidence is submitted to demonstrate that they are beyond repair. If the principle of replacement is accepted, the proposed replacement would deliver an equal or advanced design quality respecting the historic significance of the building and setting.

Proposals for building security measures, including design of roller shutters, internal grills, et cetera, must allow for views into and out of premises to retain an active frontage. Solid external roller shutters will be resisted, particularly where negatively impacting heritage assets (both designated and undesignated). Opportunities to incorporate alternative security measures should be explored as part of any applications for shopfronts, as well as a statement included detailing whether there is a demonstratable need and clear and convincing justification for the type of security features proposed. Proposals to bolt on shutter boxes to existing shopfronts within heritage assets will be resisted and it is expected that other solutions such as internal grills are explored.

Supporting Text

- 170. Shopfronts are an integral feature of the city's streets and retail centres that have a significant effect on their character and appearance. Not only do shopfronts provide an**

interface between businesses and the public realm, but they also support commercial vitality, reinforce heritage significance and contribute to a vibrant and attractive urban environment. Poorly designed alterations can, by contrast, detract from the appearance of buildings, erode distinctive character and discourage footfall.

171. Particular care is required where proposals affect heritage assets within the city. Within this policy, heritage assets are taken to include the DVMWHS, statutorily (nationally) listed buildings, locally listed buildings, and Conservation Areas. As per Policy EN11, it is required that an applicant for any shopfront proposals affecting these heritage assets should submit a heritage statement of significance and heritage impact assessment to aid in the conservation of Derby's irreplaceable heritage. Applicants are encouraged to seek pre-application advice to identify potential issues at an early stage and ensure that proposals are appropriately tailored to their historic context before submission.
172. The Council will seek, when capacity allows, further opportunities to set up grant schemes to offer grant aid to secure the repair and reinstatement of historic shopfronts, particularly those that contribute to the character of Conservation Areas and heritage assets.
173. It is encouraged that existing non-designated shopfronts with distinctive and historic architectural features are retained wherever possible to support the preservation of the character and identity of Derby's built environment.
174. Across the city, there is a recognised need to improve the overall quality of shopfront design. In many locations, the use of poor-quality materials, excessive signage, and unsympathetic security measures has led to fragmented and visually unattractive frontages, diminishing the appeal of retail centres to visitors and undermining the character of the street scenes. To address this, the Council will seek opportunities, when capacity allows, to review and provide updated guidance on the design of shopfronts. Applicants are advised to refer to the 2008 Shopfront and Advertisement Guide produced by the Council as a meanwhile point of reference. which covers important general advice and also information in relation to heritage assets, such as appropriate traditional material choices, their detailed design et cetera which will also be included in any updated guidance
175. Shop windows provide views into and out of premises and help bring activity and enhance feelings of security. External roller shutters, particularly solid shutters, on shopfronts can create dead and hostile environments by attracting vandalism and graffiti as well as reducing opportunities for natural surveillance. Opportunities to improve security that do not require obtrusive features on the exterior of buildings, such as internal grills, should be explored as alternative measures.

176. As Derby continues to grow and evolve, providing the right type of housing in the right locations is essential for meeting the needs of current and future residents. This includes addressing the challenges of affordability, ensuring a mix of housing type and tenures, and supporting both an ageing population and younger households entering the housing market. Diverse objectives such as economic growth, social inclusion, health and wellbeing and environmental sustainability are dependent on a well-planned housing strategy for accommodating growth.
177. This chapter sets out the approach for meeting the city's housing needs over the plan period, ensuring that growth is managed sustainably and delivers high-quality places for people to live. As well as setting out the overall housing requirement to be delivered over the Plan period, this chapter outlines specific policies in relation to affordable housing, specialist housing, Houses in Multiple Occupation (HMOs) and gypsy and traveller sites to ensure an adequate and diverse supply of homes is achieved. It also highlights the importance of ensuring that new housing and extensions to pre-existing housing is well-designed and integrated into their context.

Policy H1: Housing Delivery

Over the Plan period (2023 to 2043) Derby's housing needs will be met through the delivery of high-quality new homes in sustainable locations.

New homes will be provided to meet a range of housing needs including market and affordable homes, and across a variety of types and sizes, and which are capable of meeting specialist needs which are identified in the Local Housing Needs Assessment.

In particular, the Council will:

- a) facilitate the delivery of a minimum of 12,500 new, high quality mixed tenure homes within the city between 2023 and 2043;**
- b) work with neighbouring local authorities to co-ordinate and plan urban extensions to the city to ensure comprehensive development, connectivity and integration with established areas and communities and ensure that infrastructure needs are met;**
- c) require that residential developments provide effective use of land and deliver optimum development densities, as set out in Policy H2;**
- d) only allow the loss of housing where it can be demonstrated that the benefits arising from the proposal would clearly outweigh the loss of any dwellings;**
- e) support proposals for windfall housing developments and encourage the regeneration of brownfield land and the re-use of under-utilised or vacant**

properties for residential uses. The re-use of empty buildings and upper floors of commercial properties within centres, and particularly within the City Centre will be supported;

- f) ensure a mix of new homes which can meet the needs of a diverse community in terms of affordability and size and support the provision of residential uses which can meet needs for specialist housing and cater for all groups of the community;**
- g) maintain a rolling five-year supply of deliverable housing sites.**

Supporting Text

- 178. Derby City is built to its boundaries and has limited scope for further sustainable development. Land is needed for new housing and the additional infrastructure which will be required to support the increasing population, but important open land, green infrastructure and recreational facilities must also be protected.
- 179. Derby's housing needs are set through the Government's 'Standard Method' calculation which identifies a need of 953 net new dwellings per annum. Over the 20-year plan period that equates to a need for a minimum of 19,060 net new homes.
- 180. There is a long history of joint working between the three Derby HMA local authorities, Derby City, Amber Valley and South Derbyshire. Derby cannot meet all of its housing needs within the city, and this has been acknowledged by both Amber Valley and South Derbyshire. A strategic approach to meeting the housing needs of the Derby HMA has been agreed by the three HMA authorities which means that Derby City's unmet needs will be accommodated in sustainable locations within South Derbyshire and Amber Valley.
- 181. There is a significant amount of new housing built, permitted and allocated on the edge of the city in those two local authority areas and further growth is planned in South Derbyshire through their local plan preparation. A Statement of Common Ground has been established and reviewed through the preparation of the three Derby HMA local authority plans. The three local authorities have agreed a strategy to meet housing need at the Housing Market Area level and to work together such that all need is met across this area. See also the section "spatial strategy".
- 182. In particular, two substantial urban extensions to the city are proposed in South Derbyshire at 'Land South of Mickleover' and 'Infinity Garden Village'.
- 183. Derby's capacity to provide new homes has been evidenced and agreed across the HMA as a minimum of 12,500 net new dwellings. The Derby HMA Joint Advisory Board has played an important role in overseeing the co-ordination of evidence and strategy development between the three local authorities.
- 184. The Housing requirement for Derby set out in this Plan is that a minimum of 12,500 new homes will be delivered within the city over the Plan period (2023-2043). The housing requirement will be met from a range of sources including dwellings already completed

and delivered since 1 April 2023, developable sites with planning permission, new allocations in this plan and a windfall allowance.

185. The supply of Housing will be made up as follows:

Table 2: Housing Supply Position (1 April 2026)

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

186. Due to the scarcity of suitable sustainable development land for housing in the city, it is crucial that development and particularly new housing, uses land effectively and efficiently and that residential densities are appropriate for the type and location of the sites.
187. A number of new greenfield sites are allocated to be developed for housing across the city, but the main focus for the development of new homes is within the City Centre through the regeneration and renewal of previously developed land. The specific housing development sites within the City Centre are set out and explained in greater detail in the City Centre chapter of the Plan.
188. Derby's industrial and manufacturing history means that the city contains a lot of previously developed (brownfield) land which is in a wide range of uses. Historically, sites and areas of brownfield land have become available for development over time and have been developed for residential uses, including through permitted development rights for changing commercial uses into new homes. This trend is expected to continue but it is impossible to identify in advance all of the sites and locations which might contribute to housing supply and so a 'Windfall Allowance' is included as part of the housing supply in the Plan. The allowance, which is excluded from the first three years of the supply, asserts that 120 dwellings a year will derive from these sources. There is compelling evidence in the form of past windfall completions that the allowance is a conservative one. In the period from 2016 to 2026 over 100 windfall dwellings were delivered on average each year on small sites alone (1-9 dwellings). This figure does not include any housing delivered within the city centre. The Council is aware of a number of possible sites which could contribute to the windfall allowance but does not have the absolute certainty to allocate them in the plan. However, many windfalls will simply come from unknown sites that we

could not have planned to happen. That is the nature of the city and is supported by past trends.

189. The need to maximise housing delivery and provide the requirement for net new homes over the Plan period means that losses to the housing stock must be minimised and should not be allowed unless justified. However, historic trends indicate that dwelling losses do happen and so the trajectory and supply components table above factor in an allowance for losses.
190. Derby still needs open spaces, playing pitches, school playing fields, wildlife areas and other green infrastructure to support the existing and increasing population. The city's green infrastructure becomes more crucial as the needs of the population increase and the environmental sustainability of the city becomes increasingly important. Priority will therefore be given to the development of brownfield land and the regeneration of derelict, unused or underused previously developed land, including using upper floors of buildings to provide new homes where appropriate.
191. This includes, in particular, a strategy to deliver regeneration in the City Centre which will provide multiple benefits. These include improving the built environment, maximising the use of previously developed 'brownfield' land and providing city living opportunities at high densities in very sustainable locations. There are a wealth of nearby services, facilities and job opportunities in the City Centre as well as access to public transport nodes. City living can also provide much needed increased footfall for the City Centre contributing to both the daytime and evening economy.

Policy H2: Residential Development – General Criteria

Planning permission for residential development, including dwelling houses, houses in multiple occupation, student accommodation, co-living developments and care homes, will only be granted provided the following objectives are met:

- a) **A satisfactory form of development and relationship to nearby properties can be created, including there being no adverse effects caused by 'backland' or 'tandem' proposals;**
- b) **A minimum average density of 35 dwellings per hectare can be achieved on all developments, unless there are clear environmental reasons for a lower density. Within the City Centre a minimum density of 80 dwellings per hectare will normally be required and in other locations close to transport hubs and within local shopping centres densities should be increased where possible. Higher densities must not compromise access to daylight, ventilation, internal space standards, outdoor amenity space or access to green infrastructure;**
- c) **Urban forms, building designs and layouts facilitate energy efficiency and have regard to achieving appropriate ambient temperatures;**
- d) **A high-quality living environment and a layout of buildings and open spaces that creates an interesting townscape and urban form can be achieved;**

- e) **It is demonstrated that the Government's Nationally Described Technical Space Standards are met where applicable;**
- f) **All new build dwellings should be constructed to comply with Part M4(2) 'Accessible and Adaptable dwellings' of the Building Regulations;**
- g) **On sites of over 25 dwellings, 5% of all newly erected market homes and 10% of all newly erected affordable homes should be constructed to Building Regulations Part M4(3)a 'Wheelchair adaptable' dwellings;**
- h) **Good standards of privacy and security should be provided;**
- i) **Adequate provision is made for bin and cycle storage clear of the public street, having regard to the number of new residents and visitors that the proposal is likely to give rise to; and**
- j) **In the case of communal living arrangements, including Houses in Multiple Occupation, Co-Living developments, Care Homes and Student Accommodation, that a healthy overall living environment is created. Proposals should ensure that circulation spaces and communal areas:**
 - a) **are of an appropriate size to meet the needs of the numbers of residents;**
 - b) **provide adequate kitchen, bathroom and waste facilities;**
 - c) **are well-lit and have natural lighting; and**
 - d) **are well related to the private rooms of the residents that will use them.**

Supporting Text

192. It is crucial that new homes and other residential uses should provide high quality living environments and use land optimally so that they provide truly sustainable and high-quality forms of development.
193. To ensure that land is used effectively for new homes, minimum residential density requirements are set out. The minimum residential density of 35 dwellings per hectare (net) reflects what the Council considers to be an appropriate minimum for sites outside the City Centre, where the mix of homes may include larger homes including detached and semi-detached properties with gardens. It is expected that dwelling densities will be increased on most brownfield sites and in locations near to public transport interchanges and local centres. Densities can also be increased by providing taller multi-storey developments subject to quality of design and character of setting.
194. In the City Centre it is expected that dwelling densities will be significantly higher to make optimum use of high value brownfield land. Most residential developments in the City Centre are likely to be flats/apartments and may be part of a mix of uses. A minimum density of 80 dwellings per hectare (net) will be expected within the City Centre but some sites may facilitate significantly higher densities than this.

195. In considering densities in the City Centre, regard will also be had to opportunities for mixed use development within buildings. In some cases where other uses, such as offices or retail uses are involved, reduced residential densities may be permitted.
196. To ensure that new homes are provided with adequate living space, the Government's Technical Housing Standards – Nationally Described Space Standard (NDTSS) will be applied to all new dwellings, whether new build or created through changes of use. The NDTSS are what the Government has set out as the minimum satisfactory living environment internal spaces which should be provided in new dwellings. As such they provide guidance which the Government feels must be met in order to provide an acceptable living environment, and the standards will be required through this policy as part of the Council's drive for health and wellbeing outcomes and part of the qualitative housing requirements of the local plan.
197. The NDTSS are based on the number of rooms, occupants and floors of a dwelling and may not be appropriate to be applied to forms of communal residential accommodation including shared student accommodation, co-living developments, houses in multiple occupation and residential care homes. However, it is just as important, given the shared nature of these types of living environments, that the quality and space of the internal living environment is considered in determining planning applications.
198. Therefore, each separate bedroom should, as a minimum, meet the NDTSS floorspace and storage requirements for a bedroom and circulation and communal areas should be well related to bedrooms and of a size which is suitable for the number of residents/visitors.
199. In the past, some types of new homes have adversely affected local amenity due to the design and layout not facilitating proper storage of bins and cycles. All new developments which involve housing should be designed to ensure that bin and cycle storage facilities, including space for e-scooters/e-bikes, is provided in a safe and accessible manner and clear of the public street to ensure health and wellbeing, safe access outside the property and general good design/tidiness.
200. All new build dwellings will be required to be constructed to Part M4(2) of the building regulations to make them 'accessible and adaptable'. Part M4(2) is an optional requirement of the Building Regulations which seeks to provide better access to dwellings. Evidence in the Council's Local Housing Needs Assessment (LHNA) indicates that a significant proportion of the current and future population will have mobility impairments or frailty. This qualitative requirement seeks to increase the number of homes which provide better and safer access. Therefore, conditions will be applied to planning permissions for new build dwellings to ensure they are constructed to higher level building regulations.
201. The LHNA also indicates a need for wheelchair adaptable homes to meet current and future needs. The policy requires that where a 25-dwelling threshold is met, a proportion of new build homes should be constructed to higher standards to meet the needs of wheelchair users. In the case of market homes, 5% of newly constructed homes should be built to Part M4(3)a of the Building Regulations. In the case of newly constructed affordable homes, when the 25-dwelling threshold is met, 10% of these should be constructed to Part M4(3)a of the Building Regulations.

202. There has been a notable increase in recent years in the number of planning applications and permissions for new communal living types, including Houses in Multiple Occupation (HMOs) in the city. Due to the high-density nature of this form of shared living, it is crucial that such developments provide a good quality living environment and so shared and communal/circulation spaces should be of an appropriate size and provide natural light. To ensure that the separate private rooms within HMOs are of an adequate size, each room should meet the minimum bedroom area sizes set out paragraph 10 of the Nationally Described Technical Space Standards. Similarly other forms of communal residential accommodation including those in the C2 use class and student accommodation should be set out such that internal spaces provide a good quality living environment providing appropriate light and internal shared space.

Policy H3: House Extensions

Planning Permission will be granted for extensions to residential properties provided that:

- a) there is no significant adverse effect on nearby properties in terms of height, mass, overshadowing, proximity, overlooking or loss of privacy;**
- b) new window openings on extensions follow the general proportions of existing windows, and the head and sill line through to that of the existing dwelling;**
- c) there is no significant adverse effect on the character and appearance of the dwelling or the streetscene in terms of design, massing, roofscape, visual prominence, use of materials or proportions;**
- d) any changes to the scale and appearance of the dwelling are in character with the surrounding area;**
- e) proposals that involve the juxtaposition of different architectural styles are carefully explained and to a high standard of design;**
- f) both floors, or the first-floor component, of a two-storey side extension is set back to avoid a terraced or cramped effect in the street scene;**
- g) a satisfactory living environment is created, and rooms do not rely on restricted window openings, offer a poor outlook or include windows which afford direct views over private neighbouring gardens;**
- h) adequate off-street car parking provision is maintained where appropriate;**
- i) garden buildings are sensitively designed, ancillary to the host dwelling and do not overwhelm garden spaces; and,**
- j) boundary treatments are well designed and there are no significant adverse effects on nearby properties, or street scene, in terms of the siting, height and materials.**

Supporting Text

203. It is important that extensions to existing dwellings do not detract from the character and appearance of residential areas or from the amenity of people living nearby.
204. This policy should be read in conjunction with the policies on Amenity, Character and Context and Residential Development – General Criteria. This suite of policies together aims to secure high quality residential developments and environments.
205. Poorly designed and thought-out house extensions can have adverse impacts on neighbouring properties and the wider streetscene and will be resisted if this is the case.

Policy H4: Affordable Housing

The Council is committed to meeting needs for affordable homes and will seek to ensure that identified needs are met through a range of mechanisms. A flexible approach will be adopted which seeks to deliver as much of Derby's affordable housing needs as are achievable without unduly constraining general housing delivery.

On major residential sites (those involving 10 or more dwellings), affordable housing will be required based on the following locational categories:

SITE LOCATION	REQUIRED AFFORDABLE HOUSING %
Green Belt Land	Up to 40%
City Centre Sites	Up to 5%
Sites Outside the City Centre / Green Belt	Up to 25%

Affordable housing should be provided on-site and 80% of these dwellings should be made available for social rent unless it can be justified that this is not achievable.

Generally, the maximum amount of affordable housing set out in the locational categories above should be provided. However, in considering applications for housing which meet the affordable housing threshold set out above, the following factors will also be considered:

- a) Evidence of local need for affordable and other types of specialist housing which contribute to the delivery of the Council's strategic housing objectives**
- b) Site size, suitability and economics of provision taking into account any 'Vacant Building Credits'.**
- c) The presence of competing planning objectives**
- d) Any relevant review of the Council's Planning Obligations Supplementary Planning Document**

Where a developer can provide robust evidence that it is not viable to provide the maximum policy requirement, the Council will be prepared to negotiate lower percentages of affordable housing provision. In such cases, the Council will require

developers to enter a ‘clawback’ agreement which will allow contributions to be increased in the future should higher levels become achievable.

Generally, Affordable Housing should be provided on-site. In exceptional circumstances the Council will allow off-site provision or financial contributions to be made for the Council to provide new affordable homes in off-site locations. Exceptional circumstances include, but are not limited to, where it has been clearly demonstrated by the applicant that it is not possible or viable to provide the new affordable homes on-site.

Sites of less than 25 dwellings are considered to provide exceptional circumstances where financial contributions will be sought rather than on-site affordable housing provision, unless the applicant wishes to provide the affordable housing on site, or the site is Green Belt land.

Where financial contributions are to be provided in lieu of on-site affordable homes, the Council will set out a charging schedule to clarify the financial sums which certain development types will be required to pay. The charges for financial contributions to be made in lieu of on-site affordable housing will be index linked so that they remain appropriate over time. These will be set out in a separate document to the Local Plan which can be updated as necessary.

Supporting Text

206. Derby has very significant needs for affordable housing. In particular, the evidence in the Local Housing Needs Assessment suggests that the need for affordable rented homes is 672 dwellings per annum. This need is higher than the overall housing requirement for the Plan when projected over the local plan period.
207. Evidence suggests particular needs for social rented accommodation, with thousands of households currently on the Council’s Housing Register. The policy therefore seeks that 80% of new affordable homes should be social rented accommodation.
208. The Local Plan Viability Assessment indicates that delivering affordable housing on many sites in the city will be very challenging. In particular in some of the lower value sales areas and in the City Centre achieving affordable housing as part of developments will be difficult, given all of the other mandatory and policy requirements which affect development viability.
209. The NPPF suggests that affordable housing should not be sought on sites that are not major housing sites and a major housing site is defined as one providing 10 or more dwellings. The threshold for affordable housing contributions in the plan is set at 10 dwellings in order to maximise the delivery of affordable housing.
210. Considering the LHNA, the Council has established three distinct areas and set out affordable housing percentage requirements for them where the threshold is met. The evidence indicates that within the City Centre only 5-8% affordable housing is likely to be realistically viable. However, other infrastructure is required in the City Centre, including a

new Primary School and so the policy will seek up to 5% affordable housing in the defined City Centre.

211. Outside the City Centre there are a range of site types and sizes in high, medium and low value areas and which will all have their own site-specific viability issues. It is likely that 30% affordable housing may be viable on some of these, but they are likely to be exceptional. The policy therefore seeks up to 25% affordable housing on sites outside the City Centre.
212. The updated 2024 NPPF brought in golden rules for Green Belt development and one of these was that where housing takes place in the green belt, a higher percentage of affordable housing should be provided. The Frameworks suggest that affordable housing 15 percentage points above the standard requirement should be sought up to a maximum of 50%. A 50% affordable housing level was also tested through the plan-wide viability assessment and was found to be generally unviable. The Council recognises the significant need for new affordable homes and that the release of Green Belt should provide as much affordable housing as is possible. Based on the evidence, the policy requires that up to 40% of homes on major sites in the green belt should be affordable. 40% being 15 percentage points above the standard requirement of up to 25%.
213. Some applicants may wish to provide a greater percentage of affordable housing on their schemes than is set out in this policy. This is welcomed wherever such schemes can meet the other policy requirements in the development plan. The term 'up to' used in the policy reflects the percentage which will be sought through planning agreements. Some developers may wish to provide more affordable housing and in particular, the Council or Registered Providers may wish to promote 100% affordable developments. These are generally welcomed given evidenced needs.
214. The NPPF states that planning policies should expect that affordable housing will be provided on-site a part of developments 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. The Council's affordable housing policy takes this approach but acknowledges that in certain cases providing on-site affordable housing will be extremely difficult.
215. Over the past decade the Council has not managed to secure any on-site affordable homes on sites of under 25 dwellings through planning obligations. Therefore, this threshold is considered to be exceptional, and financial contributions will be sought in lieu of on-site affordable homes for development of under 25 dwellings unless a developer specifically requests to provide new affordable homes on-site.
216. It is important that the optimum levels of affordable housing are provided wherever possible, and applicants should seek to deliver the maximum percentage of affordable housing set out in the policy. Where appropriate, applicants are encouraged to seek funding to meet the maximum percentage requirements if needed. However, other planning objectives will also be taken into consideration in assessing proposals which include affordable housing. It may be that other specialist housing requirements meet a specific need, or the need to mix dwelling types or sizes means that the proportion of affordable housing secured is altered.

Policy H5: Looked After Children

The Council will support the change of use of dwellings in residential areas to provide for the care of small groups of looked after children subject to the following:

- a) The design and scale of the property is not materially changed or increased and remains within character of the surroundings;**
- b) The proliferation of any such uses does not adversely affect the character of the area;**
- c) The number of residents living within the proposed dwelling is proportionate to the size and facilities of the accommodation;**
- d) A clear Management Plan is provided to support the proposals, explaining how the use will operate.**

These types of specialist accommodation should be provided in detached housing wherever possible and will not be permitted in terraced housing.

Supporting Text

- 217. Where existing dwellings are proposed to be changed to provide accommodation for small groups of looked after children, the Council will take care to ensure that any adverse impacts of the proposals are minimised.
- 218. It is expected that the use of dwelling houses in existing communities would only be changed to such uses to accommodate small groups of people who may require professional support or management on site.
- 219. These developments should generally fit within and be compatible with the existing character and community, meaning that the building is not materially changed such that it becomes out of character with surrounding dwellings.
- 220. Uses should be restricted to detached dwellings for the care of up to three children wherever possible and resisted in semi-detached or terraced dwellings in order to fully protect the amenity of neighbouring residents.

Policy H6: Communal Living Accommodation

The Council will support proposals for residential communal living accommodation schemes where they address an identified need for non-C3 accommodation which is distinct from Houses in Multiple Occupation, including:

- a) Co-living schemes for young professionals and single-person households;**
- b) Residential care homes and supported living schemes;**
- c) Purpose-built student accommodation (PBSA);**

Proposals for well-designed and located communal living developments will be welcomed where they provide high quality living environments. Shared internal

facilities must be designed to a high standard, within the context of the floorspace provided, and communal areas must be accessible and benefit from good outlook and access to natural light. Well-designed external amenity spaces should also be provided, where practicable, to provide a high standard of amenity for residents.

Contributions will be sought to mitigate the impacts of these developments, in line with GD9 and the Planning Obligations SPD. Contributions will be based on the expected population of the development.

This policy should be read in conjunction with the requirements of Policy H7 (Older People's Accommodation) and H10 (Student Accommodation).

Supporting Text

221. Communal living development can often contribute positively to the city's overall housing strategy by providing a mix of types of living accommodation to meet needs of certain sections of the community.
222. Such developments can increase choice and diversity in the housing market and reduce pressure on the wider housing stock, meeting the needs of people which might otherwise occupy C3 housing but may wish to live in a more communal/social environment with shared facilities.
223. These types of residential accommodation will be supported in particular in the city centre, where they can provide high density living with good access to a range of services and facilities, as long as they are designed and constructed to meet the other objectives of the Plan
224. Generally, communal living is not part of the C3 'dwelling' planning use class. However, communal living does provide accommodation which can meet housing needs and so any such developments should contribute to net dwelling delivery in the city. Currently, the Government's Housing Delivery Test Measurement Rule Book sets out how communal student accommodation and other types of communal living can be counted towards net dwelling completions and uses pro-rata ratios to produce the Housing Delivery Test results each year.
225. The Council will therefore adopt a consistent approach to counting how communal living schemes contribute to net dwelling delivery and meeting housing needs by applying the ratios set out in the HDT Rule Book or any future Government guidance that is published.

Policy H7: Accommodation for Older People and People with Disabilities

The Council will welcome applications which can provide a diverse range of housing accommodation to meet the needs of all members of society including those who are old, frail, mobility impaired or have disabilities.

Policy H2 requires all new homes to be built to higher levels of accessibility under Part M4(2) of the building regulations and also that some new homes are constructed as

wheelchair adaptable. The policy also sets out general requirements which must be met which are particularly relevant to vulnerable groups of people, including ensuring appropriate ambient temperature controls in such housing.

Where the Council needs to house people from its Housing Register it will consider any specialist needs that are required and seek to ensure that appropriate accommodation is provided.

New market housing will be built to a higher specification to allow residents and visitors to have better access and make adaptations to the property.

The Council will support proposals for residential care homes and Extra Care schemes in appropriate sustainable locations. These should have proportionate off-street parking facilities and where possible, depending upon the size, should include communal supporting uses on site. These must be demonstrably ancillary to the main use and not act as destinations for non-residents.

Extra Care schemes in particular should be of a scale which provides a critical mass where such ancillary and communal uses can be provided to create a community feel and enhance social interaction between residents and visitors.

Planning obligations for C3 developments for older persons accommodation, including extra care schemes, will be subject to the planning obligations required as set out in Policy GD9.

Specialist housing for older people should be located within walking distance of shops, services, healthcare facilities and accessible green space to reduce isolation and support independent living.

Supporting Text

226. Derby has an increasing number of older people and people with disabilities. This does not necessarily mean that these groups of people all need specialist housing. Many older or disabled people can manage to live in their own home, sometimes with care, support and adaptations and may want to continue to live in their own homes for personal reasons.
227. However, some people do require specialist housing of varying degrees. This can be anything from adaptable homes or homes that are built ready adapted for people's needs, or the provision of different types of accommodation like Care Homes and Extra Care living schemes.
228. A key priority is that people can choose accommodation that suits their needs, and they can stay there as long as possible in order to make the accommodation feel like a home.
229. Where the Council needs to house people on its own housing register who have disabilities which require specialist housing, including wheelchair users, it will have regard to these needs in providing appropriate accommodation.

230. New Residential Care Homes and Extra Care facilities can contribute to meeting housing needs by providing alternative accommodation to people living in normal housing.
231. Any new Communal Residential Care Homes will be counted towards meeting Housing needs based on the number of rooms provided in accordance with the ratio set out in the government's Housing Delivery Test Rule Book or other national guidance, as set out in the Communal Living Accommodation policy of this Plan.
232. Extra Care living is very often comprised of separate dwellings which provide the same internal facilities as normal housing. However, they provide opportunities for on-site care and support to meet varying needs, as well as other facilities which can help to create a community. Independent dwellings within Extra Care schemes will therefore be regarded as separate C3 dwellings contributing to housing supply. Only where they are clearly communal in nature where residents must share a significant amount of the facilities needed for daily life will they be considered as communal living.
233. Where specialist communal accommodation is provided, the Council will apply a pro-rata calculation to determine the contribution of communal living schemes to the city's housing supply.

Policy H8: Proposals which would Create a New House in Multiple Occupation

Where a proposal would create a new House in Multiple Occupation (HMO), regard will be had to any potential adverse impacts which may be caused by the proliferation of HMOs on the local environment. Where there is evidence that such proposals are likely to cause unacceptable harm to the local environment, including adverse impacts on the character or amenity of an area, proposals will be resisted.

In particular, proposals which would create new HMOs will only be permitted where the following criteria can also be met:

- a) The proposal would not lead to the creation of three or more adjacent HMO properties;
- b) The proposal would not lead to 'sandwiching' of a C3 residential property between two HMO properties or a HMO and a non-residential property; and
- c) The proposal would not lead to more than 10% of the properties within a 50m radius of the development site being used as licensed HMOs;
- d) The proposal does not significantly harm the amenity of adjoining residents through a loss of privacy, visual or noise intrusion;
- e) The proposal provides a good standard of accommodation for occupants;
- f) The proposal provides adequate parking (see Appendix 4), access and egress;
- g) The proposal provides adequate storage for recycling/refuse and bicycles.

Where a new HMO is proposed which will include 15 or more individuals living in one dwelling, the Council will seek to secure Planning Obligations in line with Policy GD9

for financial contributions in order to mitigate for increased impacts on local facilities and meet increased infrastructure needs.

When submitting a planning application which involves the creation of a new HMO, applicants should provide their own assessment of how their proposals meet the requirements of this policy.

Supporting Text

- 234. Houses in Multiple Occupation (HMOs) occur where a self-contained dwelling would result in three or more people forming two or more households sharing some basic facilities, such as kitchen or bathroom facilities.
- 235. HMOs can be either Use Class C4, where between three and six people are living together, or a Sui Generis Use Class where seven or more people are living together in one dwelling.
- 236. HMOs provide a valuable type of living accommodation within the city, which can meet the needs of people requiring shared accommodation. However, where areas have a significant number of HMOs in close proximity, or a proliferation within a relatively small area or street, they can affect the character and amenity of the area.
- 237. Generally, a change of use from a C3 dwelling to a C4 (small HMO) is 'permitted development' and so does not require planning permission. However, the Council has established an Article 4 Direction in part of the city to remove permitted development rights and require planning permission to be sought for any changes of use to a C4 HMO.
- 238. Any proposals which require planning permission and would create an HMO (both small HMOs in the A4D area and large HMOs across the city) will be subject to this Policy, which seeks to ensure that the character and amenity of the local environment is protected, and the impacts of new HMOs are properly mitigated.
- 239. The Council will consider this policy along with other relevant local plan policies, including those related to residential amenity and local character in determining applications.
- 240. Where a proposed new HMO would create a dwelling with 15 or more individuals living in it, the Council will seek financial contributions through Planning Obligations, in line with Policy GD9, in order to ensure that the impacts of the increased number of people are properly mitigated. This may include contributions towards increased health facilities, traffic or transport mitigation and /or public open space.
- 241. When submitting a planning application, developers should provide an assessment of the number of existing HMOs in the locality and how their proposal would meet the requirements of the specific criteria of this policy. The Council will also use evidence from HMO licensing to consider the proliferation of HMOs in an area.

242. Proposals relating to HMOs which would cause harm to heritage assets will be resisted in accordance with the Heritage policies of the Plan.

Policy H9: Intensification of Existing Houses in Multiple Occupation

Applications for the intensification of an existing small HMO (C4) to provide a large HMO (Sui Generis), or any application which results in a greater number of residents for an existing large HMO, will be permitted, unless the intensification:

- a) Significantly harms the amenity of adjoining residents through a loss of privacy, visual or noise intrusion;**
- b) Does not provide a good standard of accommodation for occupants;**
- c) Does not provide adequate parking (see Appendix 4), access and egress for the intensified use;**
- d) Does not provide adequate storage for recycling/refuse and bicycles.**

A condition restricting the number of occupants may be attached to permissions, where deemed necessary, to ensure that no further harmful intensification will occur.

When submitting a planning application which involves the intensification of use of an HMO, applicants should provide their own assessment of how their proposals meet the requirements of this policy.

Supporting Text

243. Houses in Multiple Occupation (HMOs) provide an important element of Derby's housing supply. However, over intensification of these uses can cause social, health, and community impacts.
244. This policy seeks to ensure that intensification of HMO uses can be achieved sustainably, leading to high quality accommodation of benefit to both HMO residents and neighbouring amenity.

Policy H10: Student Accommodation

The Council will support the provision of new purpose-built student accommodation in the city where it provides a high-quality living environment and is in a sustainable location with access to a range of services and shopping facilities and has good connections to the university campus locations by walking, wheeling and public transport.

New purpose-built student accommodation should have communal facilities within it to provide for a better social environment and allow students to study and enjoy recreation in shared spaces on the site.

In particular, student accommodation will generally be supported in the City Centre and within the University District.

Supporting Text

245. As well as providing higher education, Derby University is an important contributor to the local economy. The University of Derby has over 13,000 full-time students. The majority of these students are accommodated within their own residence (33%) or their family home (25%). For those that need accommodation, some currently live in the Private Rental Sector market (including shared homes/Houses in Multiple Occupation) and some require purpose-built student accommodation. Of those that require PBSA there is a good level of capacity in the current stock.
246. Evidence in the Council's Local Housing Needs Assessment and discussions with the University indicate there is no known or anticipated demand beyond current student accommodation provision in the foreseeable future. There is currently an adequate supply of accommodation to meet the needs of the city's student population.
247. However, the University wishes to expand its learning offer in the city and to develop a new campus in/on the edge of the City Centre while retaining the current 'Park Campus' on Kedleston Road to the north. Also, student numbers may unexpectedly increase over time due to the University's offer or changes in demand for higher education. This may lead to changes in the scale and/or location for demand of accommodation for student living.
248. The Council will support the provision of new bespoke student accommodation where it is well related to, and has good connections to, the University's facilities and local shops, services and facilities by walking, cycling and by public transport. The University District, which connects the north of the City Centre and Derby University's Kedleston Road 'Park Campus', is considered to be generally suitable for new student living.
249. Communal student accommodation will be counted to meeting housing needs on a pro-rata basis as set out in the Government's Housing Delivery Test Measurement Rule Book. Where accommodation is provided as self-contained dwelling units rather than communal accommodation, each unit will be counted as one dwelling towards meeting housing needs.
250. Student accommodation is assessed differently to other C3 dwelling houses in calculating planning obligations as some infrastructure requirements such as contributions towards education infrastructure are excluded. In addition, some contributions for other types of infrastructure are reduced to reflect the term-time impact of students and the facilities already provided by the University. It is important that where reductions have been made for student accommodation that it is used as such and is not open to use by non-students.

Policy H11: Self-Build, Custom Build and Community Build Homes

Proposals for Self-Build, Custom-Build and Community-Build homes will be supported where they are in locations which are appropriate for C3 development and meet the other relevant policies of the Plan, having particular regard to those around Design and Character and in particular Policy H2 relating to residential development (general criteria).

Supporting Text

251. The Council maintains a Self-Build and Custom-Build Housing Register. The Register was introduced in 2016 and since then 56 individuals have been placed on it after making applications indicating they were interested in a self or custom build project. The Council has never received any applications for Associations or groups of individuals to build their own homes. In the last five years there have been only 16 individuals placed on the Register. The Council does not currently make any charge or require a local connection test in order for applicants to be included on the Register.
252. The Council supports Self and Custom Build projects in the right locations which meet the other policies of the local plan. Regulations require that appropriate planning permissions are granted within three years of the end of each base year to meet the needs of people that are included on the Register. There is no requirement or mechanism currently in place to monitor the number of self-build homes that are actually delivered and self-build homes are considered to be use class C3 so effectively have the same planning requirements as any other new build dwelling house. More recently there has been guidance that self-build homes should have input into the design process from the occupier.
253. It is unlikely that self-build housing would be achievable in the City Centre where most new homes are expected to come from high density apartments or changes of use. The current self-build register does not indicate any preference for the City Centre as a location of interest. Discussions with Homes England has indicated that Self-Build homes are more likely to be suitable on large urban extensions which are not proposed in this local plan. Therefore, a criteria-based approach is the most appropriate way of progressing these ambitions.
254. Derby's significant market and affordable housing needs, mean that the Council will seek to meet as much need as is sustainable within its boundaries. The Council must concentrate as much direction and resource as possible on delivery of new homes. Leaving sites under-utilised and potentially vacant while awaiting a self-build opportunity will further reduce the city's supply of deliverable sites. In the meantime, there are still mechanisms for prospective self-builders to bring projects forward should they be able to obtain control of suitable land.

Policy H12: Gypsies, Travellers and Travelling Showpeople

The Council recognises the needs of Gypsies, Travellers and Travelling Showpeople within the City, many of whom have established local connections and have developed links with local services. As part of providing for the housing needs of the City's diverse communities, there is a need to provide additional sites to meet the needs of Gypsies and Travellers.

The Council will:

- a) protect existing lawful sites, plots and pitches for Gypsies, Travellers and Travelling Showpeople. Proposals that would lead to the loss of an existing Gypsy, Traveller or Showpersons site will only be permitted where it is demonstrated that there is no longer a need for the site or that replacement provision on a site that is of equal or better quality is provided;
- b) provide site(s) to meet the future accommodation needs of Gypsies and Travellers through site allocations in the Plan and through the grant of planning permission;

In considering applications for planning permission the Council will require sites to be:

- c) well related to the existing built-up area, capable of having access to essential services and allow convenient access, preferably pedestrian, cycle or by public transport as well as private car, to key facilities;
- d) located away from areas at risk of flooding. Proposals for sites in locations other than Flood Zone 1 will be expected to demonstrate a sequential approach to site selection and be justified by a Flood Risk Assessment (FRA). Due to the highly vulnerable nature of caravans and mobile homes, sites in Flood Zone 3 will not be supported;
- e) accessed safely by vehicles from the public highway;
- f) located, designed and landscaped to provide a good level of residential amenity and quality of life for proposed occupiers, whilst minimising the impact on the amenity of nearby residents and the character of the local area, particularly where mixed-use sites are proposed;
- g) of sufficient size to provide amenities and facilities for the planned number of caravans; including parking spaces, areas for turning and servicing of vehicles, amenity blocks, play and residential amenity areas, access roads and temporary visitor areas;
- h) large enough for the storage and maintenance of rides and equipment, in the case of Travelling Showpeople; and
- i) located outside of the Green Belt.

Supporting Text

255. The City Council carried out an assessment of needs for Gypsy and Traveller accommodation along with other local authorities within Derbyshire and East Staffordshire. The evidence indicated a need for some 14 pitches for permanent Gypsy and Traveller accommodation within the city between 2020 and 2040. Policy HA16 makes provision for 17 pitches to cover the period between 2040 and 2043 (the end of the plan period) given a need for one further pitch a year as set out in the GTAA. The site allocated to meet Gypsy and Traveller need is large enough to meet need should the GTAA need requirements vary when the study is reviewed.
256. This requirement will need to be reviewed later in the Plan period. There was no evidence of a requirement to make provision in the city for Travelling Showpeople, but the policy includes criteria related to this type of use in the event that a planning application for such use may be submitted.
257. Gypsy and Traveller accommodation is a residential use type and so it is important that any sites either allocated in this Plan or approved through planning applications meet similar requirements to that of other residential uses.
258. The criteria in the policy seek to ensure that any planning applications would provide a suitable and sustainable location with access to local facilities and to provide amenity for Gypsies and Travellers while also considering the amenity of existing local residents.

6.1 Housing Allocations Outside of the City Centre

259. The section below identifies specific housing allocation sites that are outside the city centre. Housing allocations outside of the City Centre Allocations within the City Centre are set out in that chapter. All allocations are set out in the housing trajectory Appendix 2.

Policy HA1: Rykneld Road, Littleover

Land on both sides of Rykneld Road is allocated for a minimum of 800 high quality new homes. This site will form part of a larger cross boundary growth area including the Highfields Farm housing site in South Derbyshire which is now built out. The location will form a sustainable urban extension to the city.

The Council will require:

- a) consideration of how the site relates to and connects with the adjacent Highfields Farm site in South Derbyshire, in particular seeking high quality pedestrian and cycle connectivity;**
- b) a new Primary School to be provided on site which will be open at an appropriate time in the phasing of the residential development, and financial contributions to the extension of local Secondary Schools;**
- c) the expansion of Heatherton Local Centre to provide additional shopping facilities and/or community uses within the site and, where possible, improved**

connectivity between the site and the local centre at Heatherton. Such new uses should be adjacent to the existing Heatherton Local Centre;

- d) the provision of an improved local bus service to serve the development, such as the extension of the weekday 20 minute 'Harlequin' bus service along Rykneld Road. The provision of pedestrian links between the development and bus stops will also be required in order to ensure that residents are within a reasonable walking distance to public transport opportunities;
- e) applicants to demonstrate that high quality and useable active travel routes are provided within the site and strong links are made between these and existing or proposed routes beyond the site. Development must prioritise high quality walking, wheeling and cycle routes through the site, and establish linkages with adjacent existing and proposed routes to create a sustainable neighbourhood/community;
- f) the provision of off-site road and junction improvements, or alternative active travel schemes to offset the impact of development traffic;
- g) attenuation measures for noise generated by vehicles on the A38 on the western side of the site;
- h) appropriate flood mitigation measures to be implemented in accordance with Policy CL1;
- i) measures to be taken to enhance the green infrastructure and biodiversity network in line with the Local Nature Recovery Strategy;
- j) public open space to be provided on-site consistent with Policy EN3.

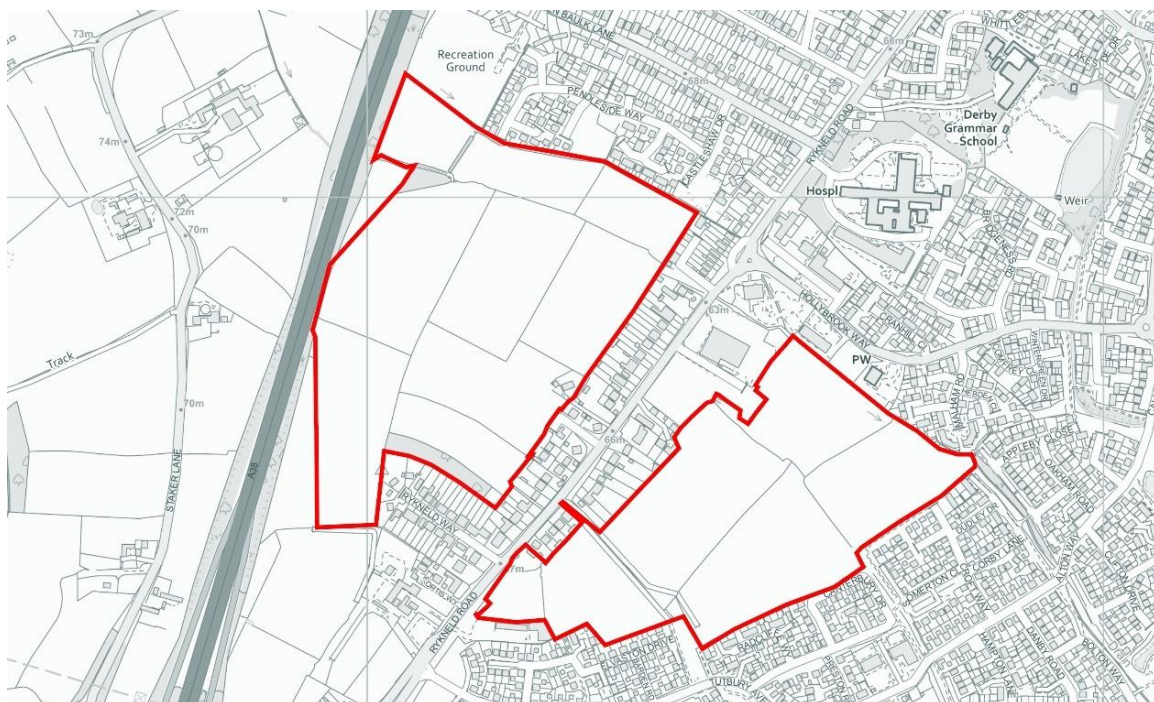


Figure 4: Rykneld Road Housing Allocation

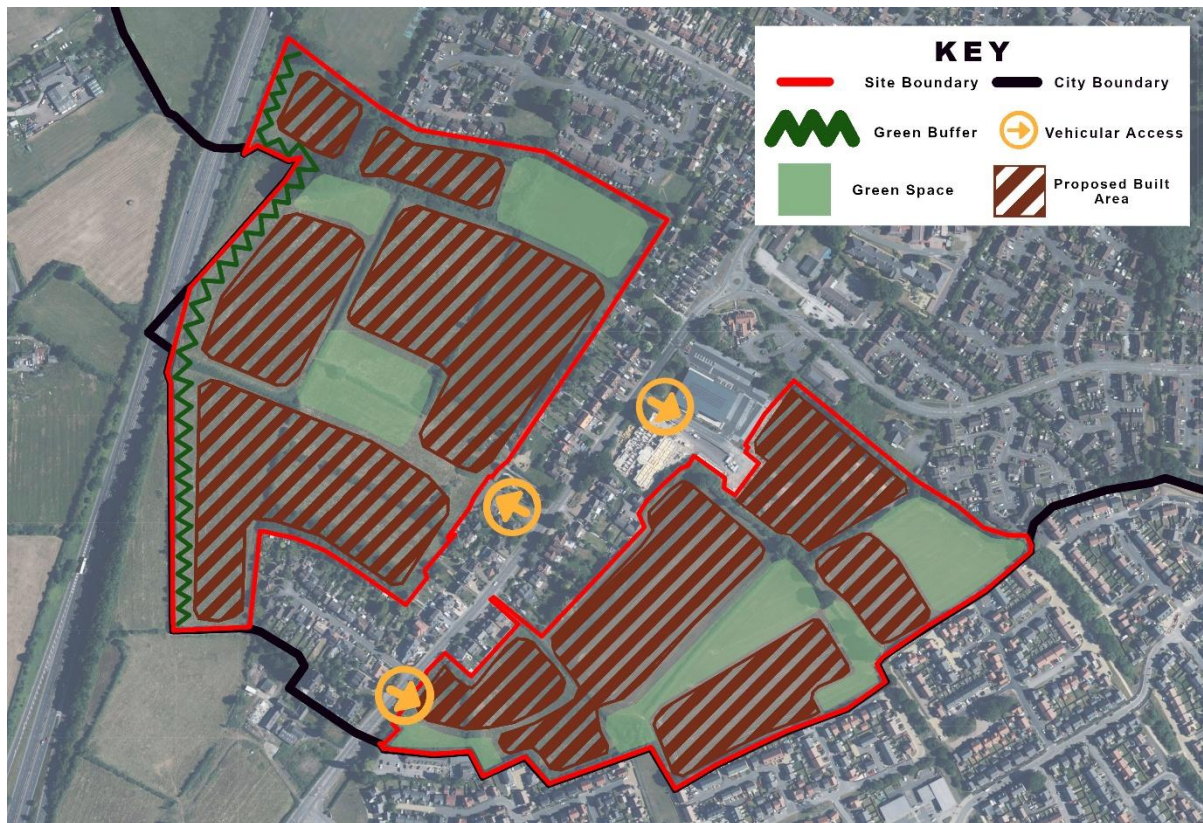


Figure 5: Illustrative Layout for Rykneld Road

Supporting Text

260. The Rykneld Road site spans both sides of the main road and has been allocated for development for many years. The allocation of the site in the 2017 local plan was part of a larger cross boundary urban extension of the city into South Derbyshire. The South Derbyshire element, Highfields Farm, has now been built out leaving the land inside the city as the next phase.
261. Land to the east of Rykneld Road and adjacent to the Heatherton local centre has been developed for a low-cost supermarket and a residential care home. This serves to provide local jobs and also to extend the local shopping facilities at Heatherton.
262. Opportunities should be sought to provide further local centre uses on site adjacent to the current local centre at Heatherton. This centre is relatively small and will need to serve not only the existing Heatherton housing estate, but the new proposed housing estate allocated in this Plan. As such, further shopping and community uses would be welcomed. These could form a mix of high-density residential uses with retail/community uses and they should not prejudice the delivery of the required minimum of 800 new homes across the wider allocation.
263. Key on-site infrastructure, including a new primary school is essential. It is expected that this large greenfield allocation will comprise a significant number of family homes and the existing educational facilities are not adequate to meet the likely increase in pupils. Financial contributions will also be required for extensions to secondary school provision.
264. The policy seeks that where possible measures are introduced to encourage transport modes other than the car. Walking and cycling connections should be provided through

the site and beyond and in particular facilitate access to the local centre at Heatherton and to the established housing adjacent to the east in South Derbyshire and the countryside beyond.

265. It is inevitable that there will be a notable increase in car use from this site and improvements to the local and strategic highway network are required to mitigate the impacts of the development.

Policy HA2: Brook Farm, Chaddesden

Land to the north of Oregon Way and Tennessee Road, will deliver a minimum of 214 new high-quality homes forming a sustainable urban extension to the north of Chaddesden.

The Council will require:

- a) new development to embrace high design standards and reflect the sensitivity of the location, in particular the topography of the site, its prominence and its relationship with the nearby Green Belt and open countryside to the northeast;**
- b) the formation of improved pedestrian and cycle links into the existing residential areas of Chaddesden via Tennessee Road and Oregon Way. Walking and cycling links will be provided across the site improving connectivity with the open countryside and with the existing residential area of Chaddesden. When considering the provision of any paths across the site, full regard should be given to the public footpaths that were endorsed by Planning Control Committee in August 2016, following its determination of an application for a Definitive Map Modification Order. Wherever possible, the site should connect to strategic cycleways outside its boundaries, including the proposed route along Acorn Way;**
- c) the formation of a 'green corridor / buffer' along the southern edge of Chaddesden / Lees Brook which will act as a buffer between new development and the brook, forming a recreational route across the site. The buffer will act to protect and enhance the biodiversity value of the brook and form connections with areas of accessible public green space;**
- d) where possible, the retention of existing hedgerows and trees within the development;**
- e) financial contributions to primary and secondary school place provision where a need is identified by the Council;**
- f) that the primary highway access for the site will be taken from Oregon Way and that no vehicular access to the site is taken from Tennessee Road;**
- g) the provision of a publicly accessible area of open space which will be provided on-site on land between the defined housing development area and Acorn Way. This land will remain part of the Green Wedge between Chaddesden and Spondon;**
- h) the provision of Biodiversity Net Gain on site where possible;**

i) a comprehensive surface water management scheme to be implemented.

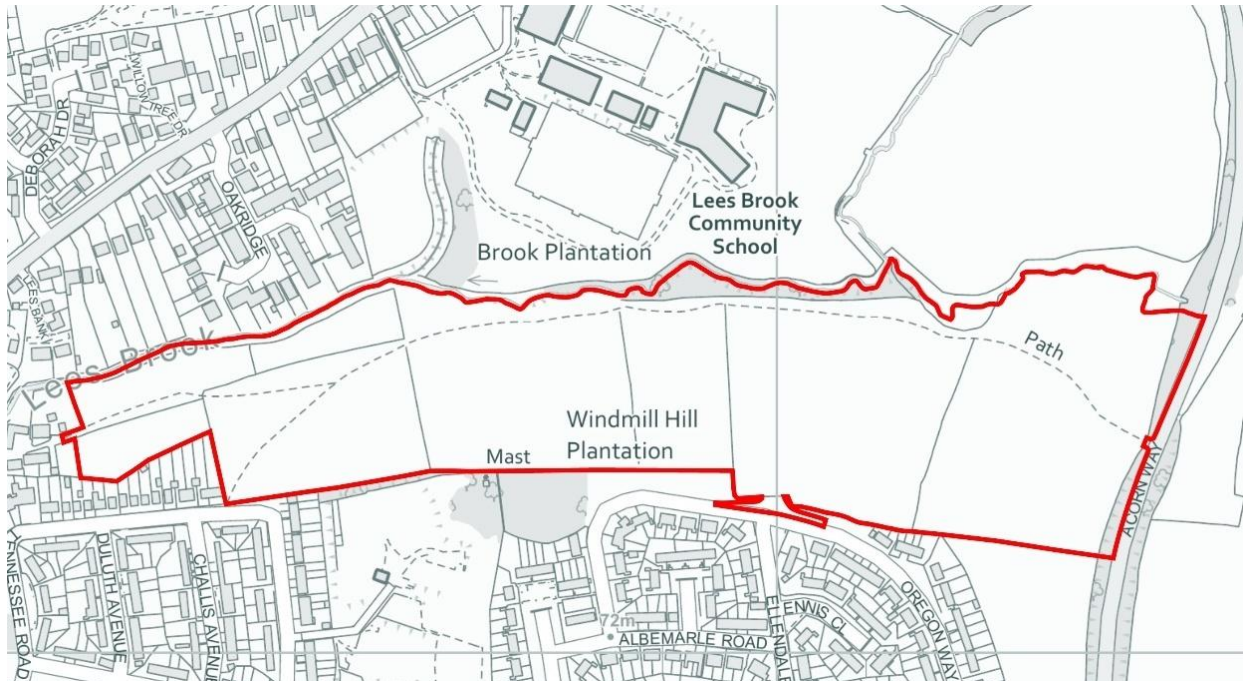


Figure 6: Brook Farm Housing Allocation

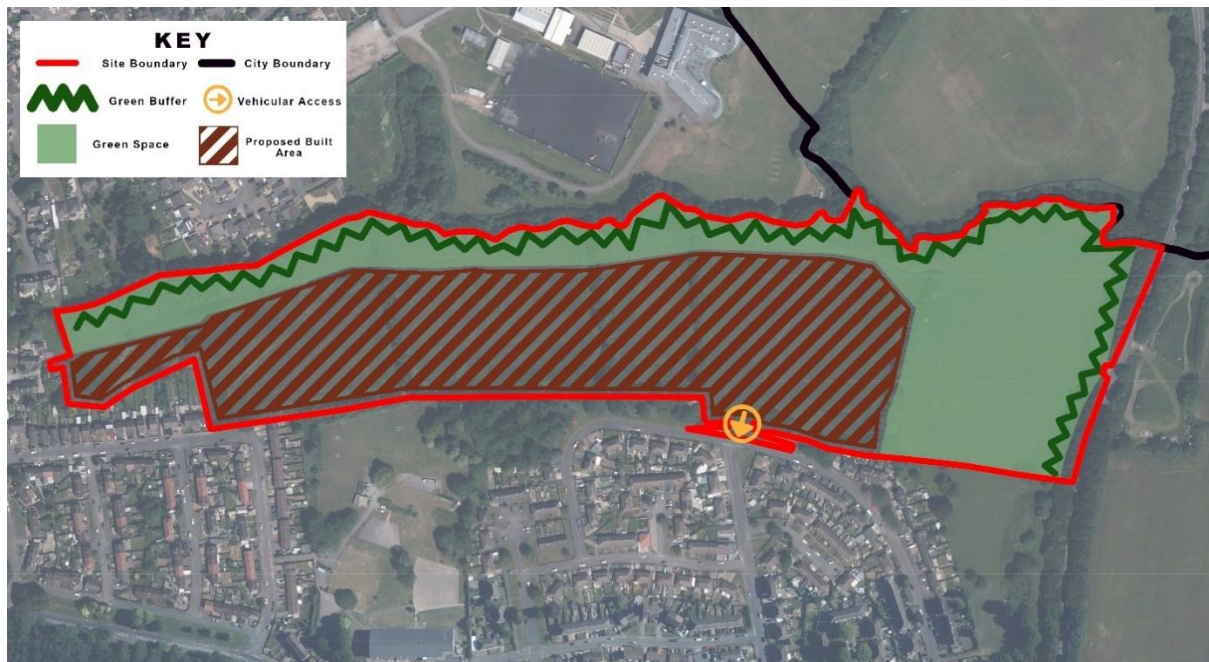


Figure 7: Illustrative Layout for Brook Farm

Supporting Text

266. The minimum number of dwellings provided on the site should be 214. Importantly, the site includes the land to the east of the proposed housing development which will be set

out as on-site public open space, providing an accessible area for recreational uses for the community, as well as on-site Biodiversity Net Gain to compensate for that lost through the building of new homes. This area is also allocated as Green Wedge and through the allocation there will be a comprehensive approach to the site which can retain these open areas, accordingly, meaning that they can remain as Green Wedge and open uses and provide a range of benefits to the existing and new community.

267. The site slopes downhill from south to the Lees Brook at the northern end. Residential development will be kept to within the area shown on the policy map and the area between the new homes and the brook to the north will be kept open, forming a 'green corridor' used for recreation and connectivity and including a link across the site from east to west.
268. The housing development must be built to the highest standards of design as it sits on a slope and is highly visible when entering the city along Acorn Way to the north. Existing trees and hedgerows should be retained where possible although where any are lost, they should be replaced in kind as part of a 10% Biodiversity Net Gain which will be provided on the associated new on-site green space.
269. An appropriate and acceptable surface water management plan must be in place for this site, in particular due to the sloping topography and the location of the Lees Brook at the northern end of the site.
270. The main highway access for the site will be taken from Oregon Way. Ideally connections should be made into the existing built area of Chaddesden for pedestrians and cyclists (and emergency vehicles if possible) including taking opportunities at Tennessee Road. This will allow residents in the western part of the site to access facilities in Chaddesden.
271. Decision making for the site should also consider potential walking and cycling links to, and along Acorn Way, including links to areas in Erewash beyond the city boundary.
272. In 2013, the Council received an application for a Definitive Map Modification Order to record a number of walked routes as public footpaths. The applicant and their supporters considered these routes to be public rights of way because they'd used them for at least 20 years without obstruction or attempts at deterrence by the landowner. After considering the application, Planning Control Committee resolved in August 2016 that enough evidence had been provided for some of the claimed routes, that a Definitive Map Modification Order should be made to record those routes as public footpaths. The Council held back on making an order to allow developers the opportunity to include the endorsed footpaths within their developments. Over the years, several different developers have had control of the site and have progressed planning applications to various degrees and the Council has tried to encourage developers to provide development layouts which included these routes within the development. The Council continues to encourage developers to try to provide a residential scheme which can incorporate the endorsed footpaths within it and requires as little deviation or diversion as possible.

Policy HA3: East of Moorway Lane, Littleover

Land to the east of Moorway Lane, Littleover will deliver a minimum of 335 new, high-quality homes.

The Council will require:

- a) a high-quality layout and design with a mix of house types;
- b) that land within the eastern part of the site is set out as accessible on-site public open space for the local community to use. This should form an open, green area to the east of the built development featuring planting/biodiversity improvements to mitigate for losses from the housing development. It should also form an accessible green connection between Millennium Park to the north of the site and Heatherton Pond to the south providing a recreation area and walking route which can also be retained as part of the wider Green Wedge between Heatherton and Sunnyhill;
- c) that a children's play area is provided within the site in an area with good natural surveillance in order to provide a safe play environment;
- d) a buffer/planting is provided at the northern end of the site to protect any wildlife/habitats at Millennium Park;
- e) improved walking, wheeling and public transport connections. In particular strong walking and cycling connections should be made to the surrounding communities to the east and west of the site;
- f) improvements to Moorway Lane and the formation of highway access/egress to Moorway Lane;
- g) a comprehensive surface water management scheme to be implemented;
- h) that a local centre should be provided within the site to meet day to day shopping needs of the local area;
- i) financial contributions to be made towards primary and secondary education infrastructure;
- j) the retention where possible of any hedgerows, including those along Moorway Lane, notwithstanding the requirements for visibility at the proposed new access points.

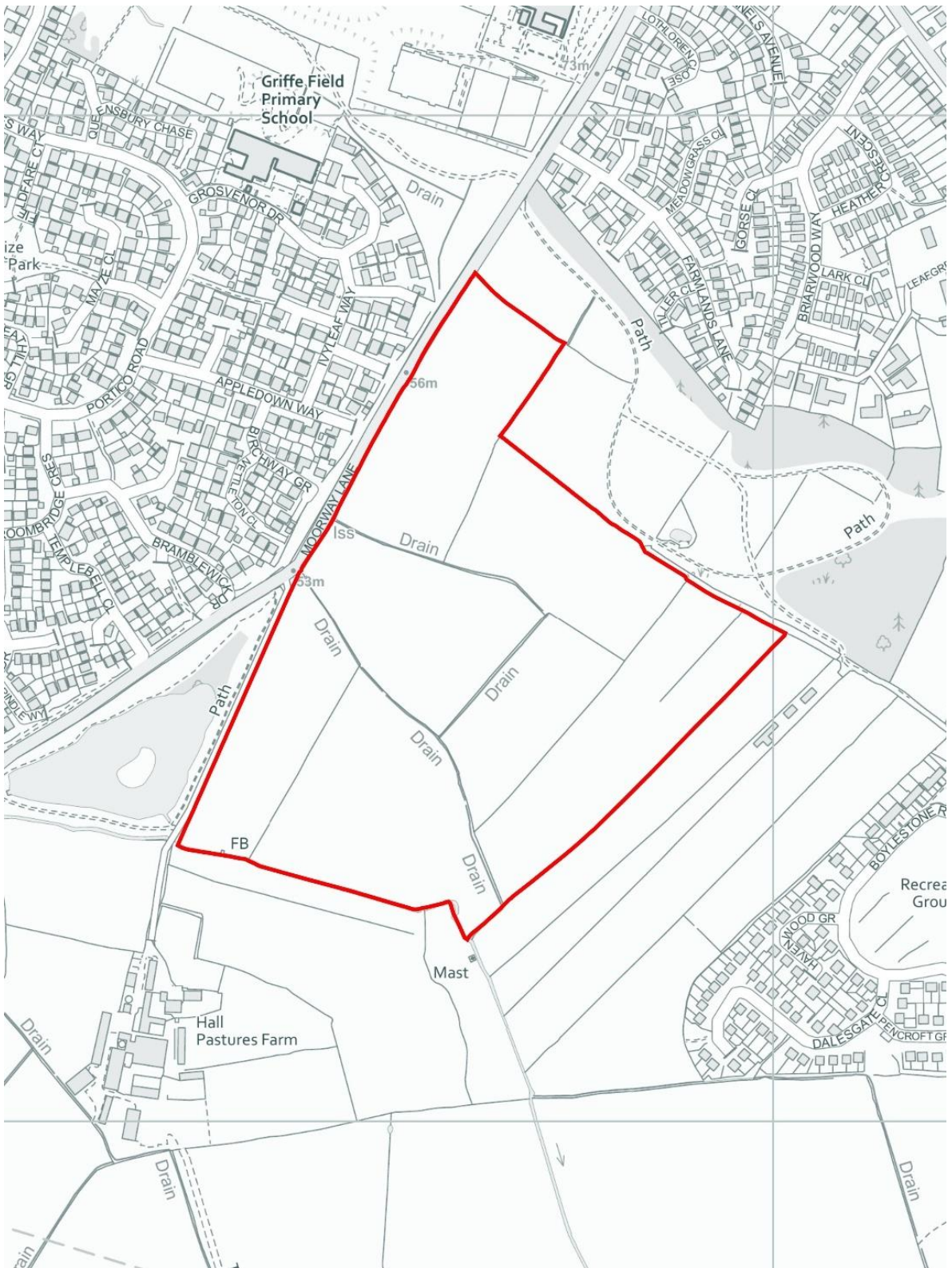


Figure 8: Moorway Lane Housing Allocation

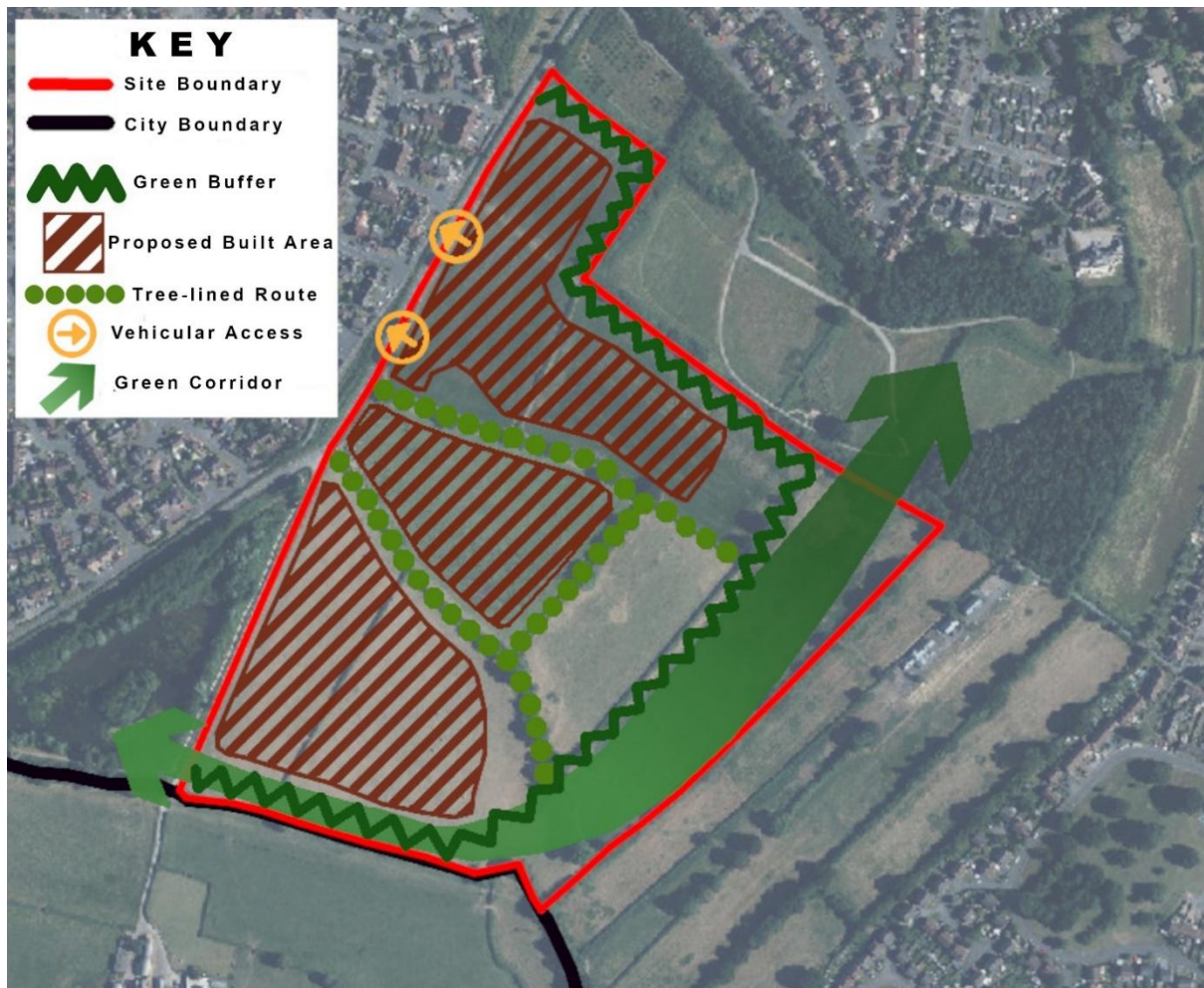


Figure 9: Illustrative Layout for Moorway Lane

Supporting Text

273. A site immediately to the east of Moorway Lane and south of Millennium Park is allocated for a minimum of 335 new, high-quality homes.
274. The site includes part of the Green Wedge between Littleover and Sunnyhill. This wedge is an open area of predominantly agricultural land. There are two dwelling houses fairly centrally in the wedge at the former Prize Farm, which were developed as part of a redevelopment of old farm buildings.
275. The Green Wedge in this location will form an open area allowing the countryside beyond the city boundary in South Derbyshire to penetrate up into the city and provide an open and largely undeveloped area between the new community and the Sunnyhill area to the east.
276. The eastern part of the allocation will be developed as new, on-site accessible public open space. This area will also provide an accessible green link between Millennium Park to the north and Heatherton Pond to the south, providing benefits for both existing and new communities and creating an open, natural environment within the site which can be retained as part of the wider green wedge.

277. The open space can be used to provide drainage solutions for the housing development as well as biodiversity and habitat improvements. Paths should be provided on this area of open space to ensure that it is accessible and safe.
278. The new housing site will have two points of highway access onto Moorway Lane, and improvements will be required to Moorway Lane itself subject to further assessment.
279. Where possible trees and hedgerows will be retained on site and it will be particularly important to try to retain trees and hedgerows along the frontage of Moorway Lane where possible in accordance with Policy EN9. Any losses should be compensated for on-site through a 10% Biodiversity Net Gain (BNG). Only if it is demonstrably unachievable to provide all of the required BNG on site will it be acceptable for it to be provided off site.
280. The site should be developed consistently with the transport hierarchy which is set out in Policy T1. Connections should be provided within the site itself and beyond, in particular to connect with existing paths at Heatherton and with Millennium Park and Heatherton Pond.
281. Due to the lack of any significant local shopping facilities nearby, a local centre should be provided on the site, and this should meet the everyday shopping needs of local residents. Care should be taken that the centre does not become a destination, causing trips by car from further afield.

Policy HA4: Royal Hill Road, Spondon

Land at Royal Hill Road, Spondon will deliver up to 90 high-quality new homes as an extension to the suburb of Spondon.

The Council will require:

- a) a high-quality layout and design of the site with a mix of house types.**
- b) land within the northern part of the site to be set out as accessible on-site public open space for the local community to use. This should feature biodiversity improvements, informal play area provision and planting/biodiversity improvements to mitigate for any losses caused by the built development. This area will remain open and undeveloped and will be retained as part of the Green Wedge between Spondon and Chaddesden.**
- c) a landscape buffer to be provided at the western and northern periphery of the site.**
- d) improved pedestrian connections allowing penetration through the site linking with the countryside and into the existing suburb of Spondon.**
- e) highway access/egress to Royal Hill Road at the south-east corner of the site**
- f) a comprehensive surface water management scheme to be implemented**
- g) financial contributions to be made towards primary and secondary education infrastructure**

- h) the retention, where possible of trees and hedgerows.
- i) contributions towards the improvements to public transport provision and access

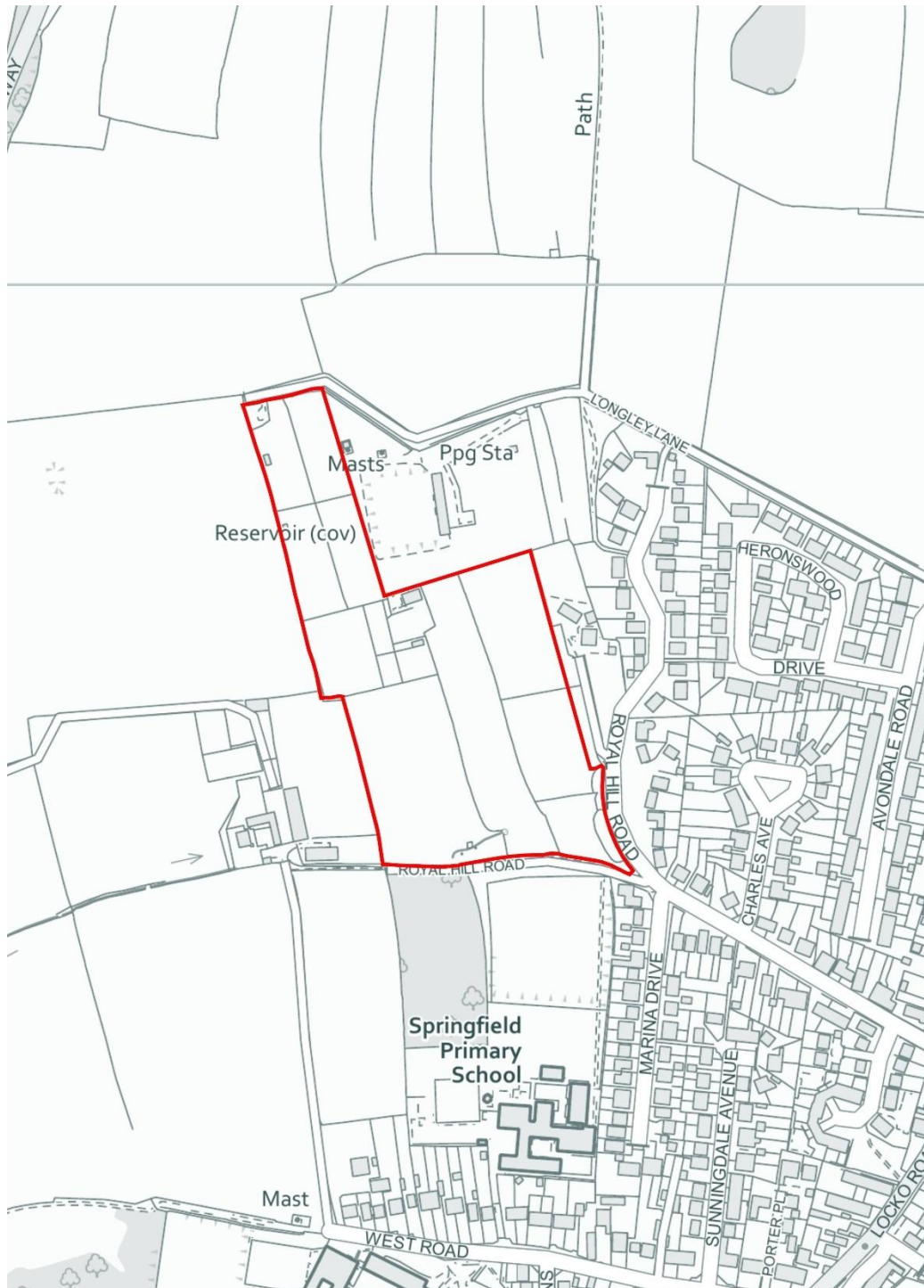


Figure 10: Royal Hill Road Housing Allocation



Figure 11: Illustrative Layout for Royal Hill Road

Supporting Text

282. Land at Royal Hill Road, to the west of Spondon is allocated for a minimum of 90 new high-quality homes.

283. The site forms part of the western urban extent of Spondon in this location and part of the allocation in the northern area will remain open and undeveloped and part of the Chaddesden/Spondon Green Wedge. This area will be retained in open use as on-site accessible public open space.
284. A Green Wedge separating Spondon and Chaddesden lies to the immediate west of the site.
285. The site should provide high quality, well designed new homes in a coherent layout and provide policy compliant on-site affordable housing.
286. Highway access/egress will be to Royal Hill Road in the south-eastern corner of the site and pedestrian/cycle links should be established where possible.
287. Efforts should be made to provide and encourage alternative forms of travel to the car by the offer of access to public transport and by providing access to local rights of way.
288. A landscape buffer should be provided the north and west of the site in order to enhance and maintain the open and undeveloped nature of the remaining green wedge beyond the site.

Policy HA5: The Hollow, Mickleover

Land at The Hollow, Mickleover will deliver a minimum of 150 high quality new homes as an urban extension to the suburb of Mickleover.

The development in this area will form part of a wider cross-boundary strategic housing extension South of Mickleover including a significant amount of mixed-use development within South Derbyshire.

The Council will require:

- a) a comprehensive, masterplanned approach to the development of a strategic, cross boundary development. A Development Framework should be established and agreed between the relevant local authorities, landowners and developers, which ensures that the site is sustainable;**
- b) a high-quality layout and design of the site with a mix of house types;**
- c) on-site open space and planting, in particular forming green links from the city out into South Derbyshire and high quality public open space on the site;**
- d) landscape buffers/noise attenuation measures to be provided along the boundary of the site and the A516 to the north and A38 to the South;**
- e) pedestrian and cycling connections to be provided within the existing highway corridor and / or within the development site to facilitate access into Mickleover and Littleover linking to the South Derbyshire site consistent with the transport hierarchy set out in Policy T1;**
- f) appropriate highway access arrangements and improvements, having regard to the proposed strategic housing site in South Derbyshire;**

- g) a comprehensive surface water management scheme to be implemented;**
- h) financial contributions to be made towards primary and secondary education infrastructure. A new school/schools for this cross-boundary community is to be provided on the South Derbyshire part of the site;**
- i) the retention, where possible of trees and hedgerows;**
- j) financial contributions towards the improvements to public transport provision.**

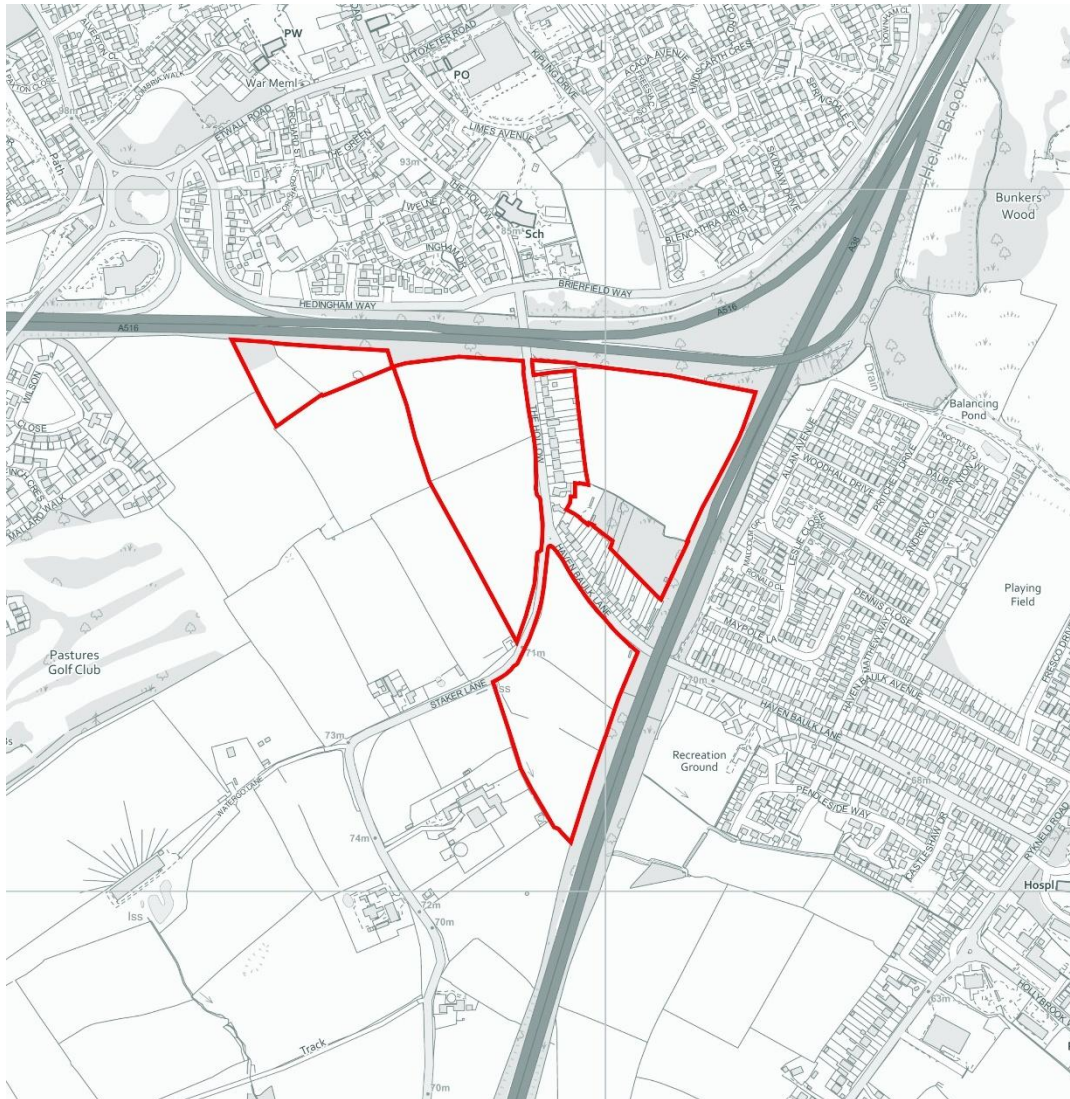


Figure 12: The Hollow Housing Allocation

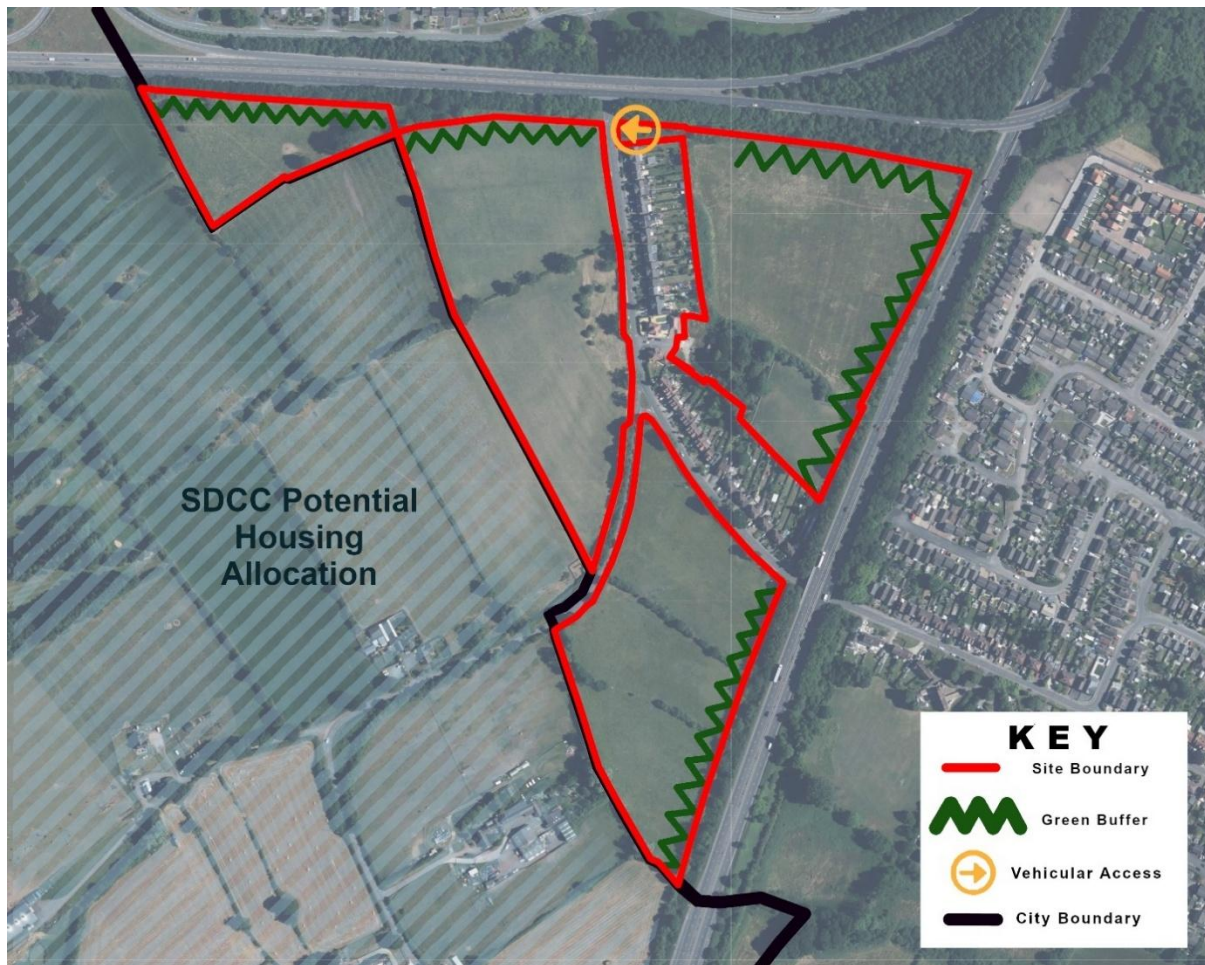


Figure 13: Illustrative Layout for The Hollow

Supporting Text

289. Land at The Hollow forms part of a strategic growth area on the western edge of Derby which is part of a proposed cross-boundary mixed use growth location involving a large site in South Derbyshire.
290. It is expected that the South Derbyshire element of the location will provide infrastructure in the form a number of facilities to support the wider cross-boundary development, including a business park, schools, a local centre and parkland.
291. The land in Derby will provide a minimum of 150 new homes on land either side of The Hollow. The Hollow is a single carriageway road which links the suburb of Mickleover to the north and Littleover to the South.
292. The land in the city is split into three distinct parcels which comprise the open land to the rear/east of the existing homes along The Hollow (known as east of the Hollow), land west of the Hollow and north of Staker Lane (known as North of Staker Lane) and Land west of Haven Baulk Lane and south of Staker Lane (known as South of Staker Lane).
293. In particular, the land parcels north and south of Staker Lane must be carefully masterplanned as part of the wider location so that the whole strategic location forms a coherent and connected new development, which integrates properly with the site in South Derbyshire.

294. A Development Framework/Masterplan should be prepared and agreed by the developers and the relevant Councils, including Derbyshire County Council as a relevant highway and education authority for the land in South Derbyshire.
295. The allocation will require on-site public open space to be provided as well as green infrastructure and GI links out of the city into South Derbyshire.
296. The details of the highway access/egress to parts of the developments and any mitigation or necessary highway changes will be considered as part of wider masterplanning of the location, in particular taking account of the emerging strategic housing allocation in South Derbyshire immediately to the west.

Policy HA6: Kingsway Boulevard

Land at Kingsway Boulevard will deliver a minimum of 130 high quality new homes as part of the wider new community which has been established and continues to be developed through the regeneration of the former hospital site in recent years.

The Council will require:

- a) the site to be designed to integrate with and respond to the surrounding development so that the new homes can fit seamlessly into the new community;**
- b) on-site open space and landscaping to be provided, including where possible the use of green corridors/ active travel links to provide connections across and out of the site;**
- c) an engaging and active frontage to be provided along Kingsway Boulevard;**
- d) where possible existing trees to be retained and new trees planted to break up the built form;**
- e) steps to be taken in the layout of the site to mitigate for any adverse impacts of residential amenity which may be caused by operations at the Kingsway Fire Station to the south-east of the site;**
- f) appropriate drainage/flood attenuation measures to be provided;**
- g) highway access to be taken from Kingsway Boulevard. No vehicular access should be taken directly onto Kingsway.**

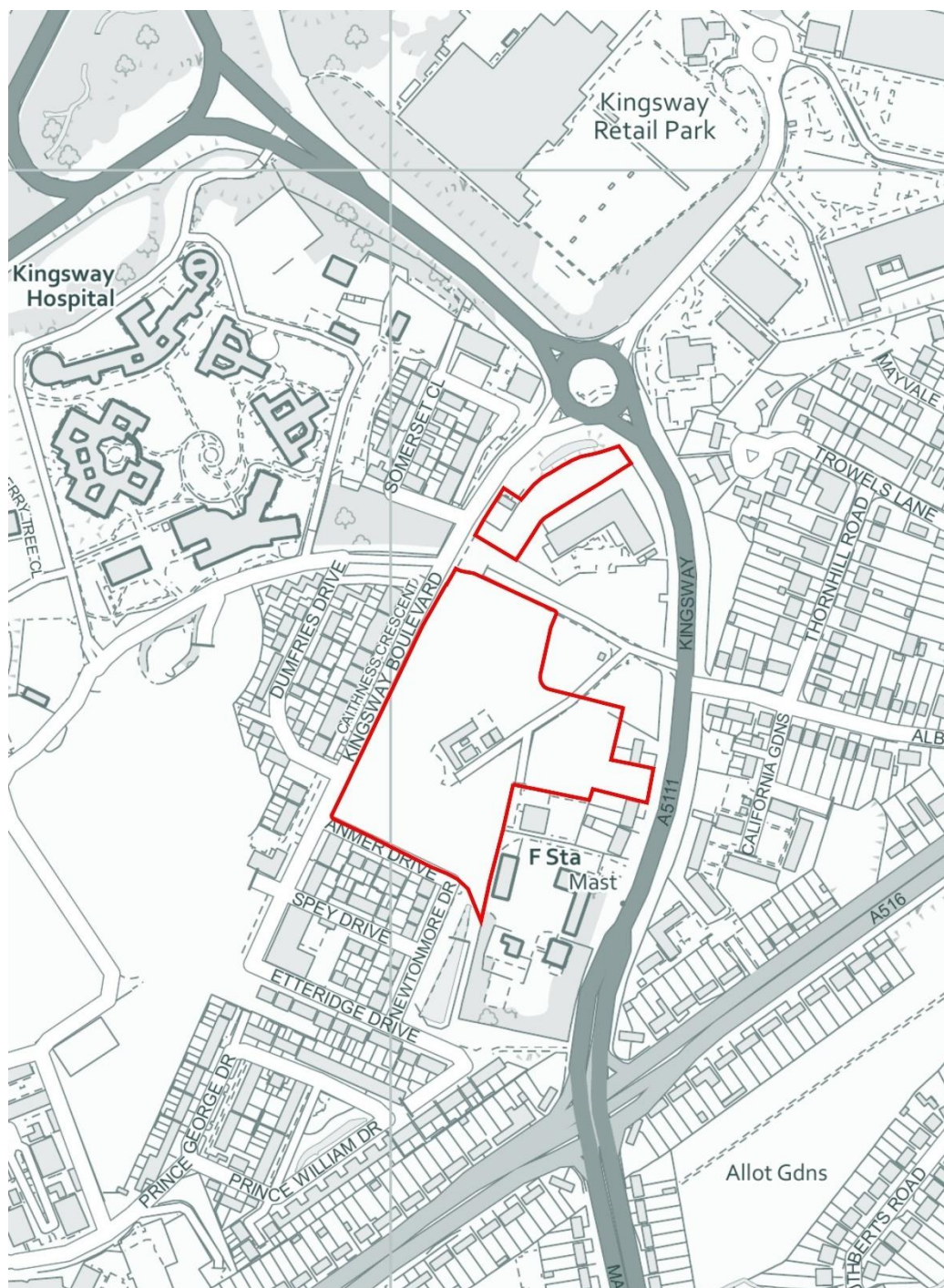


Figure 14: Kingsway Boulevard Housing Allocation



Figure 15: Illustrative Layout for Kingsway Boulevard

Supporting Text

297. Land at Kingsway Boulevard is allocated for a minimum of 130 new, high-quality homes. The site sits within a previous regeneration allocation which has seen several hundred homes built. The site was originally set out as proposed business park as part of the

regeneration of the former hospital site, but this was never delivered. The land has therefore been allocated for housing forming a further part of a sustainable community in a location which has excellent access to the City Centre, the outer Ring Road, the A38, Kingsway Retail Park and the Royal Derby Hospital.

298. The new site must be developed as part of, and reflecting, the residential development and community which has been established in the location over recent years and should be seamlessly integrated with it.
299. It forms two parcels which are accessed from Kingsway Boulevard. It is important that the frontage of the boulevard should be developed to reflect the development which has already been delivered. The boulevard should be an active gateway into the wider development.
300. The site lends itself to medium/high density development but should be broken up with green infrastructure and active links for pedestrians and cyclists.
301. No highway access will be allowed directly onto Kingsway itself, and all vehicular access should be via Kingsway Boulevard to the wider site entrance at the roundabout junction on Kingsway.

Policy HA7: Stoney Lane, Spondon

Land east of Stoney Lane, Spondon will deliver a minimum of 400 new, high-quality homes forming an eastern urban extension to the suburb of Spondon.

The Council will require:

- a) **that the site delivers a minimum of 40% affordable housing subject to demonstrating that this is achievable;**
- b) **a high-quality layout and design of housing, reflecting the location on the edge of the Green Belt in a gateway location into the city from the east;**
- c) **a green landscaping buffer to be provided on the eastern edge of the site to soften the visual impact of the development from the Green Belt/open countryside beyond the city to the east;**
- d) **a buffer/noise attenuation to the south to provide mitigation from noise created by road traffic on the A52 Trunk Road;**
- e) **a green infrastructure buffer along the western side of the site to the rear of properties on Stoney Lane.**
- f) **on-site accessible public open space to be provided in accordance with the standards set out in Policy EN3;**
- g) **vehicular access onto Stoney Lane at the southern end of the site. Opportunities should be explored to provide other access options for active travel and bus penetration;**
- h) **financial contributions for transport improvements off-site to be paid to the Council to mitigate for the highway impacts of the development;**

- i) financial contributions towards the provision of improved education infrastructure to mitigate the impacts of the development;
- j) a comprehensive surface water drainage solution to be provided
- k) trees and hedgerows to be retained where possible;
- l) pedestrian links to be provided across the site and connecting to existing rights of way in the open countryside to the east, to Stoney Lane and connecting to Dale Road Park to the north together with active travel connections to facilitate access to Spondon district centre and nearby bus stops.

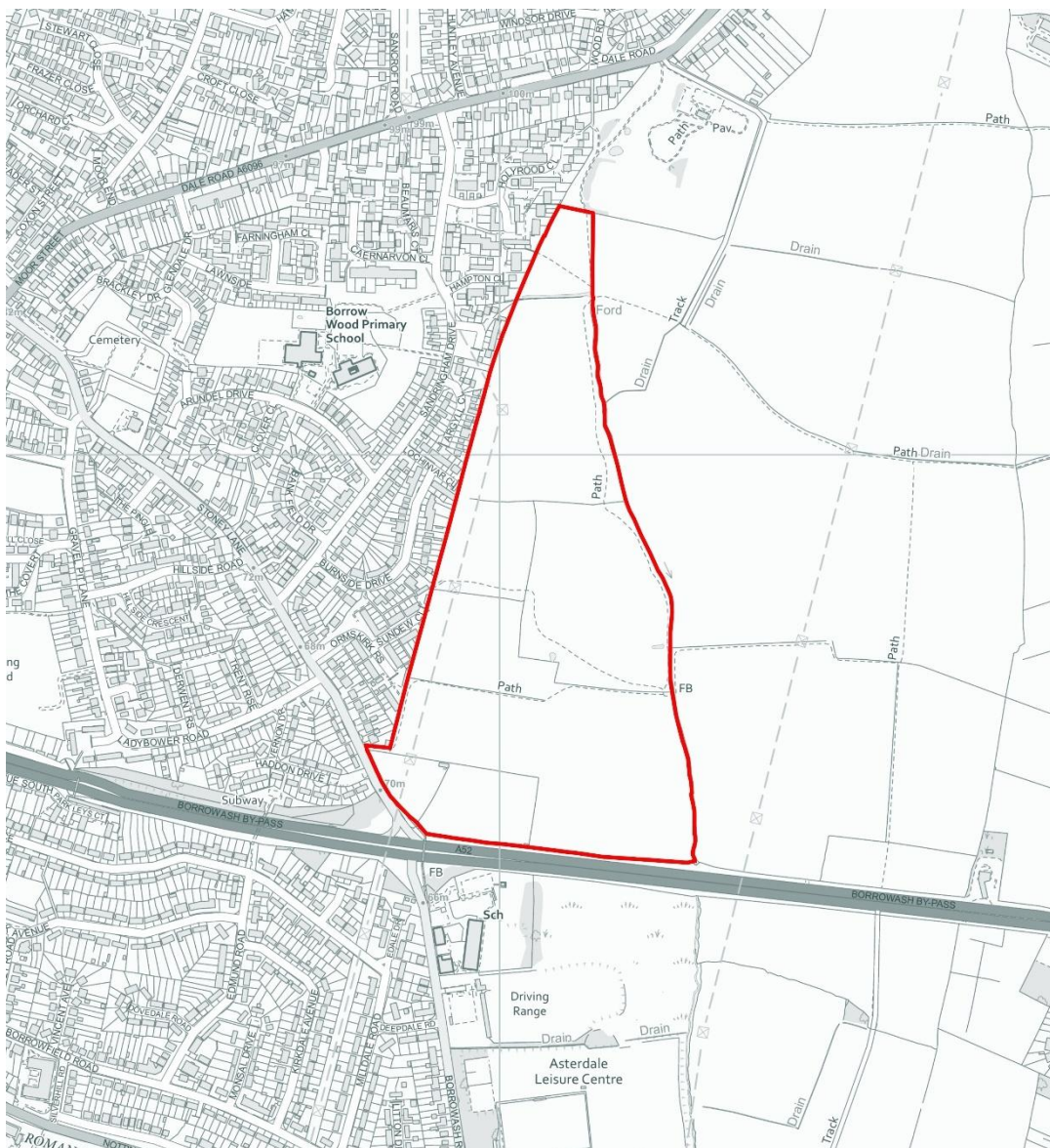


Figure 16: Stoney Lane Housing Allocation



Figure 17: Illustrative Layout for Stoney Lane

Supporting Text

302. Land to the east of Stoney Lane was previously in the Green Belt, but analysis carried out in preparing the Plan identified the site as 'grey belt' land and as such it provided an opportunity to extend the edge of the built area of Spondon to the east.
303. As the site was removed from Green Belt to be allocated for housing, it is treated differently to other non-green belt land. The NPPF 'Golden Rules' apply to land removed from the green belt and include that affordable housing should be provided at a minimum of 50% unless this would make development unviable. High level viability indicates that 40% affordable housing should be generally viable in this location. If further detailed viability of site-specific development indicates otherwise, when a specific scheme has been designed, the 40% affordable housing requirement will be revisited based on site specific viability appraisal.
304. In planning to meet housing needs, the Council must consider the need for different types of housing as well as the number of homes required. Derby has very significant needs for new affordable homes with over 9,000 households on the housing register in 2026. The most recent Local Housing Needs Assessment for the city indicates that there is an annual requirement for well in excess of 600 affordable homes a year. Therefore, releasing this site from Green Belt for housing development can not only meet quantitative needs for new homes which are demonstrably deliverable but can also boost the delivery of affordable homes.
305. Due to the sensitive location of the site a high-quality form of development is essential and landscaping, green infrastructure and buffering will be required, particularly on the boundaries of the site and at the southern end to provide screening from traffic noise on the A52.
306. On-site public open space will be required to serve the new community, and links should be made for pedestrians and cyclists, particularly into Spondon to the west and to Dale Road Park to the north. Links should also be made with the public rights of way network in the countryside beyond the site to the east. Opportunities for residents to access public transport is also an important consideration. It is essential that the site is provided with good links and opportunities for active travel and public transport to try to minimise car trips and provide access to facilities and infrastructure in Spondon.
307. Highway access/egress should be at Stoney Lane, but the identified access is very close to the A52 strategic road and the impact on the strategic road will need to be carefully considered and mitigated.

Policy HA8: Former Police Station, Cotton Lane

The site of the former Cotton Lane Police Station in Osmaston is allocated to deliver a minimum of 100 new dwellings. This site comprises a former police station which now stands vacant. It includes the main building which is 4/5 storeys and has been subject to vandalism, as well as ancillary buildings and infrastructure and a large car park area. The site is unused and requires regeneration and is in a suitable location for residential uses.

The site sits within the Osmaston community and is immediately to the east of the established Imari Park permanent Traveller site.

The land is brownfield but there are landscaped areas and street trees on the frontage which should be retained if possible.

There is a local community centre with a Multi-Use Games Area (MUGA) and a play area with skate park to the north of the site and there is a frequent bus service to the City Centre along Osmaston Road a short walk to the north.



Figure 18: Cotton Lane Housing Allocation

Policy HA9: Bramblebrook House/Humbleton View, Littleover

The site of the former Bramblebrook House and Humbleton View Council buildings is allocated to deliver a minimum of 90 new dwellings. This land is a brownfield site comprising two former Council buildings which have now been demolished. The site is owned by the City Council, and a scheme is being drawn up for a 90 room Extra Care facility for over 55 living.

The Extra Care development should have on-site facilities for residents so that a community feel can be created. The layout of buildings and living areas should take particular account of amenity matters, including impacts on traffic movements in the local area. Appropriate consideration and mitigation will be required for residential amenity in particular for noise generated on the A38 Trunk Road to the rear of the site. This may include buffering/noise attenuation, building siting, orientation and materials.

Highway access will be taken from Rough Heanor Road, and access arrangements will require particular care due to the close proximity of St Clare's School which is immediately to the west of the site. On-site car parking should be provided for residents, staff, visitors and emergency vehicles.

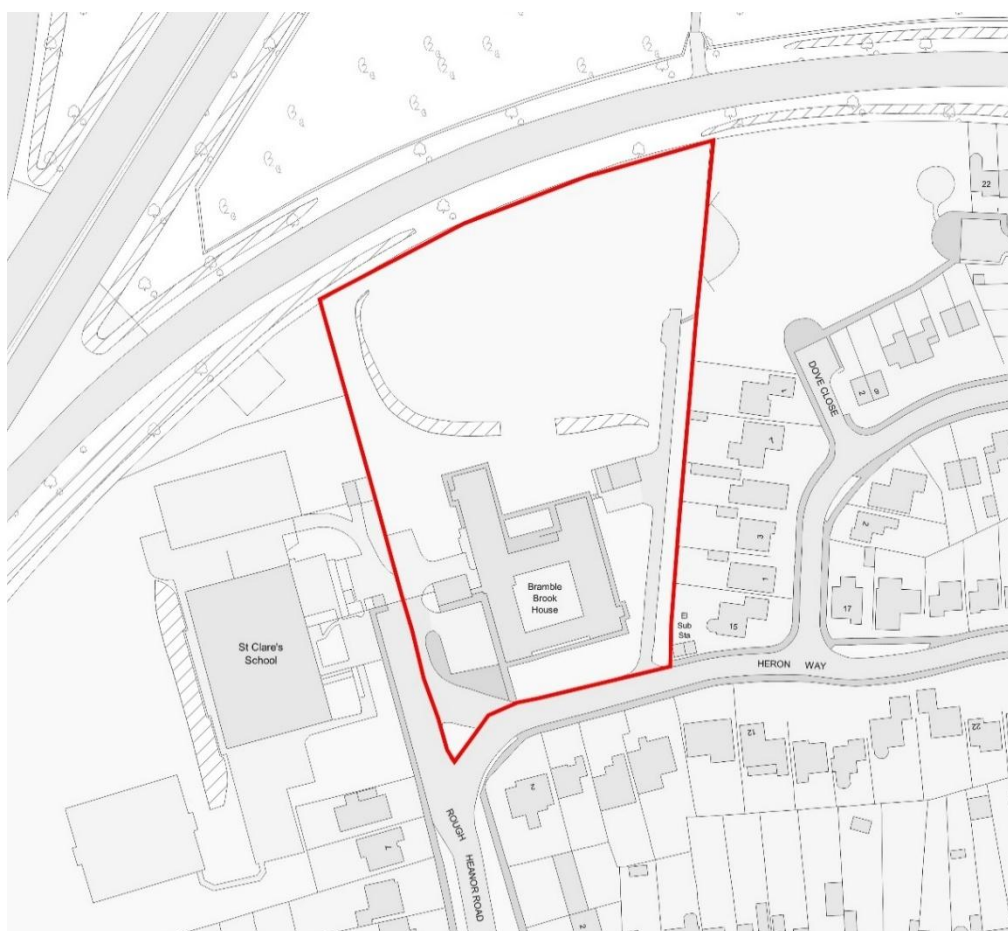


Figure 19: Housing Allocation at Bramblebrook House/Humbleton View

Policy HA10: Elton Road Works, Osmaston

The site of Elton Road Works in Osmaston is allocated to deliver a minimum of 80 new dwellings. The site is currently in use as a Rolls-Royce Research and Development facility. Rolls-Royce have indicated their intention to vacate the site within the next 5 years and to make it available for residential development. The site is in a generally sustainable location within the Osmaston area of the city which is currently a mix of residential and employment uses.

In recent years, there have been a number of residential and employment regeneration developments in the area, and the wider area is no longer allocated as a strategic regeneration location. However, there remain specific site opportunities in the area and the Elton Road works site is allocated as a housing allocation.

The main issues for consideration in the event of a planning application will be around site design and layout and assessing any need for decontamination. Residential amenity matters, including how noise from the active railway line to the rear of the site can be mitigated, will also be required. For safety reasons, to protect mature trees and to protect Network Rail land, adequate and appropriate fencing will be erected to ensure that there is no direct access from the site to the railway line or bridge to the northwest.

Highway access will be direct onto Elton Road.



Figure 20: Elton Road Works Housing Allocation

Policy HA11: Shaftesbury Street

Land at Shaftesbury Street is identified for residential development to deliver a minimum of 20 new dwellings.

The former Shaftesbury Leisure Centre was demolished some years ago. The wider site is a large undeveloped area with an associated car park for the former leisure centre. Part of the wider site remains greenfield and has a number of mature trees on it.

There is an opportunity to redevelop part of the site for new homes. The site is owned by Derby City Council who will seek to develop an appropriate part of the land and explore opportunities for qualitative improvements to the remaining area.

The trees across the site should be retained where possible or will need to be replaced through Biodiversity Net Gain.

Appropriate highway access will need to be taken from the existing roads to the north or south of the site.



Figure 21: Shaftesbury Street Housing Allocation

Policy HA12: North of Sinfin Moor Lane

A site on land north of Sinfin Moor Lane and Lavinia Court is allocated to provide a minimum of 39 new dwellings.

The land is greenfield and is set around a relatively high-density residential development at Lavinia Court to the north of the West Chellaston housing estate.

Highway access would be from Sinfin Moor Lane and development needs to appropriately consider the issues of land drainage, the character of the existing homes at Lavinia Court and proximity of development to the railway embankment to the east and the route of the former Derby and Sandiacre Canal, which is now a multi-user route, to the west.

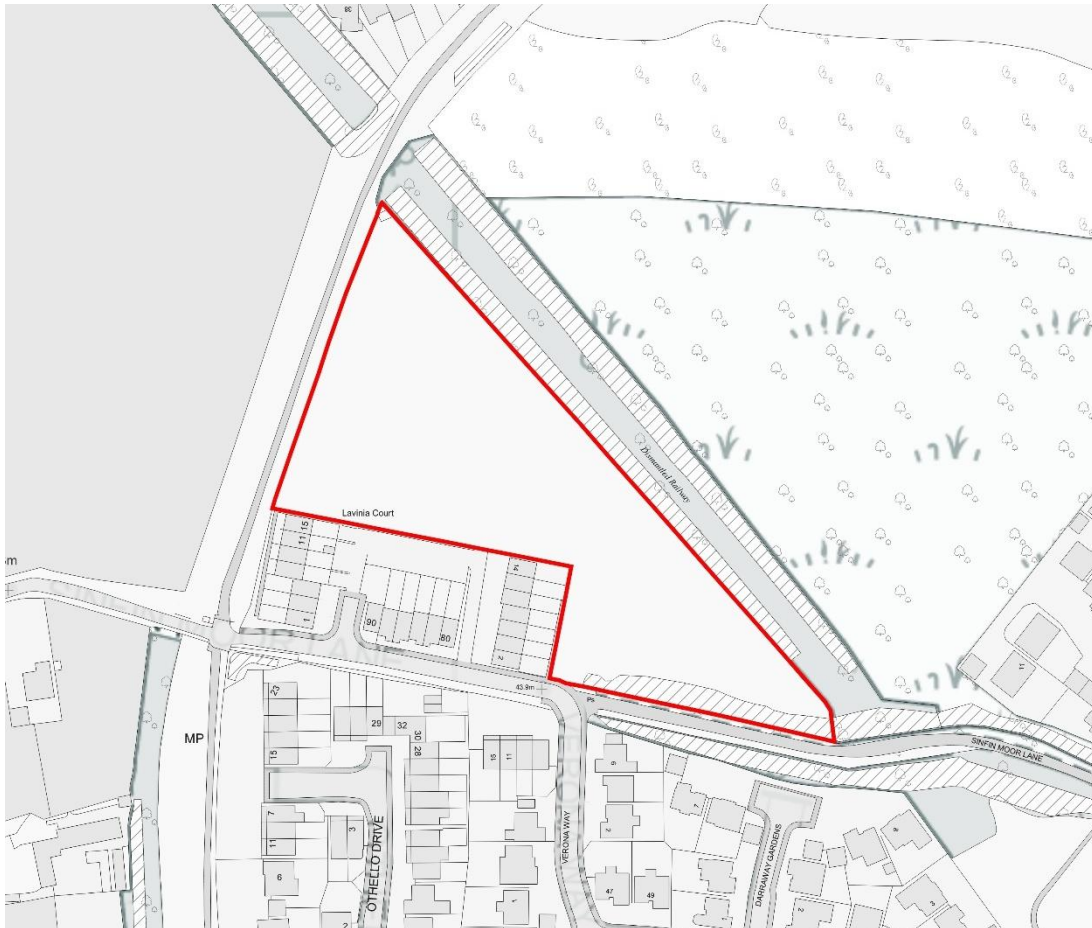


Figure 22: Housing Allocation to the North of Sinfin Moor Lane

Policy HA13: Former Beaufort Business Centre, Chaddesden

Land at the Former Beaufort Business Centre, Chaddesden is allocated to provide a minimum of 28 new dwellings. This site is cleared land which was a former employment use set in the established residential Chaddesden West suburb, to the east of the City Centre. The previous buildings have been demolished.

The site has community uses immediately to the west and south including a nursing home, an assisted living complex and a nursery.

The land is fenced off and is owned by Derby City Council. The Council intends to develop the site for residential uses, but it is currently in an area of flood risk, despite the area being an established residential neighbourhood.

The delivery of the next phase of the Our City Our River (OCOR) Programme will resolve this issue, and the new flood defences will mean that the site is defended from flooding and can be developed for residential uses.

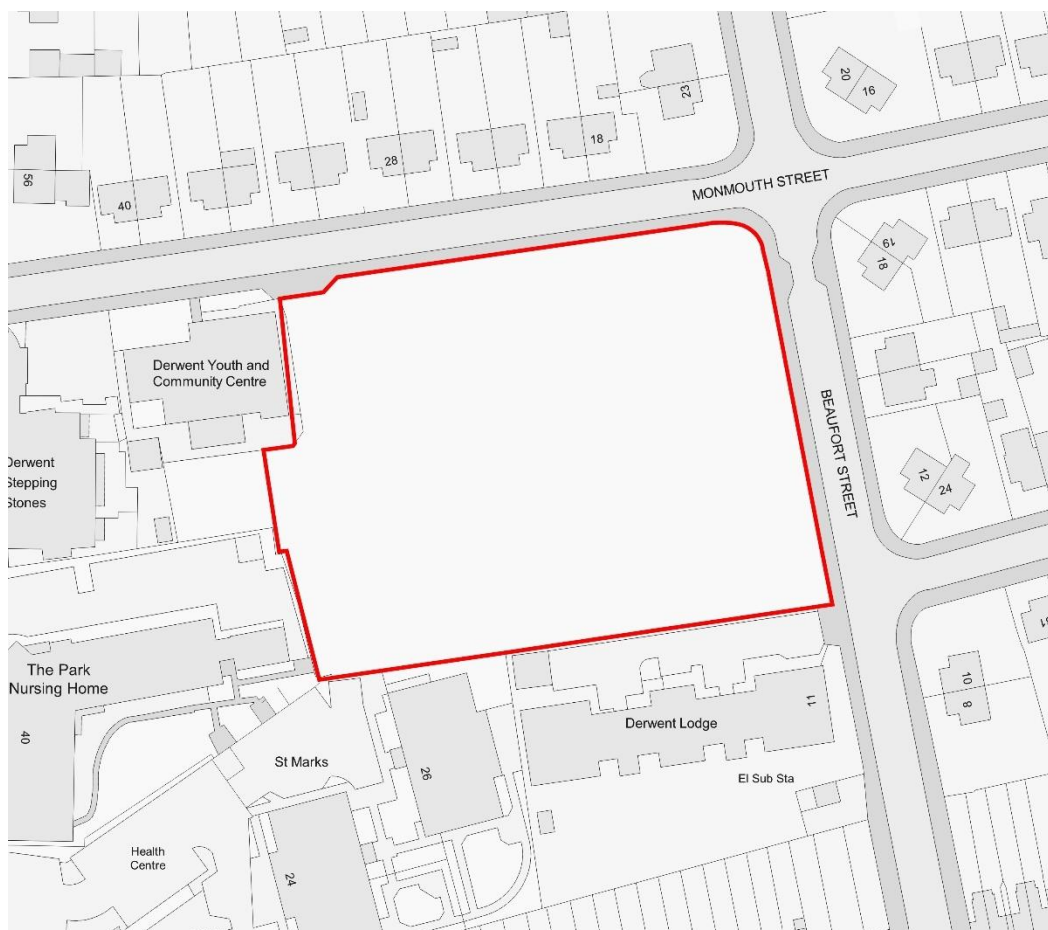


Figure 23: Housing Allocation at the Former Beaufort Business Centre

Policy HA14: Kitchener Avenue/Browning Street.

A site on the corner of Kitchener Avenue/Browning Street is allocated to deliver a minimum of 25 new dwellings.

This site is a grass field owned by Derby City Council. It is partially fenced off at the western and southern boundaries and is in an elevated position from the pavement and road on Kitchener Avenue. Browning Street runs along the western side of the site and has a notable downhill gradient from north to south.

To the north of the site is Village Medical Centre which includes an on-site pharmacy.

A suitable highway access will be required which is set away from the crossroads junction of Browning Street and Kitchener Avenue.

Due to the greenfield nature of the land, an appropriate net gain in biodiversity will be required. In particular, development proposals should attempt to retain the trees on the periphery of the site where possible.



Figure 24: Kitchener Avenue/Browning Street Housing Allocation

Policy HA15: Former Ivy House School

Land at the former Ivy House School site off Bateman Street is allocated to deliver a minimum of 18 dwellings. The school buildings were demolished several years ago. The land is now heavily covered in vegetation and so it appears to have reverted to greenfield in nature although it is unclear whether the base of the school site remains under the vegetation.

The land is owned by Derby City Council, and the Council wishes to redevelop the site for residential uses.

The main highway access for the site will be taken from Bateman Street to the north, which was the main access to the school.

In developing the site, the main considerations will be the proximity to existing employment uses to the north and east and potential residential amenity matters and mitigation, a potential further access onto Osmaston Road south of Ivy Square which may be pedestrian/cycle access and the impact on the existing properties at Ivy Square to the west.

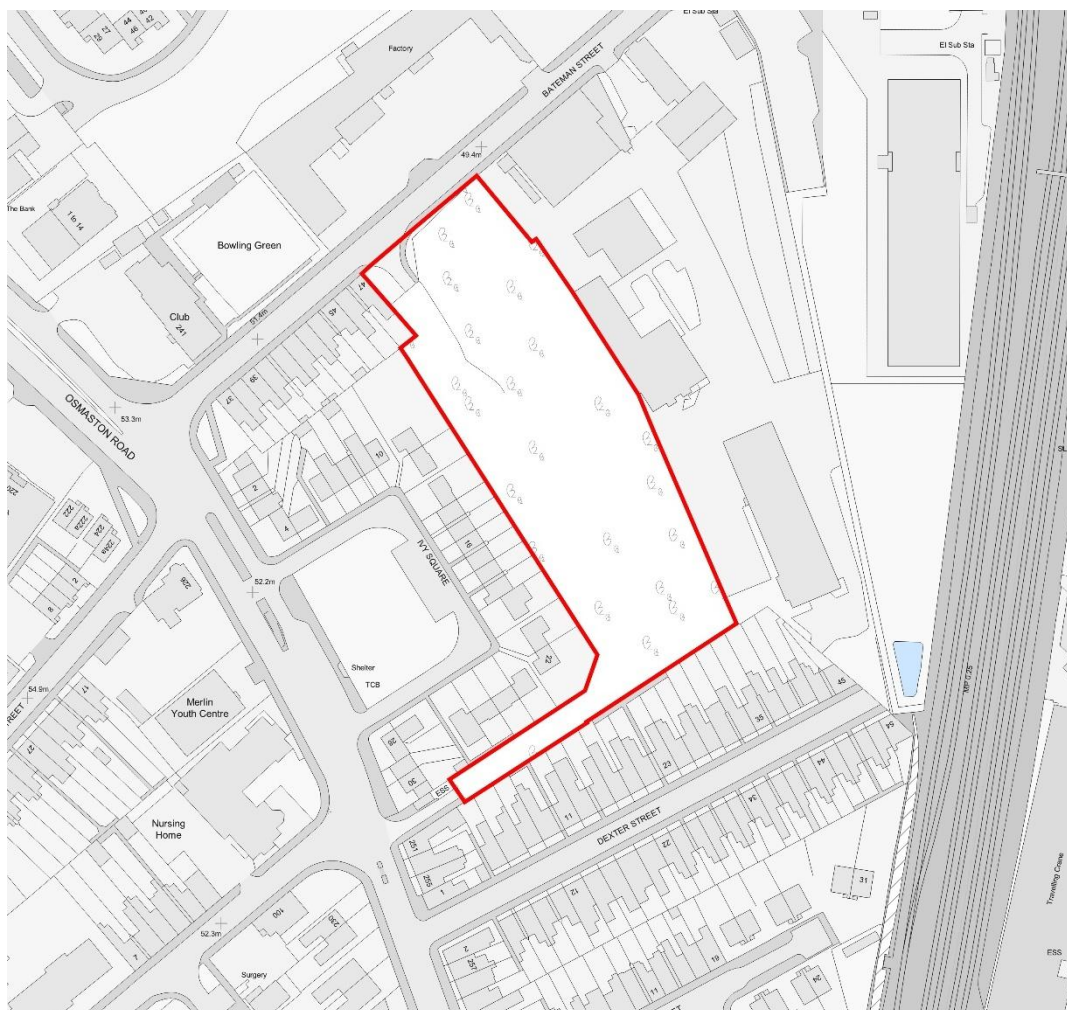


Figure 25: Housing Allocation at the Former Ivy House School

Supporting Text for Policies HA8 to HA15

308. The eight housing site allocations (HA8 to HA15) make up a set of sites where new homes will be delivered across the city but outside the City Centre. The sites are generally expected to provide infill development opportunities, utilising previously developed land or the Council's corporate assets which have been deemed surplus to requirements.
309. Many of the sites are already being considered through pre-application or are at planning application stage. The allocations are made to provide clarity of the Council's objectives for these sites.
310. It is not expected that the sites will require any major infrastructure on site or involve strategic considerations, for example, impacts on Green Wedge or Green Belt land.

Policy HA16: Gypsy and Traveller Site Allocation

Land west of Pride Parkway in Wilmorton is allocated as a Gypsy and Traveller site to provide a minimum of 17 permanent caravan pitches.

Planning applications for the development of the site should be consistent with the Gypsies, Travellers and Travelling Showpeople policy (Policy H12). The development of the site will include appropriate fencing and planting to form an enclosed site for the Traveller community with communal spaces and small-scale ancillary buildings for storage purposes. The remainder of the site beyond the fenced off Gypsy and Traveller accommodation should remain as accessible public open space and be improved where possible with further planting.

Further detailed consideration will be had in terms of the exact siting and access arrangements for highway access and egress and in ensuring that any potential land contamination is properly mitigated as part of the planning application process. The site also contains active travel links and mature trees.

Supporting Text

311. The Plan allocates a site specifically for permanent Gypsy and Traveller accommodation on Council owned land. The site will provide for permanent caravan living by members of the community who are culturally transient in nature but require a permanent living location. These sites will still require planning permission before they can be developed for residential use and the criteria set out the policy requirements will be applied to any application (see Policy H10).

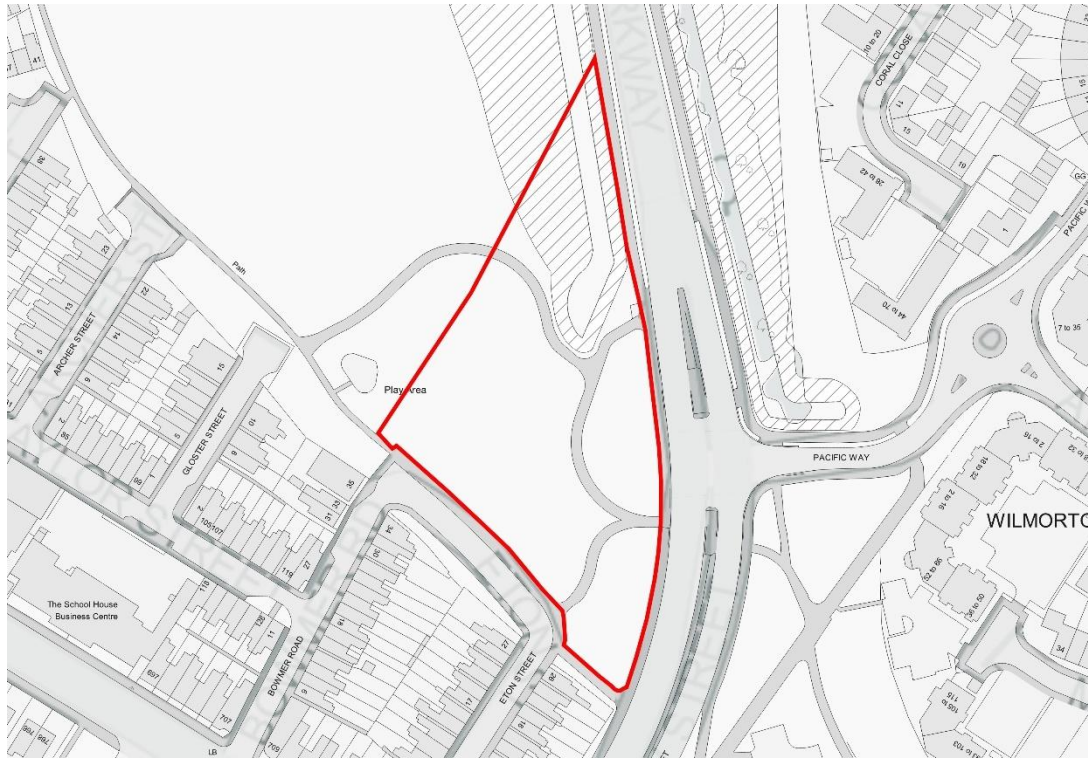


Figure 26: Gypsy and Traveller Site on land to the West of Pride Parkway

312. A strong and resilient economy is fundamental to Derby's success, shaping opportunities for businesses, residents, and future generations. The economy is shaped by multiple intersecting local and national challenges and prospects; from adapting to new patterns of work and consumer culture, to responding to technological changes and the need for sustainable growth. A well-functioning economy is also a key determinant of population health, influencing income, job security, working conditions, access to services and the quality of the built environment.
313. This chapter specifies the policies for guiding economic development, including the provision and protection of high-quality employment land and office space and defining preferred locations for commercial uses such as retail. In addition, it recognises the vital role of culture and tourism alongside the need to cultivate local skills for an inclusive economy. Together, these policies aim to secure a balanced economy that is adaptable, competitive and capable of delivering sustainable long-term benefits across the city, including reducing health inequalities and supporting access to good quality employment for all communities.

Policy E1: New Employment Locations

In contributing to EMCCAs Vision for Growth, 133 hectares of new employment land is allocated in a variety of accessible locations to accommodate a range of employment generating activities, including offices (E(g)(i)) B2 and B8 development, research and development (E(g)(ii)) and other industrial processes (E(g)(iii)).

The majority of demand for new land will be met at five strategic employment locations including:

- a) The Central Activity Area (CAA) and wider City Centre (2ha) (see Policies E4 and CC7);**
- b) Land South of Wilmore Road, including Infinity Park Derby (75ha) (see Policy E5);**
- c) Smart Parc, Spondon (35ha) (see Policy E6);**
- d) Indurent Park, Chaddesden (18ha) (see Policy E7);**
- e) Additional land at Rolls-Royce Submarines, Raynesway (3ha) (see Policy E8);**

The Council is committed to the delivery of new employment land in these strategic locations and will use CPO powers where necessary to ensure comprehensive and coordinated development.

Proposals for alternative uses on these sites will be considered against relevant criteria h-n in Policy E2, relating to the loss of employment land.

New business and industrial development in other areas of the city will be permitted provided that it:

- f) does not conflict with the objectives of this Plan;
- g) would not adversely impact upon the amenity of nearby residents;
- h) is well integrated into the urban area;
- i) would contribute to the aims of EMCCAs Vision for Growth;
- j) in the case of office development (E(g)(i)), it would meet the requirements of Policy E4;

The delivery of employment generating uses as part of strategic housing developments will be encouraged where it would meet the criteria above, would not prejudice housing delivery and would create a more sustainable form of development.

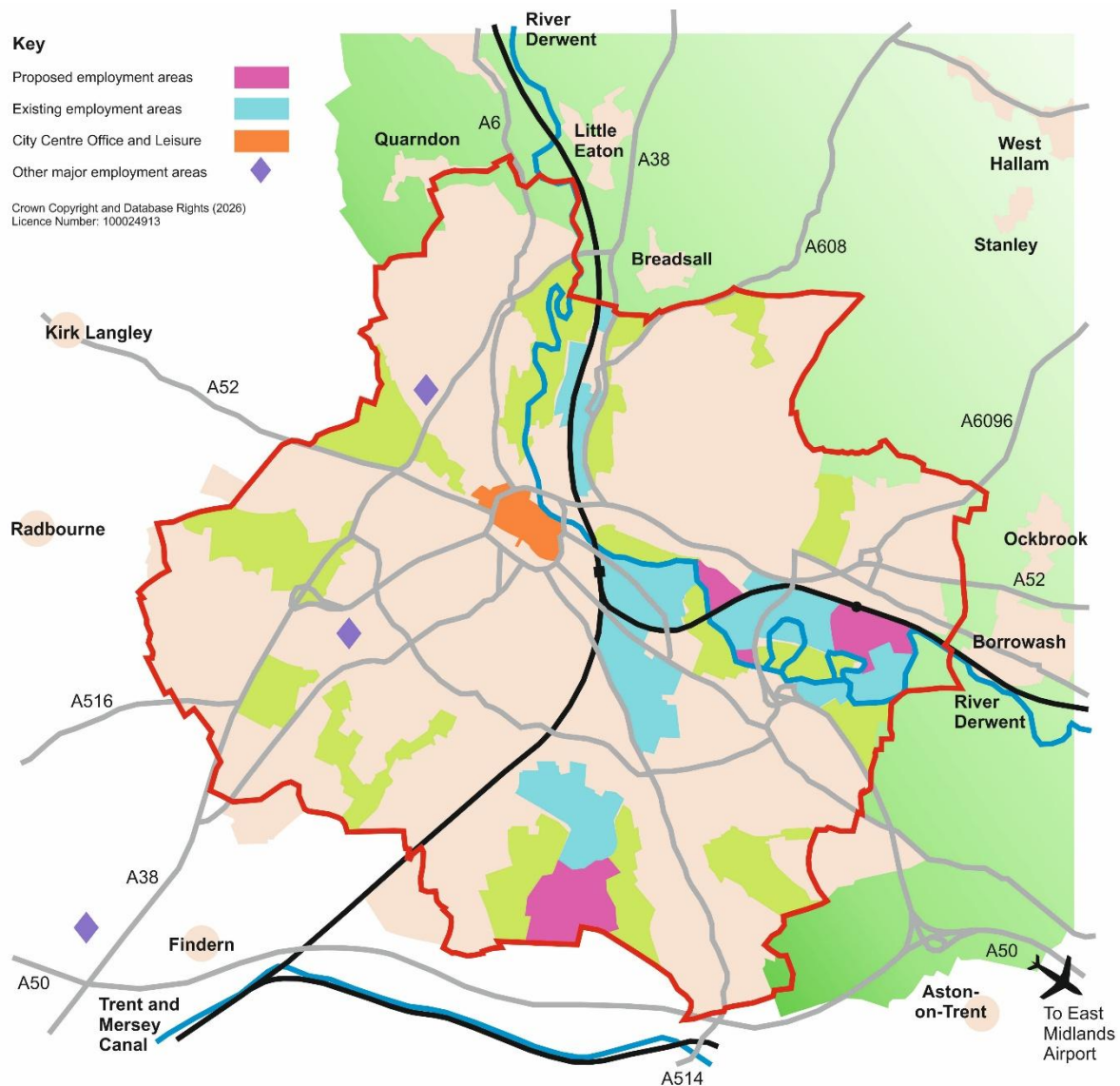


Figure 27: Strategic Employment Land and Sites

Supporting Text

314. It is crucial for the City's economy to remain strong, particularly in uncertain economic circumstances. The Council is committed to doing everything within its power to secure sustainable economic growth during the Plan period. One of the key areas where the Council can directly influence economic growth is through ensuring that sufficient employment land is identified to meet the needs of the economy during the Plan period.
315. The NPPF specifically requires Local Planning Authorities (LPAs) to make sufficient provision for employment development, helping to create the conditions in which businesses can invest, expand and adapt.
316. This policy and the associated site policies aim to identify sufficient land to meet the development needs of businesses during the Plan period and provide a clear vision of what the Council wish to see developed on each of the sites.
317. It is vital that sufficient new land is provided (and where appropriate) existing land protected to enable the economy to be resilient to an ever-changing economic climate and enable Derby to continue to be the focus for economic development in the HMA.
318. Due to the complex relationship between land and jobs, the ongoing economic uncertainties at a national and global scale, the nature of Derby's economy and the various shortcomings of different forecasting methodologies, the quantitative forecasts and projections of future employment land needs within Derby suggest a wide range of potential outcomes. These are detailed in the Council's Employment Land Review (ELR) published in 2023.
319. The ELR recommends the use of past take up rates to inform the allocation of new employment land in the new plan. Based on a historic average, net annual take-up rate of 3.54 hectares, extrapolated across the 20-year plan period (2023-2043) and with the inclusion of a 5-year buffer, it provides an indicative assessed need of circa 88.5ha. The allocation strategy (130 hectares) for new employment land is well in excess of the assessed need.
320. Approximately 24 hectares of new employment land has already been developed within the first two years of the Plan period (2023-2025), largely through the completion of major plots at Infinity Park Derby and Indurent Park. The result of this is a residual need of circa 65 hectares across the remaining Plan period and a residual supply of circa 96 hectares, meaning that sufficient land is available to meet future needs.
321. It is recognised that the developable area of strategic employment sites will reduce as they are built out to account for significant infrastructure. The Council also recognise that employment land is often an appropriate location for other commercial uses not falling into the traditional employment sectors of office, B2 and B8. The oversupply of allocated employment is therefore considered appropriate in this context.

Table 3: Residual Requirements vs Land Supply Position at April 2025

Requirement	Hectares
Indicative baseline need 2023-2043	70.8
Flexibility margin (5 years)	17.7
Total indicative need 2023-2043:	88.5
New land completed 2023-2025:	23.8
Residual indicative need 2025-2043:	64.7
Indicative residual land supply (including land under construction) at April 2025	Hectares
CAA and wider City Centre (allowance)	2
Land South of Wilmore Road, including Infinity Park Derby	54
Smart Parc, Spondon	35
Indurent Park, Chaddesden	2
Additional land at Rolls-Royce Submarines, Raynesway	3
Total indicative (gross) supply April 2025:	96

322. The portfolio of allocated sites will be sufficient to meet future needs, in all relevant growth sectors whilst also providing sufficient flexibility, choice and ability to accommodate growth in non-B uses. The creation of jobs outside of traditional employment uses will assist in the continuing move towards building a strong and flexible economy with greater resilience to economic shocks. The range of identified sites will provide space for existing employers to expand and has been supported by the development sector.

Policy E2: Existing Employment Locations

In addition to the development of new employment land, the Council will also support the retention, intensification and consolidation of land currently identified for employment uses. This also applies to land not specifically identified, but where the current / previous use was for employment (office (E(g)(i)), B2, B8, R&D (E(g)(ii)) and other industrial processes (E(g)(iii))).

It is particularly important that existing employment areas and / or units that are fundamental to the operation of the local economy are protected and are retained, intensified and recycled primarily for the development of employment uses.

Such areas include:

- a) Rolls-Royce Aerospace Campus and Victory Road, Sinfen (see Policy E8)**

- b) Raynesway, including Rolls-Royce Submarines (see Policy E8)**
- c) Derby Commercial Park, Raynesway**
- d) Alstom and the Railway Technical Centre (RTC)**
- e) Pride Park and Wyvern Business Park**
- f) Ascot Drive**
- g) Mansfield Road and Alfreton Road corridors**

It may be appropriate to redevelop some areas of employment land from the supply (both proposed and existing), or buildings for alternative uses. The loss of employment land will only be permitted where it can be clearly demonstrated that all the relevant criteria below would be met:

- h) the alternative use would benefit the economy of the city and / or other strategic objectives of this Plan**
- i) the overriding industrial / commercial character of the area would not be undermined**
- j) existing land or buildings no longer meet modern requirements and have been adequately marketed for employment use for a reasonable period of time**
- k) the employment land supply would not be unduly affected in terms of quantity or quality**
- l) surrounding uses would not be adversely affected, including future employment generating potential**
- m) in the case of sites near to residential areas, proposals would lead to an improved environment for residents; and**
- n) in the case of residential proposals, a satisfactory living environment can be created**

Where redevelopment would result in the displacement / relocation of an existing business, the Council will seek to ensure that the business maintains presence within the city.

Supporting Text

323. Many of our existing industrial and business areas are fundamental to the successful operation of Derby's economy. The Council aims to protect the most important of these areas and important units within them primarily for employment use (office, B2 and B8) to avoid the potential prejudicial impact of alternative uses, to safeguard job opportunities and ensure that there are opportunities for more affordable and grow on spaces as part of the employment land portfolio. Some of these areas accommodate the city's biggest and most prestigious employers, such as Rolls-Royce and Alstom which are the cornerstones

of the local economy, as well as important SMEs as part of the supply chains to the large employers.



Figure 28: Train Manufacturing at Alstom (Credit – © Alstom SA 2026. Steve Bright)

324. Several of the existing employment areas are largely built up, although there is significant scope for recycling and intensification of employment uses within these areas. In recent years, recycling and intensification of existing employment sites has made a significant contribution to meeting needs. This is expected to continue in the future as land accommodating older stock is recycled for the construction of new units, helping to meet modern needs.
325. The redevelopment of poorer quality existing employment land for alternative uses can sometimes help to alleviate conflicts between industrial and surrounding uses. This can bring benefits for the area as a whole, particularly where there is conflict between residential properties and business use. Residential redevelopment and associated community uses may help to improve the local environment and provide the opportunity to create more open space in inner-city areas.
326. Residential redevelopment in these areas may also improve the mix of brownfield housing sites available to the market. However, the Council will continue to ensure that an adequate employment land supply, in terms of quality and quantity, is maintained, whilst acknowledging the increasing scope of permitted development rights. Proposals for development of existing business and industrial land should not override the employment objectives of the Plan.

Policy E3: Local Labour Agreements

Where appropriate, applicants proposing major development will be encouraged to enter into a 'Local Labour Agreement' with the Council to ensure that local people are given the opportunity to work and develop their skills.

Applicants should provide an employment and training skills plan identifying opportunities for employment and up-skilling of local people through the implementation of the development. This should include details of/make provision for:

- a) work placements and guaranteed interviews to those who attend the employment and skills employability training in partnership with the applicant, providing they satisfy all essential criteria for the role;
- b) apprenticeships, T-Levels, Supported Internships, Traineeships;
- c) vocational training (NVQ's);
- d) work experience for those aged in the 14-16, 16-19 and 19+ age groups;
- e) engaging with DWP / local Job Centre for recruitment;
- f) school and college site visits, mentoring and other activities to inspire aspiration in young people, as part of the Derby Promise;
- g) Construction Skills Certification Scheme (CSCS) cards;
- h) supervisor training;
- i) leadership and management training (including equality, diversity and inclusion);
- j) in-house training schemes.

Applicants are encouraged to work with the Council's Employment and Skills Team in developing the measures contained in the employment and training skills plan. Measures should be accessible to all, including those with protected characteristics.

Supporting Text

327. The Council recognises that access to good quality employment is a key determinant of health and wellbeing. Inclusive employment practices, fair recruitment, supportive workplace environments and progression opportunities contribute to improved mental health, reduced poverty and improved life chances. Local Labour Agreements are therefore an important mechanism for addressing health inequalities.

328. The Council is keen to work in partnership with stakeholders, including businesses, higher and further education providers and community organisations to improve the social mobility and employment prospects of our citizens. This policy seeks to secure commitments from applicants proposing major developments (as defined in the glossary of this Plan) to providing opportunities for local people to work and develop their skills.

329. Derby has high levels of young people who are not in education or employment (NEET) and low levels of employment for people with special education needs (SEND) and learning disabilities. We also have a commitment to young people leaving care.
330. In addition to the Department of Work and Pensions (DWP) Job Guarantee service, the Council employs a small Employment and Skills team who work with priority cohorts and employers to coordinate recruitment pipelines into inclusive jobs. Where funding permits, we also provide employability training that is bespoke to the needs of the employer. This partnership working has had excellent results with young people from priority cohorts finding sustainable employment with the businesses with whom we have contracts and planning applications.
331. We are particularly interested in working with applicants on the following priorities:
- a) SEND/LLDD employment placements, apprenticeships, and jobs
 - b) Care experienced employment placement apprenticeships and jobs
 - c) Corridors of deprivation employment placement apprenticeships and jobs
332. Derby City Council will endeavour to:
- a) Provide named employment and skills contacts who will work with you
 - b) Support you in developing inclusive jobs
 - c) Make referrals of priority cohorts
 - d) Support the priority cohorts with recruitment pipelines and training into your inclusive jobs
333. Transforming how young people transition into work through the Derby Promise Youth Ambition means building aspiration from an early age, providing meaningful work placements, and engaging employers through innovative, sector-led curriculum design. It champions inclusion by removing barriers and supporting vulnerable groups such as SEND, care-experienced, and deprived communities whilst at the same time, encouraging modern employment and skills offers that benefits Derby residents across all ages.
334. The key to the success of the local labour agreement is genuine partnership working. We recognise that available resources fluctuate depending on funding and business priorities. We strongly encourage applicants to work with us as early in the development of a scheme as possible to identify potential opportunities for the development of inclusive employment. By working together, we can improve the economic prosperity of the city, citizens and businesses and contribute to the aims and objectives of the Local Skills Improvement Plan (LSIP).

Policy E4: Office Development

The Central Activity Area (CAA) and District Centres are the preferred location for the development of new office floorspace (Use Class E(g)(i)).

The Council will only permit the development of office floorspace in other areas of the city provided that proposals:

- a) have demonstrated a sequential approach to site selection firstly giving preference to opportunities within the CAA and District Centres and secondly the wider City Centre and allocated employment areas; and**
- b) would be complementary to the preferred locations (referenced above) and would not have a significant adverse impact through prejudicing investment in them or by undermining their vitality and viability;**
- c) would facilitate inward investment.**

In considering compliance with the sequential test, the Council will have regard to the specific locational requirements of office occupants and their relationship with surrounding uses.

Conditions may be applied to ensure that the operation of the new office floorspace is consistent with the justification provided as part of the planning application process.

Whilst outside of the CAA, the Railway Station Quarter will be considered a sequentially preferable location within the City Centre for new office floorspace where it is associated with the rail industry, taking advantage of the proximity of the railway station and clustering of similar uses on Pride Park and RTC Business Park.

Office development within important frontages within the Primary Shopping Area (see Policy CC9) and District Centres (see Policy E9) should seek to avoid the creation of dead ground floor frontage.

The requirements set out above apply to proposals of all scales, including new build and changes of use.

Where possible, the Council will seek to resist proposals that would result in the loss of good quality office floorspace, particularly within the City Centre, in line with Policy E2.

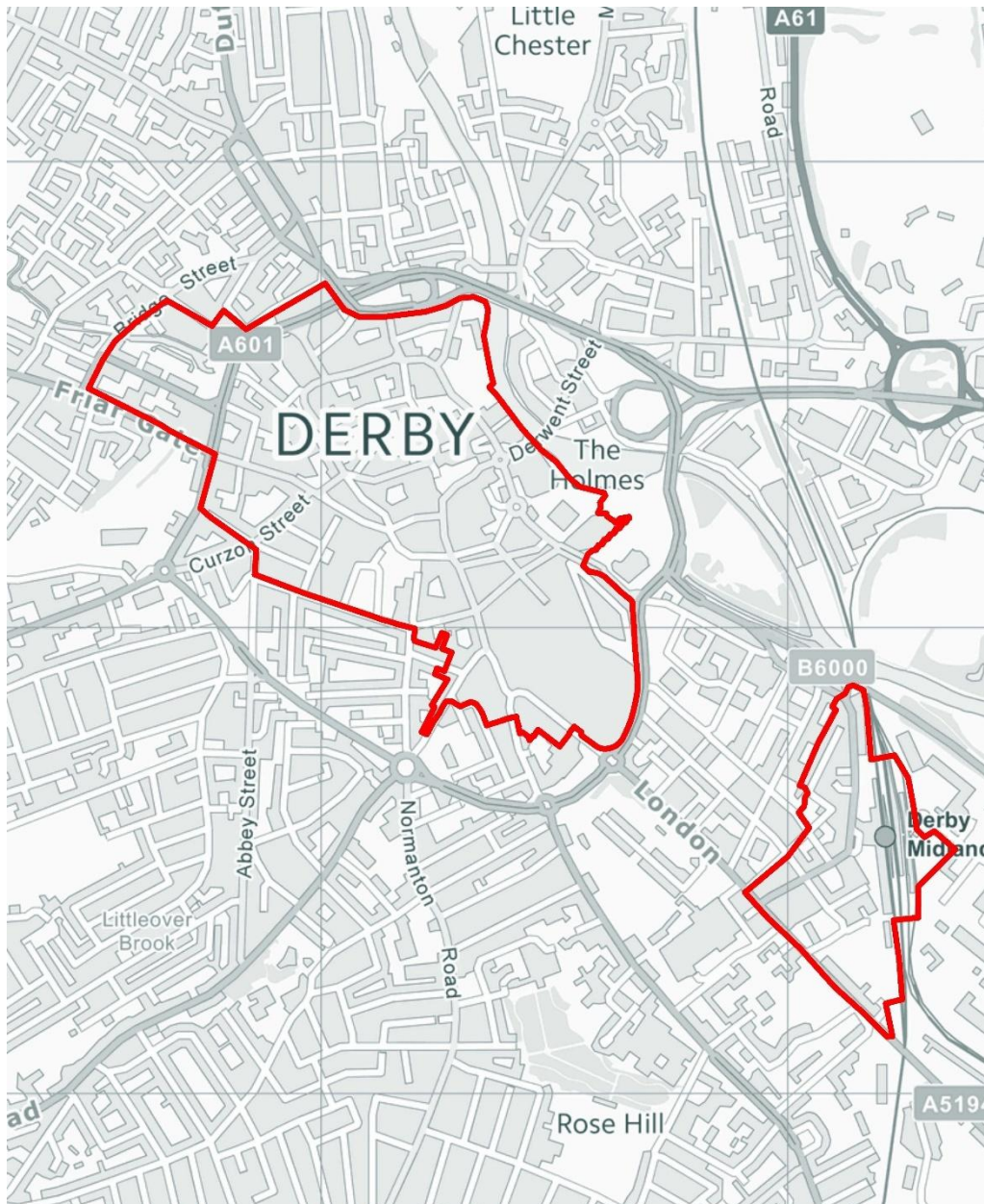


Figure 29: Map of Derby's Central Activity Area (CAA) and Railway Station Quarter

Supporting Text

335. Focusing new office development into sustainable locations such as the City Centre and District Centres will support wider regeneration initiatives and help to boost vibrancy.
336. For too long, office development in Derby has been focused around out-of-centre business parks such as Pride Park. Changes to ways of work and to the expectations of employees, mean that there is an opportunity to create a vibrant office market particularly in the City Centre, focused within the Central Activity Area (CAA).
337. Directing new office development into a defined area of the City Centre focussed around the Cathedral Quarter and St Peters Quarter will help to breathe new life into these areas, contribute to footfall and expenditure and taking advantage of links with the University and opportunities to secure the long-term future of heritage assets.

338. Within the CAA there are significant opportunities to utilise upper floors for office development as well as Grade A opportunities at Becketwell and the former Assembly Rooms site. A nominal 2-hectare allowance within the employment land supply calculation is factored in to reflect the availability of office opportunity sites in the City Centre.
339. The benefits of working in the CAA are clear with developments able to capitalise on of the availability of public transport and the benefits associated with working in this location such as proximity to retail and leisure opportunities.
340. Whilst the CAA is the priority for new office development, the Council recognises that not all forms of office development can be easily accommodated within it. The policy therefore provides flexibility to consider alternative options outside of the CAA. For example, the policy acknowledges that the Railway Station Quarter is a logical location for rail related industries to locate, taking advantage of the proximity of the railway station and similar industries located on Pride Park and at the RTC business park to the south.
341. The policy seeks to ensure that proposals for office development outside of the CAA have considered sequentially preferable locations and demonstrated why none of the more desirable locations are appropriate for the proposed use. First preference is given to locations within the CAA and District Centres. The Council will only consider alternative locations once it has been demonstrated that opportunities within these areas are not suitable, available or viable.
342. When considering compliance with the sequential test, the Council will have regard to specific locational requirements such as identified needs and the relationship of the new development to surrounding uses. For example, it may be logical for some forms of office development associated with existing manufacturing businesses to be located close to existing operations rather than in the CAA.
343. The policy also seeks to ensure that new office development outside of the CAA is complementary to it and would not undermine it as the primary location for office development within Derby, or prejudice potential investment within it.
344. Office development outside of the CAA and local centres will generally be conditioned in line with the justification submitted to avoid potential unintended consequences of open-ended E use class uses in out-of-centre locations.

Policy E5: Land South of Wilmore Road (Infinity Park)

Land is allocated to the south of Wilmore Road for the development of an advanced manufacturing and logistics business park accommodating B2 and B8 uses, office space (E(g)(i)) and research and development (E(g)(ii)).

The Council will:

- a) support proposals which deliver a new integrated transport link road between Infinity Park Way and a new junction on the A50 at Deep Dale Lane, also providing links into the allocated land south of Sinfin Moor Lane;**

- b) only permit the development of offices (E(g)(i)), subject to the provisions of Policy E4;**
- c) limit the amount of B8 development across the whole site to 50% of overall floorspace, excluding complementary uses;**
- d) encourage the development of on-site, small scale, complementary uses to serve the immediate employment area, where they would not undermine the overall strategy of the Plan and where proposals optimise the employment generating potential of the area. Complementary uses should be located centrally within the development to encourage walking and cycling, potentially incorporating provision of a mobility hub – see Policy T6;**
- e) require proposals to maximise the development potential of the allocated area and exhibit high standards of urban design and landscaping throughout the site;**
- f) require comprehensive flood alleviation measures for the whole allocation, including surface water drainage, to satisfactorily mitigate flood risk, whilst maximising the developable area of the site;**
 - a) seek to protect and enhance the biodiversity resources and rights of way within the site and the amenity of nearby residential areas by where appropriate requiring an uplift in biodiversity in line with Policy EN10 and the provision of a network of green infrastructure throughout the site, including the provision of structural planting and non-motorised multi-user routes, including:**
 - b) A landscaped buffer along both sides of Main Drain / Sinfin Moor Lane;**
 - c) Structural planting on the eastern and western edges of the site, incorporating the rights of way;**
 - d) A landscaped multi-user route incorporating the rights of way from Sinfin Moor Lane to Wilmore Road**

Measures to maximise the biodiversity and amenity value of the areas of the site used for surface water management and flood risk mitigation;

The Council will require:

- g) appropriate alternative provision to be made to mitigate the loss or damage of environmental and recreational assets;**
- h) seek to ensure that the site is developed comprehensively and that development on one part of the site does not prejudice development of the remainder, or its long-term expansion;**
- i) work with developers, bus operators and other public transport providers to ensure that the site is adequately served by public transport, at an appropriate point in the phasing of development, providing links to the north and to the south into the wider Southern Derby Growth Zone;**

- j) support measures that create a clear and connected network of active travel routes linking to existing communities and to the wider South Derby Growth Zone area;
- k) seek the provision of off-site junction improvements and / or active travel schemes to offset the impacts of traffic associated with the development.

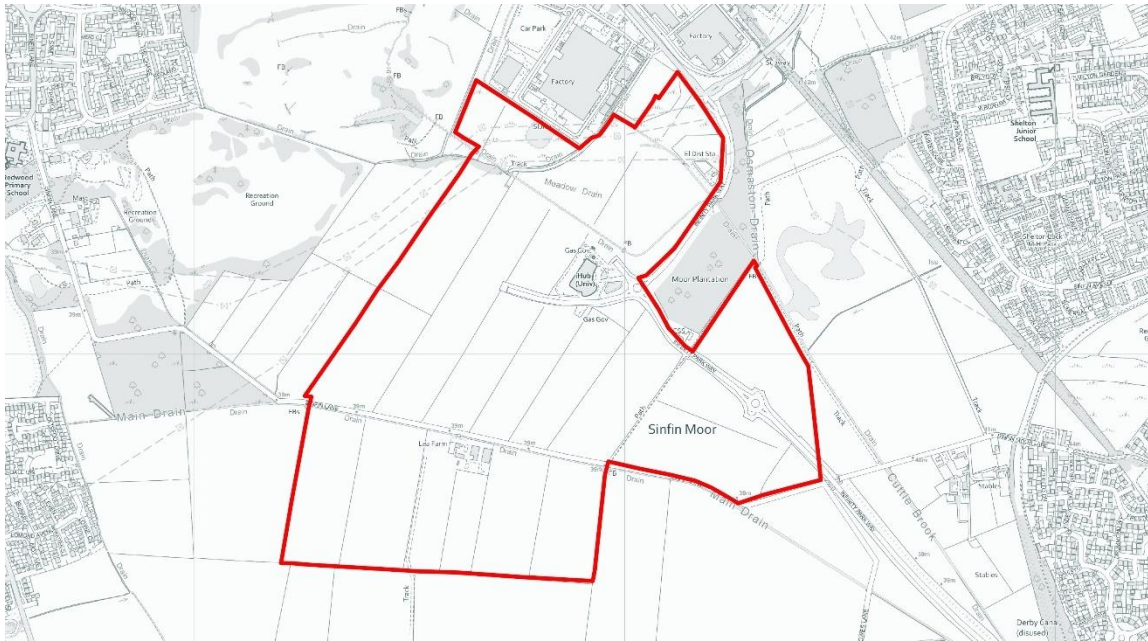


Figure 30: Employment Allocation on Land to the South of Wilmore Road (including Infinity Park Derby)

Supporting Text

345. Land to the south of Wilmore Road (including the area known as ‘Infinity Park Derby’) is in the process of being developed as a new business park, focussing on advanced manufacturing and logistics. The site is currently under construction with buildings and significant infrastructure completed prior to 2023 and within the first two years of the Plan period. At April 2025, circa 54 hectares remain in the supply, awaiting development or under construction, making a significant contribution to meeting residual employment land needs in the remaining plan period. Additional land within South Derbyshire is identified for allocation, providing opportunities to further extend the site towards the A50, as part of the South Derby Growth Zone.
346. The site also forms part of the East Midlands Investment Zone (EMIZ). Focussing on clean energy, nuclear and advanced manufacturing, EMIZ will provide various incentives to businesses located within its area, such as grants, business rates retention and tax incentives, aimed at driving economic growth and generating high quality jobs. The intention is for the site to be a Centre of Excellence for nuclear and to consolidate, grow and attract energy-based and green-tech industries through industrial clustering and supply chain development, leveraging links with existing employers such as Rolls-Royce, Alstom and Toyota. To align with the objectives and to safeguard the nationally significant

potential of the site, the Council will not permit more than 50% of the overall floorspace (excluding complementary uses) to be used for logistics (B8).

347. In considering the acceptability of proposals for new office floorspace (E(g)(i)), the Council will assess proposals against the provision of Policy E4, which seeks to direct investment in new offices into the Central Activity Area (CAA) of the City Centre and District Centres in the first instance. The Council will have regard to the complementarity of such proposals with the vision for the site and the relationship with surrounding uses.
348. Infinity Park Way (previously known as T12) has been delivered and links the A50 (Bonnie Prince roundabout) with Wilmore Road. This longstanding policy ambition has opened access to the site and enabled the delivery of initial phases, including the Rolls-Royce Nuclear Skills Academy and Nuclear Advanced Manufacturing Research Centre (NAMRC). Nonetheless, the full potential of the site and wider South Derby Growth Zone will be exploited through the provision of a new link and junction onto the A50 at Deepdale Lane, in South Derbyshire.
349. Businesses locating in this area should be supported by complementary uses located centrally within the site to ensure that the development of this area is as sustainable as possible. Potential complementary uses could include small-scale retail, a hotel and food and drink type uses, provided they maximise the development density of the land and do not undermine the City Centre and overall retail strategy. The Council would support the provision of a mobility hub (in line with Policy T6) as part of the complementary uses.
350. Sinfin Moor Lane and its margins have recreational and biodiversity value, forming part of Route 66; the orbital cycle route around Derby. Access proposals, particularly to the land to the south will need to have regard to this and the Council will seek to minimise impacts on the value of this route.
351. Although large parts of the site are subject to flood risk, this is the only site within the city that is capable of providing strategic level employment growth whilst also providing links to existing manufacturing facilities in the south of the city, and direct access onto the strategic road network. In the absence of alternative sites, the development of this site is in line with the provisions of the flooding sequential test.
352. The arrangement and layout of buildings will need to take flood risk into account and make maximum provision for sustainable drainage solutions where feasible. Areas of sustainable drainage should be designed and managed to maximise their value for biodiversity without compromising their drainage function.
353. The green infrastructure measures required within the site should maximise the wildlife value of the landscaping and link with the green infrastructure network beyond the site, including the two adjoining Green Wedges. The measures seek to protect and enhance the wildlife sites running through the site and lessen the visual impact on the development from the residential areas to the east and the west.
354. The proposed multi-user routes should incorporate the rights of way that cross the site, even if their routes are diverted, including those on the eastern edge of the site – Sinfin Moor 4 and 5 and the bridleways from Wilmore Road to south of Sinfin Moor Lane; and Sinfin Moor 1, 2 and 3.

Policy E6: SmartParc, Spondon

The former Celanese Acetate site in Spondon, known as SmartParc is identified for ongoing redevelopment associated with research, production, distribution, training and education related to the food and drink industry.

Redevelopment of the SmartParc site, as identified on the Policies Map, will continue to be supported, including the development of new manufacturing (B2), storage and distribution (B8) uses, associated Use Class E and F1 uses and other ancillary uses where justified. New office development (E(g)(i)) will be supported where it meets the provisions of Policy E4, including sequential assessment.

Proposals for supporting energy generation / waste disposal and / or decentralised green energy production will also be supported where they would serve businesses on site and / or form part of a wider network.

Any uses that would undermine the primary function of the SmartParc site, associated with the food and drink industry, will be resisted.

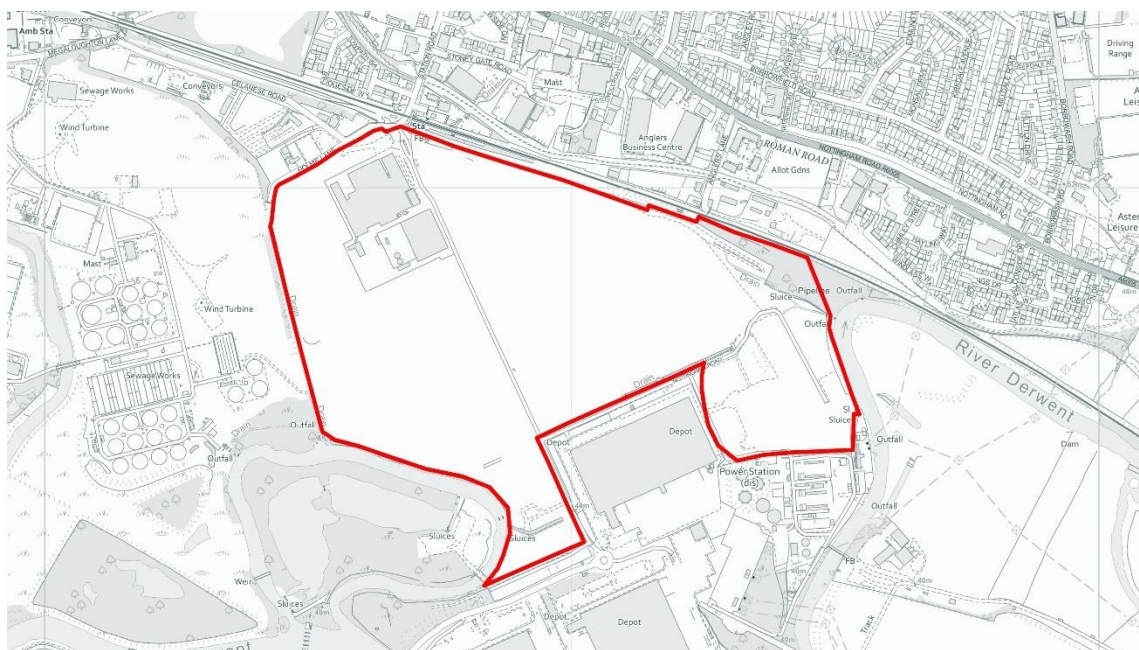


Figure 31: SmartParc Employment Allocation

Supporting Text

355. The former Celanese Acetate site in Spondon is in the process of being redeveloped as a SmartParc, focusing on the food and drink industry. The site is currently under construction with floorspace completed prior to 2023, but with circa 35ha left to develop at April 2025.
356. The site is a significant brownfield regeneration opportunity that is already generating economic benefits. The Council supports its ongoing employment led regeneration and will seek to protect its function as a SmartParc centred on the food and drink industry.

357. On-site activities will require significant amounts of heat and power, potentially providing opportunities to be part of a wider energy network.

Policy E7: Indurent Park

The Indurent Park site is identified for ongoing redevelopment, including the development of new manufacturing (B2) and storage and distribution (B8) uses.

New office development will only be supported where it meets the provisions of Policy E4, including sequential assessment.

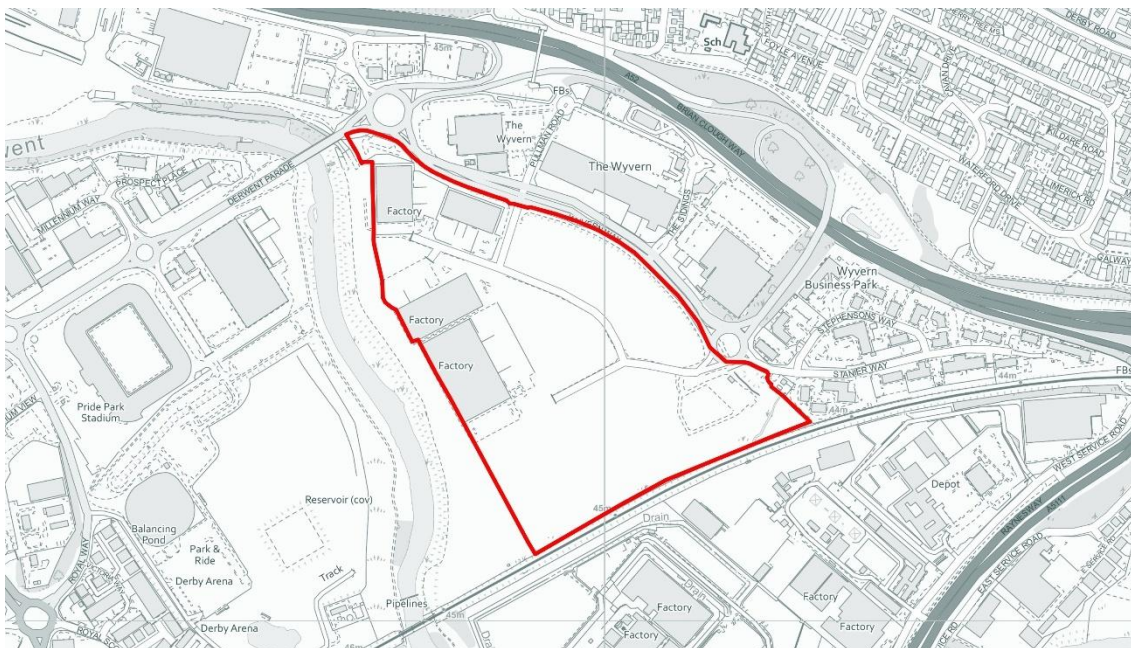


Figure 32: Indurent Park Employment Allocation

Supporting Text

358. The former 'Derby Triangle' site is currently being redeveloped for a range of B2 and B8 uses, led by Indurent (formerly known as St Modwen Developments). The site is already home to the likes of Kia, Getinge and Vaillant, whilst a multi-storey car park has also been developed to serve the Rolls-Royce Submarines site directly to the south.
359. The site is largely built out, with significant completions occurring within the first two years of the Plan period. There was approximately 2 hectares of land available to develop at April 2025.
360. Works to Wyvern Way and the provision of a flood conveyance corridor (as part of the implementation of the OCOR programme) have also already been implemented, which have reduced the site area available for development.

Policy E8: Rolls-Royce Operations

The Council will continue to work in partnership with Rolls-Royce to reinforce and enhance their presence and visibility within Derby, recognising their importance to both the economy and cultural identity of the city.

Continued investment in the Aerospace Campus in Sinfen and the Rolls-Royce Submarines site on Raynesway will be supported in principle.

More specifically, the Council will support proposals within these areas that:

- a) deliver new modernised facilities and operational efficiencies;**
- b) create new employment opportunities and sustain existing jobs;**
- c) support training and skills development;**
- d) create clearly defined gateways and arrival points to each site;**
- e) protect and, where possible, enhance biodiversity features and green infrastructure links;**
- f) maximise opportunities for active travel and public transport;**
- g) reduce the need, wherever possible, for new parking spaces.**

An additional 3 hectares of new employment land is allocated at the Submarines site on Raynesway to facilitate further expansion and modernisation of facilities. New development within this area will be required to:

- h) minimise impacts on the residual Green Wedge through appropriate siting and layout of new buildings;**
- i) provide for the relocation of existing sports facilities and deliver qualitative enhancements;**
- j) address flood risk through implementation of the OCOR programme;**
- k) have regard to the landscape, ecological and biodiversity value of the river corridor.**

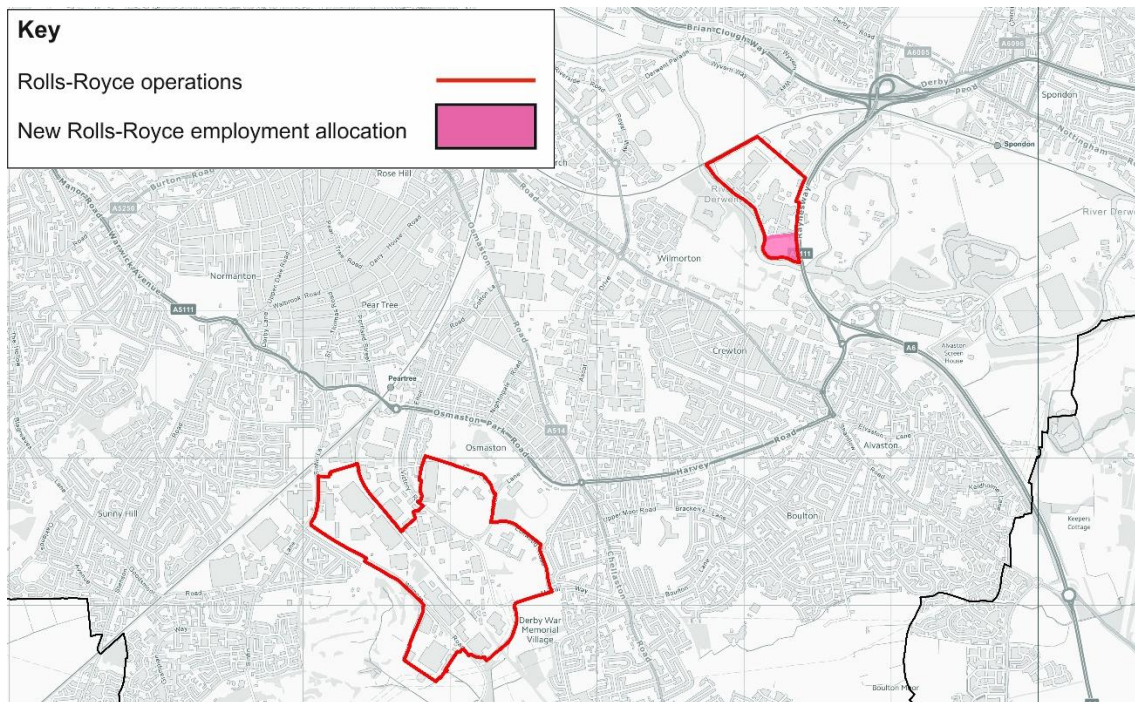


Figure 33: Key Rolls-Royce Operations in Derby

Supporting Text

361. Rolls-Royce is the largest private employer in Derby. The company moved to Derby in 1908 and plays a pivotal and enduring role in shaping the city's identity, economy, and reputation as a centre for advanced manufacturing.
362. Derby has the largest concentration of Rolls-Royce employees in the UK, split between two sites. The Sinfin Aerospace site employs around 12,000 people whilst the Submarines site on Raynesway employs 4,000 people. Rolls-Royce's presence across these two sites represents a critical asset to both the local economy and the wider UK industrial strategy. The continued modernisation and evolution of these sites will play a vital role in supporting skilled employment, driving investment, and maintaining the company's global competitiveness.
363. Rolls-Royce has developed proposals to upgrade the manufacturing facilities to replace outdated infrastructure across the Aerospace site. They have also commenced site redevelopment at Raynesway to facilitate expansion of facilities to deliver the AUKUS contract, providing propulsion services in submarines for the British, US and Australian Navies. The Council has agreed a Planning Performance Agreement with Rolls-Royce to allow for additional resources to progress applications associated with this expansion. Increasing manufacturing and office capacity across both sites is a key component of Rolls-Royce's strategy to consolidate existing operations and contribute towards business growth, job creation and skills development.
364. There are several important wildlife sites and green infrastructure corridors located within and adjacent to the boundaries of the defined Rolls-Royce site areas. As such, proposals will be expected to support, and enhance if possible, existing biodiversity features and mitigate the environmental impacts of development.

365. Expansion of the Raynesway site has necessitated the realignment of the Lower Derwent Valley Green Wedge, to provide an additional 3 hectares of new employment land. This will enable strategic employment growth whilst maintaining the principle of the Green Wedge. Expansion of facilities within this area will also necessitate the relocation of the existing cricket pitch and associated facilities. Plans are being progressed to relocate the facilities onto the former RamArena site on the eastern side of Raynesway.

Policy E9: Defined Centres

The Council will seek to sustain and enhance the vitality, viability and competitiveness of defined centres and prioritise them as the most accessible and sustainable way of meeting everyday needs of residents.

The development of new main town centre uses will be prioritised in the following hierarchy of defined centres:

The City Centre

For all main town centre uses, the extent of the City Centre, as defined by Policy CC2 should be considered as the sequentially preferable location, unless specifically stated below:

The focus for new retail is the Primary Shopping Area (PSA) (see Policy CC8) within the City Centre. This is the preferable location for the application of the sequential test for retail as set out in Policy E10, unless a more localised catchment is agreed

Within the defined City Centre, there is a need for enhanced convenience retail floorspace to support the day-to-day needs of a growing residential community. Larger scale provision should be provided in the PSA, with opportunities for smaller, more localised provision as part of residential led, mixed-use allocations outside of the PSA (see Policy CC4) and incorporated into the development of new and enlarged communities at Derby Riverside, the Railway Station Quarter and North Castleward.

The defined City Centre is also the sub-regional focus for commerce, culture, leisure and the visitor economy. The Central Activity Area (CAA – see Policies E4 and CC7) is the sequentially preferable location for new office development (E(g)(i)), whilst new food, drink and leisure uses (see Policies E9 and CC8) will be directed into the defined City Centre as a whole, but specifically encouraged to locate into the CAA in the first instance.

District Centres

District Centres have an essential role in providing key services to the city's neighbourhoods including shopping, commercial, leisure, public and community functions, ensuring that residents can access such services easily. They are the

beating heart of the city's residential neighbourhoods, providing a place for social interaction and are an important part of local character.

Development in these centres should primarily respond to the needs of the catchment and recognise the need to support, and not undermine, the vitality and viability of other centres in the hierarchy.

They also provide a sustainable location for residential uses, particularly within upper floors and where residential uses would not result in the fragmentation of the centre.

Local Centres meet needs for smaller scale retail and services of more localised catchments. Locations which are not identified on the Policies Map, but which perform the same function in terms of scale and meeting local needs will also be considered to be Local Centres. Development in these centres should be small scale and have regard to maintaining access to local shopping and other facilities that meet day-to-day needs.

Within District and Local Centres, the Council will support proposals that:

- a) boost vibrancy and footfall, providing opportunities for social interaction and community cohesion, for example, through markets, events and festivities;
- b) meet local shopping and service needs while supporting the vitality and viability of the centre. Uses which would undermine this objective, either as a result of loss of function or through the impact on the character or environment of the centre, will be resisted;
- c) address long term and persistent vacancy, including through pop-up and meanwhile uses. In considering proposals for alternative uses (other than E use class and other appropriate main town centre uses), the Council may require applicants to submit evidence which demonstrates that the unit has been marketed for commercial, business and service uses (E use class) for a reasonable period of time and / or is no longer suitable for such uses;
- d) encourage competition and consumer choice;
- e) within District Centres, maintain vibrant and coherent active frontages;
- f) respect, and are compatible with, the scale, role, character and function of the centre and would not have an unacceptable impact on the vitality and viability of other centres in the hierarchy;
- g) help secure physical improvements to the centre, including enhancements to the public realm and the provision of Mobility Hubs (see Policy T6);
- h) contribute to a balanced mix of uses that support healthy everyday living;

New or extended Centres will be delivered at the following locations to support the creation of enlarged communities:

- Rykneld Road (see Policy HA1)
- Moorway Lane (see Policy HA3)

- **Hackwood Farm**

In these locations, proposals should be of an appropriate scale for the growth area being served and should not have an unacceptable impact on the vitality and viability of other centres in the hierarchy. Where necessary, the Council will impose conditions

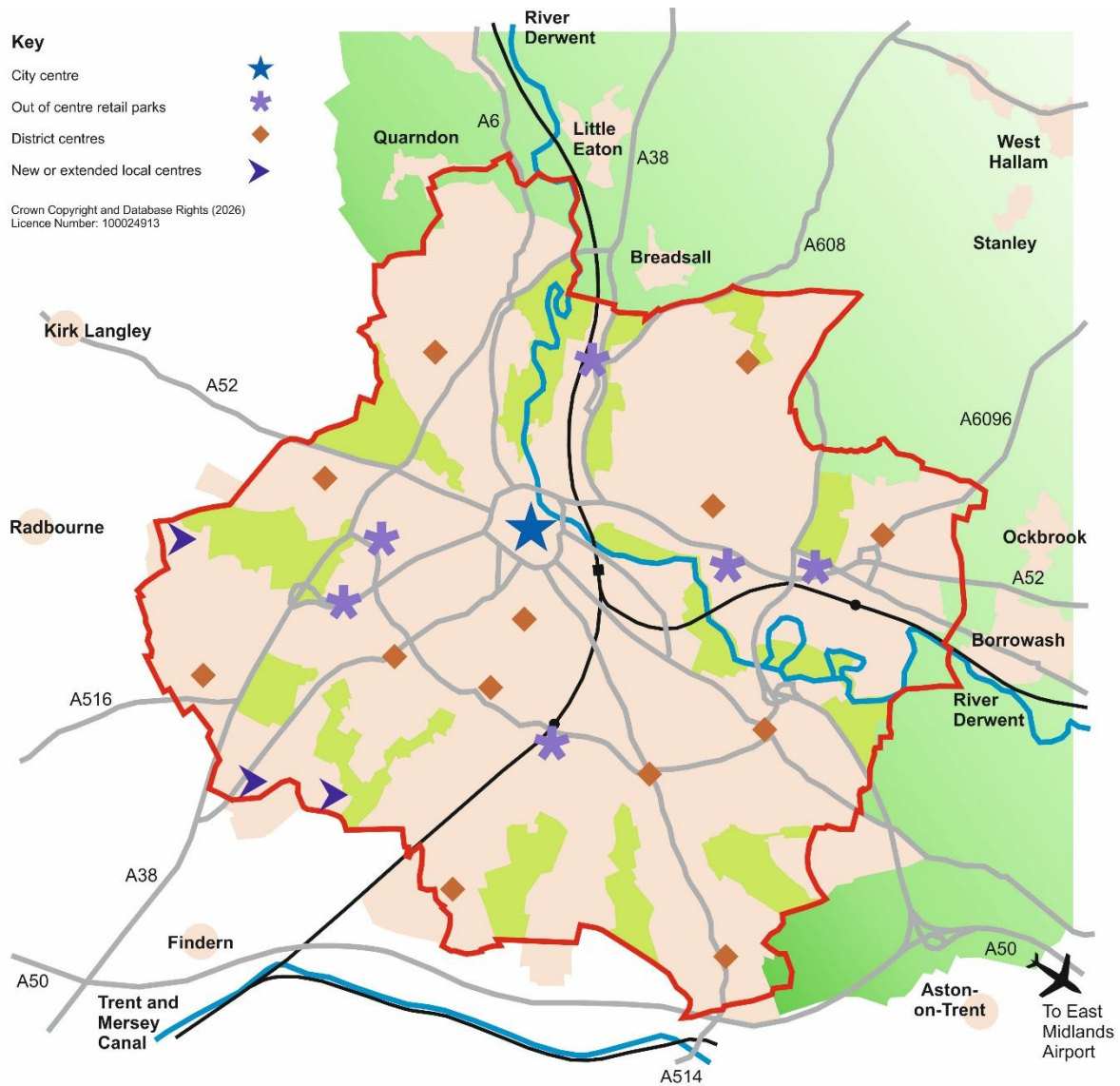


Figure 34: Centres Hierarchy (Local Centres not shown)

Supporting Text

366. Reflecting the NPPF, this policy establishes the hierarchy of centres and seeks to promote their long-term vitality and viability as part of a positive strategy.

367. The City Centre performs a sub-regional role with a particular emphasis on leisure shopping and increasingly, a greater focus on leisure and cultural activities. This policy emphasises that the City Centre will remain the sequentially preferable location for 'main town centre uses', including (but not exclusively) retail, leisure, entertainment and offices. However, policies elsewhere in this Plan provide a detailed strategy for the City Centre and set a framework for considering specific development proposals.
368. District Centres provide a different role. They are at the hearts of their local communities; serving relatively large residential areas and have good transport links. Usually, they contain a range of local shopping facilities and other complementary non-shopping uses which complement the main shopping function providing both for day-to-day needs.
369. Local Centres are smaller and concentrate on the provision of basic essential goods. These usually have smaller catchment areas and provide mainly 'top-up' shopping facilities and other services important to local residents, such as post offices and pharmacies.
370. E use class proposals within defined centres will generally be acceptable. However, all proposals should be consistent with the scale, nature and function of the centre they are in. This is to ensure that proposals in one centre do not undermine other centres. Applicants for larger developments within defined centres may also be asked to provide evidence of their potential impact to ensure this objective can be achieved.
371. In both District and Local Centres, the strategy is to maintain the local service function that each centre provides to nearby residents. The appropriateness of non- E use class - proposals will be considered on their merits.
372. In coming to decisions on whether non-E use class proposals will be acceptable, the Council will consider the nature and proportion of uses in the centre or in a particular frontage, the quality of the unit in question, and whether it has market potential for continued use within the E use class. Decisions will also need to be taken in the context of 'permitted development rights', which currently allow some types of change of use, in certain circumstances, without the need for a planning application. The reduced ability of the Council to control such proposals highlights the need to give particular scrutiny to proposals that continue to require the submission of a planning application.
373. In terms of food and drink uses, regard will be had to Policies E10, E12 and CC8. There has been a significant increase in the proportion of food and drink uses within defined centres in recent years. While they can support the economy of a centre, too many in any one area can have a negative cumulative impact – particularly on the character of an area. This is to be avoided.
374. Residential or office conversions at first floor and above are considered beneficial to the vitality of a centre and acceptable in principle. Conversion to residential at ground floor level has the potential to undermine the vitality of a centre and lead to areas of 'dead frontage'. This is only likely to be considered acceptable on the periphery of centres where there is evidence of long-term persistent vacancy.
375. Locating and protecting shopping, local services and community facilities within defined centres helps to reduce the need to travel by car, reduce congestion and pollution and helps to facilitate travel choices. New centres should be located in the most accessible

locations with good active travel and public transport connections which in turn create places where everyone's everyday needs can be met closest to home. They are also of benefit to less mobile people and are important in addressing social exclusion since they are highly accessible to people who do not have access to a private car.

376. There is a need to deliver on-site facilities in the form of a new or extended centres as part of the residential allocations at Rykneld Road (see Policy HA1) and Moorway Lane (see Policy HA3) to enhance sustainability credentials. Provision of these facilities should be provided early in the phasing of development to ensure that they are implemented and to enable residents of early phases to benefit from them. The Council also maintains the ambition to see a new local centre provided as part of a cross-boundary development at Hackwood Farm (Mickleover) in line with the permitted plans for this site.
377. The Council is continuing to work with HMA partners to ensure that new centres are provided as part of urban extensions to the city and are of an appropriate scale, providing a sufficient range of facilities as to not put unacceptable pressure on existing centres within the city.

Policy E10: Main Town Centre Uses Outside of Centres

In considering all proposals that include main town centre uses located outside defined centres, applicants will be required to demonstrate that:

- a) there are no sequentially preferable sites or units within an agreed defined catchment area that could accommodate the proposal. First preference should be for appropriate centres in the hierarchy, followed by well-connected edge-of-centre sites and then existing out-of-centre retail parks or premises. The consolidation or utilisation of available and suitable existing sites and premises outside the hierarchy should always be fully considered before new floorspace is created.**

In considering the area of search and catchment area for the sequential test, regard should be had to the scale and nature of the proposal and the need or deficiency the proposal is seeking to meet. The applicant should also demonstrate that they have been flexible in their approach. The Council will have regard to any special locational and / or operational requirements.

In considering all proposals for retail and leisure uses outside defined centres, applicants will also be required to demonstrate that:

- b) the proposal would not, individually or cumulatively, have a significant adverse impact on the role, vitality, viability or competitiveness of any centre in the city's hierarchy or in an adjoining local authority area or on local consumer choice and competition;**
- c) the proposal would not prejudice planned public or private investment within defined centres or other development proposed by this Plan;**
- d) the proposal would not undermine the Council's strategy of ensuring that the role of out of centre shopping locations remains complementary to that of defined centres;**

e) the proposal is located where there is a choice of travel options.

When considering impacts, the Council will have regard to whether the proposal is meeting an identified need or local deficiency.

All retail and leisure proposals providing over 280 square metres (net floorspace) will be required to submit a proportionate retail impact assessment to assist in the consideration of criteria 'b' to 'e'.

The Council will seek to mitigate the impact of development and ensure that the role of out-of-centre shopping remains complementary to defined centres by imposing appropriate conditions on the scale of development and the goods that can be sold from any retail outlet.

Applications to vary conditions will be subject to the above policies.

Where an application fails to satisfy the policy considerations relating to the sequential test, impacts or strategy, it should be refused.

Supporting Text

378. This policy relates to all proposals for main town centre uses outside defined centres, including variation of condition applications where main town centre uses are part of a mixed-use development proposal. Some specific uses also have their own policies that should be considered in conjunction with this, which sets out a principle of 'sequential test' and the consideration of impact.
379. The NPPF defines main town centre uses to include retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
380. The policy promotes defined centres (see Policy E9) as the preferable locations for new development. However, it also recognises that there are types of retail and leisure which would find it difficult to be accommodated within defined centres, whether it is by virtue of what they sell or their scale.
381. In all cases, a sequential approach to site selection should be demonstrated as set out in the policy. Applicants should evaluate all opportunities within existing centres of the hierarchy and give valid reasons why proposals cannot be accommodated within them. Assessments should include analysis of the suitability of sites, whether they are likely to become available within a reasonable period of time and whether they are viable for the proposed use. The preferred format of an operator should not be used as a reason for disregarding in-town opportunities. In the interests of sustainable development and making the most efficient use of land, the Council will also wish applicants to consider whether existing, well-connected edge-of or out-of-centre sites or floorspace could be utilised. There are a small number of defined out-of-centre retail parks in the city, as

defined on the Policies Map and vacant floorspace within these should be considered before new out-of-centre sites are considered. This may be more efficient and sustainable than the creation of new floorspace.

382. When considering which are the relevant centres to be examined, the location, scale and nature of the proposal and any 'need' identified will be taken into account. The scope of the search and the catchment of any proposal should be agreed with the Council prior to an application being made. As recognised in Policy E9, when considering retail development, the 'Primary Shopping Area' of the City Centre will be considered to be the sequentially preferable location for this type of use, unless a more localised catchment is agreed. Where a more localised catchment is defined (that excludes the PSA), District Centres and Local Centres will be the sequentially preferable locations.
383. For new office development, the Central Activity Area (CAA) is the sequentially preferable area, whilst acknowledging that rail related industry will also be acceptable in the Railway Station Quarter. The sequentially preferable location for leisure uses, including food, drink and recreation is the City Centre (as defined by Policy CC2), although investment in such uses will be encouraged to locate in the CAA. For all other main town centre uses, the extent of the City Centre, as defined by Policy CC2 should be considered as sequentially preferable.
384. It is important, however, that where proposals do come forward outside centres, they do not have a significantly adverse impact on centres, choice or planned investment and should not result in the Council's overall retail strategy being undermined.
385. The impact on issues covered by criteria b-d will be considered with applications for proposals outside centres. However, the Council will require a proportionate impact assessment for any out-of-centre scheme proposing over 280 square metres net floorspace.
386. The threshold is consistent with the Sunday Trading Act's definition of a 'large shop' and has been recommended in the Council's Retail and Centres Study. It is the Government's intention through this Act to protect smaller, independent stores which are perceived to be financially weaker and therefore require protection from competition from the major supermarket operators. In general terms therefore it follows that proposals for retail or leisure floorspace over 280 sqm net may not be a purely local facility and may have the ability to draw trade from outside of their immediate local catchment with potential consequential impacts on existing stores and centres.
387. This uniform threshold will provide the Council with greater flexibility to robustly assess the individual and cumulative impacts of any smaller commercial floorspace (including convenience stores) proposed outside of existing centres that could compete 'like-against-like' with existing, planned and proposed investments within centres. However, it should be noted that all impact assessments should be undertaken in a proportionate and locally appropriate way and therefore a smaller scale proposal within the catchment of one of the higher tier centres, would not require the same level of detail as a larger retail or leisure proposal that has the potential to impact on a wider area.
388. Where permission is granted for out-of-centre retail development, restrictions will continue to be needed on the range of goods that can be sold to ensure that the overall retail strategy is not undermined. Goods which the Council feels are critical to the vitality,

viability and long-term prospects of the traditional centres, or where it considers an out-of-centre location is unnecessary, will be subject to conditions restricting their sale.

389. Any conditions will take one of two forms; either the complete prevention of some types of goods and/or limiting the amount of floorspace from which certain goods can be sold to ensure they remain ancillary or complementary. In all cases, the conditions will be designed to ensure the protection of the vitality and viability of existing centres and ensure that out-of-centre locations remain complementary to existing centres. Each case will be judged on its particular merits and will be based on the evidence provided to justify a proposal.
390. Other than the proposed new and enlarged centres to support housing growth (identified in Policy E9), it is not currently considered necessary or appropriate to allocate additional sites to meet forecast needs.

Policy E11: Tourism and Culture

The Council is committed to elevating Derby's identity and reputation as a cultural and leisure destination, equipped to deliver the quality of life required to attract the skilled workforce sought by our major employers. The Council will encourage new development that will enhance the quality of the City's offer and visitor experience, increase visitor numbers and increase participation in cultural and leisure activities by Derby's residents.

The Council will:

- a) work with partners to deliver bold and creative solutions to regenerate the City Centre as a vibrant and safe space for everyone at anytime**
- b) support proposals that make a positive contribution to the city's visitor economy and cultural provision, either through the development of new facilities or enhancements which improve the overall experience**
- c) encourage investment to improve the quality of infrastructure, including public realm, attractions and venues for culture and leisure activities. Facilities should be accessible and inclusive, engaging residents, building strong communities and attracting visitors**
- d) seek to improve the supporting infrastructure for leisure and business tourism, having regard to evidence of need and sequential approach to site selection, as set out in E9 and E10. This may include new hotel, conference and exhibition space which contribute to the competitiveness and quality of the City Centre. Proposals for such uses outside the City Centre will only be supported where they complement visitor-oriented development and are in accessible locations**
- e) support and deliver proposals that help to maintain and develop the City's outdoor cultural offer, including providing spaces and locations for festivals, events and markets**

- f) support and deliver proposals that capitalise on our rich industrial heritage, including the Derwent Valley Mills World Heritage Site, through for example, heritage led tourism**
- g) develop and deliver activities to improve Derby's reputation and unique sense of place as a leisure and business destination**
- h) encourage initiatives that activate vacant properties within centres, such as meanwhile uses and pop-up activities**
- i) prioritise access by active travel and public transport, creating safe, attractive, and convenient routes that make it easy for residents and visitors to reach key cultural destinations.**

Supporting Text

391. Tourism and culture play an extremely important part in Derby's economy and in the day-to-day life of its residents. To promote further visitor growth in the city, it is important to encourage both new visitor attractions and to enhance the existing offer, particularly within the City Centre as part of its wider diversification and transformation of the overall visitor experience.
392. The delivery of the Vaillant Live venue as part of the Becketwell development, the restoration of the Market Hall and the opening of the Museum of Making have made a significant contribution to the tourism and cultural offer. However, more needs to be done and there are further opportunities to improve the offer, such as improvements to Derby Theatre, the restoration of the Guildhall and the opportunity to provide anchor cultural uses as part of the redevelopment of the former Assembly Rooms (see Policy CC5). There are also aspirations to improve the offer at the Museum and Art Gallery (see Policy CC5).
393. While new attractions themselves are important, it is also important to ensure that the supporting infrastructure is of a high quality. This not only relates to the need for high quality visitor accommodation, but also high-quality public spaces which can host events, festivals and concerts (see Policy CC10).
394. As well as providing for people visiting from outside the city, it is also important to ensure Derby's residents have good access to cultural and leisure facilities, as part of improving their quality of life. Participation in cultural, leisure and creative activity is associated with improved mental health, reduced social isolation and strengthened community cohesion. Ensuring equitable access to cultural provision is therefore an important contributor to reducing health inequalities. Enhancing sustainable travel connections will strengthen the visitor experience, reduce congestion, improve air quality, and also contribute to a healthier, more active city, reinforcing Derby's reputation as a vibrant and accessible cultural destination.
395. This policy covers an extremely broad area of activity and crosscuts with a number of policies which consider specific uses. This policy should, therefore, be read in conjunction with policies for the City Centre, for Centres and for Heritage.



Figure 35: Darley Park Concert. Courtesy of AVIT Media

396. The City Centre should be the focus for most new tourist, culture or major leisure related development. It is the most accessible location in the city for major attractions and encouraging a critical mass of new leisure and tourism will help support its vitality and viability and sustainable economic growth. However, there will be circumstances where the nature and scale of the proposed use will mean that appropriate City Centre sites may not be available. In such cases, the sequential approach outlined in Policy E10 should be adopted.
397. Through uncertain economic times, it will be important for the Council to continue to support efforts to boost the tourism and cultural offer at all levels, where resources allow. This will include product development, marketing and promotions but also adopting a ‘can do’ attitude to enable pop up events and festivities to take place.

Policy E12: Managing the Proliferation of Specific In-Centre Uses

The Council will encourage a diversity of uses within centres, including uses that contribute to a vibrant, socially inclusive and safe daytime, evening and nighttime economy.

Notwithstanding this, the Council recognise that there are specific uses that require particular consideration in terms of their location and proliferation, due to their potential impacts, both individual and cumulative. Uses include:

- **Bookmakers**
- **Casinos**
- **Adult Gaming Centres**
- **Bars, pubs and clubs**

- Hot food takeaways
- Adult Entertainment Venues

In considering proposals involving the above uses (and other uses of a similar nature), the Council will have regard to the following factors:

- a) the characteristics of the area and its relationship to a defined centre or other appropriate commercial activity. Proposals outside defined centres should demonstrate why they cannot be located within, or on the edge of a centre and that they are in accessible locations, in line with Policy E10;
- b) consistency with Policy CC9 relating to defined Active and Inclusive Frontages in the City Centre;
- c) the character, role and function of the centre and specific frontage, and the nature of the use proposed;
- d) the existing number and impact of similar establishments in the immediate area, their proximity to each other and whether there are existing issues with disturbance, anti-social behaviour and / or community safety;
- e) the prevalence of vacant nearby units, the condition and occupancy of the unit and its suitability for the proposed use;
- f) the importance of the location for the provision of local facilities, and the number, function and location of facilities that would remain to serve the local community;
- g) the potential impacts of the proposal on sites identified for alternative uses and/or on the wider community, and
- h) any known unresolved amenity, traffic or safety issues arising from existing uses in the area.

Planning conditions will be used where appropriate to mitigate the harmful effects of proposals, including the restriction of permitted development rights, installation of ventilation systems, the incorporation of sound insulation and the control of opening hours

Specifically in relation to the location of hot food takeaways, the Council will refuse proposals:

- i) which are located outside of defined centres and are within walking distance of schools and other places where children and young people congregate.

To prevent an over concentration and clustering of hot food takeaway uses within defined centres, proposals will not be permitted if it would:

- j) result in the loss of a prominent unit(s) which fall under Use Class E; and
- k) result in more than two hot food takeaway outlets adjacent to each other; and

- l) lead to more than two hot food takeaway outlets in any continuous frontage of 10 or less units; and**
- m) result in a negative impact on the amenity on the surrounding residential and non-residential uses, as a result of the use itself, from those travelling to and from the takeaway and from the parking of food delivery couriers. Conditions may be used, including limits on hours of operation to ensure this;**
- n) demonstrably have an adverse impact on local health and well-being, pollution or anti-social behaviour through over concentration.**

Supporting Text

398. Despite the flexibilities introduced by the E use class, there are several main town centre uses (and other uses that generally seek in-centre locations) that fall outside of the E use class and which require greater management in terms of their location and proliferation, due to their potential impacts. These uses are listed in the policy are generally considered to be ‘sui generis’ in terms of the use class order, meaning that they will often require planning permission.
399. Due to the nature of these uses, they require particular consideration. For the same reasons, the Council is seeking to restrict these uses within specific ground floor frontages in the City Centre (see Policy CC9).
400. The nature of the uses listed in the policy mean they have the potential to have greater adverse impacts than other main town centre uses, hence why they were not included within the flexibilities afforded by the E use class. The fact that they are considered ‘sui generis’ is an acknowledgement that they require greater scrutiny.
401. These uses have the potential to contribute less to the streetscene during the daytime than uses within the E use class, for example, by the nature of licensing regulations which limit the visual permeability of gambling establishments, or through the opening hours of takeaways which can result in ‘dead’ daytime frontage. Some of these uses also have the potential to generate greater levels of noise, smells, disturbance and concerns in relation to community safety and anti-social behaviour, which can impact on the character of an area and its overall environmental quality. There is a defined Cumulative Impact Area (CIA) within the City Centre associated with licensed activities, acknowledging that there are already existing issues that need to be appropriately managed.
402. Derby’s Joint Strategic Needs Assessment (JSNA) identifies a clear social gradient in health outcomes across the city, with higher rates of diet-related illness, obesity, alcohol-related harm and gambling-related financial stress in more deprived neighbourhoods. Recent public health data indicates that alcohol-related harm in Derby ranks within the worst decile nationally for key indicators, including alcohol-related hospital admissions and mortality. Evidence nationally demonstrates that certain uses, including hot food takeaways and gambling premises, are more likely to cluster in areas experiencing deprivation. Without appropriate spatial management, this can reinforce existing inequalities.

403. National research and public health evidence indicate associations between the density of gambling premises and alcohol outlets and increased levels of harm, including problem gambling, alcohol-related hospital admissions, crime, debt and anti-social behaviour. The clustering of such uses can also alter the character and perceived safety of centres, particularly in areas with higher levels of deprivation.
404. This policy does not seek to duplicate licensing controls but addresses land use impacts arising from the location and concentration of uses, including cumulative environmental, social and health impacts, in accordance with the NPPF and the Council's duties under the Public Sector Equality Duty.
405. A vibrant evening economy is an important source of economic activity. However, this must be balanced against the other functions of centres, and in particular the need to support daytime activity. Therefore, all the uses listed in the policy will be assessed against criteria (a) – (h). Avoiding proliferation of similar uses within a frontage or character area is a key policy objective.
406. Issues associated with hot food takeaways are specifically referenced in the NPPF, which directs LPAs to refuse planning applications for hot food takeaways and fast-food outlets that are within walking distance of schools, and are not within a defined centre. The NPPF also directs refusal in locations where there is evidence that a concentration of such uses is having an adverse impact on local health, pollution or anti-social behaviour.
407. The impact of delivery drivers servicing hot food takeaways and fast-food outlets is increasingly acknowledged as an issue, particularly within specific streets of the City Centre and District Centres. Where there is clear evidence that this would adversely impact on the amenity of nearby uses, the Council will seek to resist proposals.

408. Derby's environment is pivotal to its unique character, identity and sustainability. This chapter sets out the planning policies for protecting, enhancing and managing all aspects of the natural environment across the city.
409. The natural environment refers to green spaces, biodiversity, and ecosystems that are of particular importance for retaining local distinctiveness and connections to nature within the urban environment.
410. This chapter recognises the importance of the environment for contributing to its distinctiveness.

Policy EN1: Green and Blue Infrastructure

The Council will safeguard Derby's blue and green infrastructure network from inappropriate development, and work with partners to improve the quantity, quality, accessibility (wherever suitable) and management of the network.

Proposals which cause loss or harm to the green and blue infrastructure network will not be supported unless the need for, and the benefits of the development clearly outweigh any adverse impacts. Where impacts are unavoidable, development will only be supported if suitable mitigation measures are provided.

Development proposals will be expected, where appropriate to the scale and nature of the development, to consider the following principles of green infrastructure design:

- a) Support the recovery of the City's nationally and locally designated sites;**
- b) Help deliver the aims and objectives of the Local Nature Recovery Strategy for Derbyshire;**
- c) Where possible, provide and enhance natural connections to the surrounding GI network using features such as existing planting, trees, groups of trees, wetland, hedgerows and opportunities for wild food foraging for animals as the key starting point for green infrastructure proposals, and retain, reinforce and embed them into the design of the development;**
- d) Maximise the use of green roofs and walls. Major development proposals will be expected to demonstrate that the feasibility of integrating and maintaining these measures has been fully investigated, and minor development proposals are strongly encouraged to incorporate them. Green roofs and walls should always reflect the latest fire safety advice;**
- e) Integrate appropriate features which support nature and encourage wildlife such as bee bricks, swift bricks, nesting boxes for birds or roosting boxes for bats within the fabric of the building. These features will sit flush with the external wall, be situated at an appropriate height and orientation and will last for the lifetime of the development. Developments with multiple buildings will**

be required to provide a mixture of features. External boxes will only be accepted where the fabric of the building cannot support an integrated solution. In addition, measures such as hedgehog holes and other wildlife movement features, habitats for pollinators, and wildlife friendly landscape treatments should be integrated;

- f) Where possible, development should create and enhance green and blue corridors to protect watercourses and their associated habitats from harm;
- g) Ensure that blue infrastructure is incorporated into the design and includes features such as water features linked to Sustainable Urban Drainage Systems (SuDS) in accordance with latest best practice and guidance, refer to Policy CL1;
- h) Take available opportunities to deliver multifunctional benefits such as habitat creation, flood protection, sport and recreation, food-growing, improved air and water quality and reduced urban heating;
- i) Ensure that the green and blue infrastructure network is resilient to climate change;
- j) Provide opportunities to encourage healthy and active lifestyles;
- k) Provide safe, attractive and accessible opportunities for everyday physical activity, including walking, wheeling and cycling routes that connect residential areas (particularly areas of deprivation) with schools, workplaces, centres and green spaces and enhance opportunities to access nature, through connecting public rights of way and extending access to active travel links where possible.

Where green and blue infrastructure is provided it is expected that provision will be made for its long-term management and maintenance through a legal agreement.

Where viable, all major development must maximise the provision of on-site green infrastructure by providing:

- l) an Urban Greening Factor score of at least 0.5 for residential development on greenfield sites
- m) an Urban Greening Factor score of at least 0.4 for residential development
- n) an Urban Greening Factor score of at least 0.3 for mixed-use or commercial development

Supporting Text

411. Derby's green and blue infrastructure network brings multiple benefits for the city; in helping to make Derby an attractive place to live and work, in promoting health and wellbeing, in helping the city to mitigate the impacts of climate change and, in some instances green infrastructure can also provide opportunities for local food production. More importantly, enhancing Derby's GI network and connecting it with the surrounding countryside will assist in halting the national decline of habitats and species.

412. The scope of this policy relates to a variety of blue and green infrastructure assets found in the City; they include, but are not limited to:
- a) National and locally designated sites (Local Wildlife Sites, Nature Reserves, et cetera);
 - b) Allotments, community gardens and orchards;
 - c) Amenity greenspace;
 - d) Cemeteries and churchyards
 - e) Green and blue corridors such as rivers, streams, brooks, hedgerows, ditches, cycle and bridleways, footpaths, and Rights of Way;
 - f) Natural and semi-natural greenspaces – including woodland, scrub, grassland, wetlands, open water;
 - g) Parks and gardens, including historic parks and gardens;
 - h) The historic landscape;
 - i) Domestic gardens and street trees;
 - j) Green roofs and walls;
 - k) Multi-functional areas such as Sustainable Urban Drainage Systems (SuDS) and flood storage areas;
 - l) Predominantly undeveloped land such as Green Belt and Green Wedges; and
 - m) Derelict, vacant or previously developed land.
413. For the purposes of implementing this policy, the definition of ‘major’ development is defined in the glossary.
414. Local Nature Recovery Strategies (LNRS) are national spatial strategies which establish priorities and map proposals for specific actions to drive nature’s recovery and provide wider environmental benefits. Derby City is part of the Derbyshire LNRS area. Derbyshire’s Local Nature Recovery Strategy was published in September 2025.
415. The protection and enhancement of biodiversity should be treated as integral to any new development scheme, not as an ‘add-on’. Layout, design, buildings, external lighting and landscaping schemes should take account of existing biodiversity features and habitats. New development should include new or enhanced features and habitats, design (such as green roofs) and landscaping (including trees) that promote biodiversity, including provision for their management. Proposals should consider the need for species to move between habitats and therefore seek to connect with existing green corridors where it is appropriate to do so. All these features must also be protected during construction works, and this may be secured by a planning condition, as will subsequent maintenance and monitoring. Extensive guidance is available on wildlife friendly features, including the National Design Guide and National Model Design Code which illustrate how well-designed places can support rich and varied biodiversity by facilitating habitats and routes for wildlife.

416. Whilst the use of green roofs and green walls offer opportunities to green the city, especially the City Centre, consideration must be given to their suitability, especially in terms of fire safety and their long-term maintenance. The location of a Green Wall must consider the safety of the building's users, especially in an emergency, particularly if fire breaks out. Fire Performance of Green Roofs and Walls (DEFRA, 2013) provides guidance on the fire performance of green roof and wall construction and maintenance.
417. Degradation of the natural environment is leading to a rapid reduction in the habitats of many species. Some species commonly live on or within built structures (for example, swifts, house martins, house sparrows and many bats) but modern construction techniques and energy efficient designs have eliminated many of the features and gaps in building structures that these species exploit. To reverse the decline, these losses must be replaced.
418. Proposals that include new building structures should incorporate measures that provide opportunities for species to grow, nest, roost and forage such as integrated roosting and nesting boxes, bee bricks and green and brown roofs and walls that provide foraging and nesting habitats for birds and insects. The measures should be built into the structure of the building and composed of enduring materials so that they will last for the lifetime of the building following the British Standard BS42021:2022), the Future Homes Hub Homes for Nature Guidance, and the RSPB's Guide to Nestboxes.
419. The measures chosen should cater for the right species considering the proximity to different types of foraging habitat. The measures should be placed in appropriate locations on buildings with the right height and orientation to ensure that they will be effective for the target species. The location should also take account of building features that can discourage the target species, like external lighting, windows or noisy service equipment.
420. The inclusion of Natural England's Urban Greening Factor (UGF) in this plan does not replace the statutory requirement to deliver Biodiversity Net Gain; both requirements work in tandem to ensure that development accords with the Council's aspiration to enhance the city's green infrastructure network, improve Derby's resilience to climate change and promote health and wellbeing. If BNG is provided onsite, then the urban greening factor will contribute to the 10% requirement. Applicants must use the latest spreadsheet published by Natural England. A score of at least 0.4 for major residential schemes and at least 0.3 for major mixed-use or commercial schemes in line with the recommendations of Natural England. Scores are calculated using a set of weighted Green Infrastructure Surface Cover Types that include natural and semi-natural vegetation, street trees, hedgerows, sustainable drainage features, green roofs and walls. The area of each Surface Cover Type used in a development scheme is multiplied by the weighting, and the sum of these figures divided by the total site area provides the overall UGF score for the site.

Policy EN2: Dark Infrastructure

The Council will encourage the protection and restoration of natural darkness as a valuable environmental asset by promoting principles of dark infrastructure to reduce artificial light pollution. Consideration should be given to the adverse impacts of obtrusive light on privacy, amenity, and the natural environment (including wildlife, sensitive habitats, and sites designated for their nature conservation value). Opportunities should be taken to enhance environmental networks through habitat creation, connectivity and the removal of barriers to the movement of nocturnal species.

Within blue and green infrastructure networks, only lighting that is demonstrated to be functionally necessary for public safety, security and recreation, or any other necessary purposes, will be permitted.

Where such lighting is proposed, development is encouraged to:

- a) ensure that lighting schemes are only illuminated to the minimum lighting levels required for the safe and lawful use of the intended function;
- b) design lighting to minimise light spillage and glare above the horizontal plane through appropriate luminaire design principles such as downward angling and shielding;
- c) direct lighting exclusively to the surface being illuminated, avoiding the illuminance of surrounding habitats. Particular attention should be given to minimising light spill onto river corridors to prevent the illumination of the water surface;
- d) ensure that surfacing beneath and around lighting columns uses low-reflectivity or light-absorbent materials to reduce upwards light reflection onto surrounding habitats;
- e) maintain dark habitat connectivity, ensuring the movement and foraging of nocturnal wildlife is not obstructed by light barriers.

Consideration may be given to temporally controlling lighting within or adjacent to blue and green infrastructure to be responsive to actual human use and safety needs. The Council encourages part-night lighting approaches such as lighting curfews, motion sensors, and smart lighting systems. These approaches allow for dimming or switching off in response to diurnal, seasonal, or on-demand operation to reduce environmental disruption whilst also maintaining compatibility with public safety needs.

Internally illuminated advertisement display screens may be subject to illumination curfews in locations where artificial light may adversely impact residential amenity or compromise the natural darkness of green and blue infrastructure assets.

Where lighting schemes/ development has the potential to affect heritage assets and their setting, the Council will require a proportionate lighting strategy to demonstrate how lighting levels, design and operation will avoid or minimise harm.

The Council will require a Lighting Assessment to accompany development proposals that include external lighting and floodlighting within blue and green infrastructure networks, undertaken by a suitably qualified and competent person and in accordance with relevant and up-to-date standards.

Proposals involving lighting near potential or known habitats of bat populations must be supported by a detailed and site-specific Lighting Assessment. This assessment must clearly demonstrate that all reasonable measures have been taken to strictly avoid any illumination of roost entrances and exits, foraging areas and commuting routes to ensure the preservation of dark refuges for light-averse bat species.

Supporting Text

421. Dark Infrastructure refers to networks of naturally dark environmental corridors and areas with minimal Artificial Light at Night (ALAN) to support nocturnal wildlife. As an urban environment, Derby contributes to elevated levels of skyglow and ALAN. The adoption of dark infrastructure policy supports the city's ambition to enhance the quality of its blue and green infrastructure assets by ensuring these spaces remain ecologically functional, well-connected, and capable of supporting biodiversity. The policy will also help conserve the historic environment by protecting the fabric, setting and significance of heritage assets.
422. The scope of this policy relates to a variety of blue and green infrastructure assets found in the City which include:
- a) Nationally and locally designated sites (Local Wildlife Sites, Nature Reserves, et cetera);
 - b) Allotments, community gardens and orchards;
 - c) Cemeteries and churchyards;
 - d) Green and blue corridors such as rivers, streams, brooks, hedgerows, and riparian habitats;
 - e) Natural and semi-natural greenspaces – including woodland, scrub, grassland, wetlands, open water;
 - f) Parks and gardens, including historic parks and gardens;
 - g) Multi-functional areas such as Sustainable Urban Drainage Systems (SuDS) and flood storage areas;
 - h) Predominantly undeveloped land such as Green Belt, Green Wedges and Green Gaps.
423. Diurnal and nocturnal circadian rhythms (sleep-wake cycles) are controlled by environmental cues, such as darkness and light. ALAN disrupts these biological rhythms, leading to adverse effects on the feeding, reproduction and migration patterns of nocturnal species. Light pollution acts as both a movement barrier and attracting mechanism for species that rely on natural celestial light sources for mobility, causing

habitat fragmentation, behavioural changes, and even reducing plant pollination. Humans are also impacted by ALAN by disruptions to sleep quality.

424. Artificial light must be carefully considered when a development may increase the levels of lighting or would be sensitive to the prevailing levels of artificial lighting in an area. This includes large-scale lighting operations such as the floodlighting of leisure facilities and sports pitches, external lighting for industrial and commercial development, and engineering operations involving lighting, which must be designed in accordance with this policy.
425. Artificial light is not always necessary and therefore it is important to aim for the right light, in the right place, at the right time, controlled by the right system. Whilst obtrusive external lighting that demonstrably harms residential amenity will be resisted, particular attention will be given to ensuring adherence with the Responsible Lighting Hierarchy for proposals within or adjacent to green and blue infrastructure assets. This hierarchy sets out the preferred approach to lighting proposals. Proposals that avoid illuminating green and blue infrastructure assets will be most favourably received; where lighting is demonstrably required, proposals must incorporate design mitigations to minimise impact; and compensation measures may be accepted as a final measure to prevent the net loss of darkness, such as by enhancing alternative dark corridors.
426. The Responsible Lighting Hierarchy must be implemented as follows:

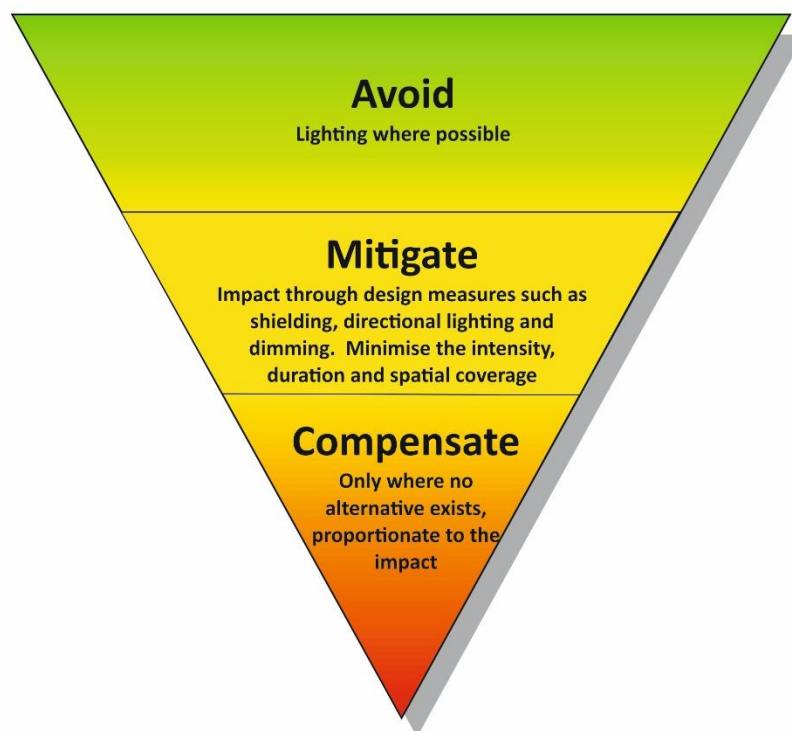


Figure 36: The Lighting Hierarchy

427. Ensuring that proposed lighting is designed in accordance with the Institute of Lighting Professionals' (ILP) guidance notes on 'The Reduction of Obtrusive Light', 'Undertaking Environmental Lighting Impact Assessment', and 'Bats and Artificial Lighting at Night' (and any subsequent iterations of all documents) will enable development proposals to achieve policy requirements for well-designed lighting.

428. Lighting Assessments are required to conclude whether or not the proposed lighting design approach is sufficient to avoid and/or adequately mitigate any significant adverse impacts on privacy, amenity, and the natural environment, including wildlife, sensitive habitats and sites designated for their nature conservation value. The Lighting Assessment should include the following information:
- a) A written statement justifying the necessity for the proposed lighting in relation to its function and its setting
 - b) A description of the proposed hours of operation, light spillage, light levels, and column heights
 - c) A layout plan of the beam directions
 - d) Details of the proposed equipment design
 - e) The level of illuminance of any advertisements
 - f) Details of expected impact on neighbouring properties, roads and sensitive receptors
 - g) A statement outlining any proposed mitigation or compensation measures to reduce the impact of light pollution

Policy EN3: Open Space, Sport and Recreation Buildings

Existing open space, sports and recreational buildings and land, including playing fields and formal play spaces, should not be built on unless:

- a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or**
- b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or**
- c) the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.**

In implementing this policy, the Council will have regard to the following:

- d) A public open space standard of 3.8 hectares per 1000 people as a minimum or equivalent financial contributions;**
- e) The accessibility standards set out in Appendix 5;**
- f) The Council's Playing Pitch Strategy;**
- g) The Derby Play Audit;**
- h) The nature of the development;**
- i) The provision of existing public green space in the locality;**
- j) The impact on the viability of the development;**

- k) The need to ensure that it is a size, type and form that meets local requirements and is located to maximise accessibility and security.**

New Development Outside of the City Centre

Where new open space is provided as part of development, the Council will expect developers to provide for its on-going, long-term maintenance to an agreed standard. New open space should be integrated into the development, include safe and accessible connections to the wider area and connect to the wider green infrastructure network to improve accessibility between sites and enhance biodiversity. Provision of open space will have regard to the quantity standard set out in criterion (d) and will comprise the following:

- l) Amenity green space of 1.4 hectares per 1,000 population;**
- m) Major open space of 2.4 hectares per 1,000 population.**

In cross-boundary development, the Council will work with neighbouring authorities to ensure a consistent and co-ordinated approach to the provision of public open space.

Supporting Text

429. The provision of new, or improvements to existing, public open space will ensure that Derby remains an attractive City in which to live. This approach will bring multiple benefits to Derby by reinforcing the overall green infrastructure network, improving visual amenity and providing opportunities for sport and relaxation.
430. Access to high quality public open space is not evenly distributed across the city. Areas of deprivation and higher population density often experience deficits in accessible green space. The Council will prioritise improvements and new provision in areas of identified deficiency to support health equity.
431. The NPPF defines open space as ‘all open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity’. Within the City, open space includes, but is not limited to:
- a) Allotments and community gardens/growing areas;
 - b) Amenity greenspace;
 - c) Cemeteries and churchyards;
 - d) Facilities for children and young people;
 - e) Natural and semi-natural greenspace;
 - f) Outdoor sports facilities and playing fields, such as playing pitches, tennis courts and bowling greens;
 - g) Playing fields;
 - h) Parks and gardens;

- i) Recreation grounds.
432. The Council's Open Space Study highlighted a contrast in the provision of public green spaces across the City, especially within the City Centre which, through this plan, will experience substantial amounts of growth. It goes on to recognise that, in areas of deficit such as Derby's historic core, it is often difficult to find available locations for new open space and suggests alternative methods to green the city. The Council may require the provision of different types of public green space to meet a local shortfall. For example, the Council may require that allotments, natural and semi-natural green space or woodland is provided rather than the more traditional parks and amenity green space.
433. The Council will expect developers to provide for the long-term maintenance of new public green space. This could be achieved through the following mechanisms:
- a) A financial contribution to the Council to provide a 30-year maintenance regime to an agreed standard
 - b) Long term maintenance directly by the developer or the community to an agreed standard
434. Outdoor sports facilities are also important in promoting health and wellbeing. In determining applications for the provision of sports pitches, consideration will be given to the recommendations of the Council's Playing Pitch Study. Any new or replacement provision should be provided in a suitable location equally or more accessible by walking, cycling and public transport, and accessible to local users of the existing site where relevant.
435. Access to play provision and outdoor play is essential for the physical health, wellbeing, independence and social and emotional development of children and young people. The Derby Play Audit provides an up-to-date assessment of provision looking at quality, quantity and accessibility. The provision, or loss of play areas will be assessed against the recommendations of the audit.

Policy EN4: Allotments and Community Gardens

Allotments and community gardens/growing areas will be protected to support sustainable food growing locally, increase access to healthier foods for the local community and to enhance opportunities for leisure, social interaction and education.

Development which involves the loss of a permanent allotment or community garden will only be permitted when:

- a) an assessment has been undertaken which clearly shows that the land is surplus to requirements; or**
- b) The City Council is satisfied that an alternative allotment or community garden of at least the same or better standard (including site, aspect, soil quality, drainage, security, and ancillary features) is provided in the vicinity of the development site and that new site is operational before the closure of the existing gardens.**

Major housing proposals are strongly encouraged to contribute to existing or provide new allotments or community gardens where this would help meet local demand.

In providing new allotments, the Council will have regard to the following:

- c) The site is suitable for an allotment in terms of soil quality, water supply and drainage;**
- d) The allotment is designed to be inclusive to enable all members of the community to use the allotment;**
- e) The site is integrated into the development, providing active surveillance, and reducing the need to travel;**
- f) A variety of plot sizes are provided;**
- g) The allotment is connected to the wider Green Infrastructure network, and ecosystem services are included on-site;**
- h) The provision of communal facilities and services on-site.**

Major development proposals for housing and proposals for community facilities are encouraged to include provision of space for community gardening and food growing.

Where allotments and community gardens are provided it is expected that provision will be made for its long-term management and maintenance.

Supporting Text

- 436. Allotments and community gardens form part of Derby's green infrastructure network. They are an important resource for local food production, support biodiversity and promote healthy and sustainable communities, for example, by providing opportunities for recreation and social interaction. For children and young people food growing offers opportunities for education outside of the traditional classroom setting. Allotments and community gardens/growing areas are invaluable to those who do not have access to a private garden and therefore help to promote more inclusive communities.
- 437. Access to space for food growing can support household food resilience, reduce food insecurity and improve dietary quality, particularly in lower income communities.
- 438. All major development proposals for residential and community uses are encouraged to incorporate provision for food growing. This should be considered early in the design-led approach so that provision is of a high quality, meets the needs of the intended end users, and is accessible to people of all ages and abilities. Consideration should also be given to the integration of ancillary facilities, such as storage space for equipment and connections to water sources, which are vital to ensuring that provision is convenient and functional.
- 439. Guidance on creating new allotments and to determine if there is demand is provided by the National Allotment Society.

Policy EN5: Green Belt

The principle, general extent and permanence of the Nottingham-Derby Green Belt within the city is supported and maintained.

Measures to improve public access to the Green Belt and improve connectivity to the built-up areas adjacent to the Green Belt will be encouraged.

There is a presumption against inappropriate development within the Green Belt and development proposals received within the Green Belt will be assessed against national policy.

Proposals for environmental improvements and the creation of sites for Biodiversity Net Gain which are in-line with the requirements of the Local Nature Recovery Strategy for Derbyshire will be supported.

Supporting Text

440. The Green Belt is a long established and successful planning tool which has kept Nottingham, Derby and other, closer, communities from merging. The Council is committed, in accordance with the National Planning Policy Framework (NPPF), to protect the Green Belt from inappropriate development, unless exceptional circumstances can be demonstrated.
441. Development proposals in the Green Belt are subject to the requirements of national planning policy. Whilst the construction of new buildings, is generally regarded as inappropriate in the Green Belt, the National Planning Policy Framework sets out several exceptions to this, including the development of previously developed land within the Green Belt and Grey Belt.
442. Certain other forms of development are also not inappropriate in Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt. Again, the NPPF provides a list of these types of development.
443. In addition, an area of Green Belt to the north of Allestree forms an integral part of the Derwent Valley Mills World Heritage Site buffer zone, helping to protect its setting.

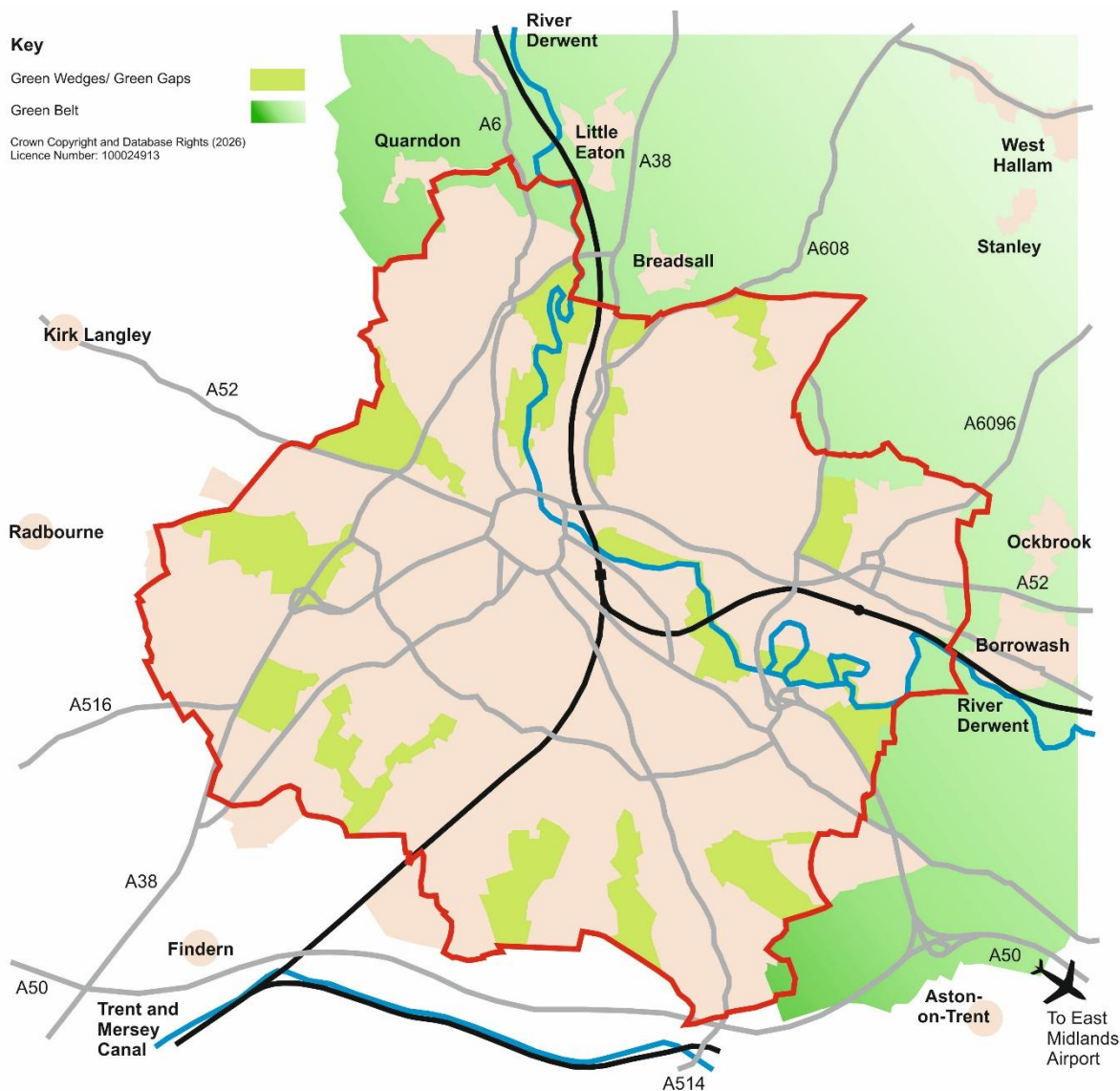


Figure 37: Location of Green Belt, Green Wedges and the Green Gap

Policy EN6: Green Wedges

Green Wedges are areas of land that define and enhance the City's urban structure, define the settlement boundaries of Derby's built-up area, and maintain the identity of the different neighbourhoods. Green Wedges also provide an uninterrupted link to the countryside, form part of the wider Green Infrastructure network and play an important role in climate change adaptation.

Development within Green Wedges, as identified on the Policies Map, will be limited to the following:

- 1) Agriculture and forestry;
- 2) Nature conservation and off-site Biodiversity Net Gain enhancements, including improvements which provide multiple benefits to Derby's Green Infrastructure

network, or which link the Green Wedge to the wider Green Infrastructure network;

- 3) Public Open Space, outdoor sport, recreation and community uses providing the character of the Green Wedge and its amenity is not adversely affected;
- 4) Essential buildings and activities ancillary to existing education establishments, open space and recreational facilities;
- 5) Public utilities, renewable energy facilities and climate change mitigation measures where it can be demonstrated that a suitable site outside of the Green Wedge is not available;
- 6) The extension or alteration of existing dwellings and the erection of ancillary buildings;
- 7) Cemeteries and crematorium.

Planning permission will be granted provided that:

- a) The development does not endanger the open and undeveloped character of the Wedge, its links and green infrastructure value; taking into account scale, siting, design, materials and landscape treatment (including areas set aside for car parking) and would not lead to an excessive increase in traffic or noise;
- b) The built development associated with categories 3 – 6 will be small scale, essential and ancillary to the operation of the main use;
- c) The general proposals would not detract from an area where the open character of the green wedge is particularly vulnerable because of its prominence or narrowness.

Planning permission will be granted, in exceptional circumstances, for the redevelopment of buildings other than dwellings for residential development and supporting facilities. Permission will only be granted where the Council is satisfied that the original buildings are genuinely redundant and surplus to requirements, and that the site adjoins residential areas.

For all development proposals, criteria a – c must be met and the proposed building(s):

- d) Would not have a greater impact on the openness of the green wedge and the purpose of including land within it than the existing buildings;
- e) Would not exceed the height of the existing buildings; and
- f) Would not occupy a materially larger area of the site than the existing buildings, unless this would result in a reduction in height which would benefit visual amenity.

Planning permission for the conversion or change of use of farm buildings will be subject to conditions to prevent a proliferation of additional farm buildings under permitted development rights.

Development proposals adjacent to a Green Wedge will be expected to demonstrate that:

- g) they do not adversely impact the function of the Green Wedge, taking into account the scale, siting and layout of the development.**

Proposals for environmental improvements and the creation of sites for Biodiversity Net Gain which are in-line with the requirements of the Local Nature Recovery Strategy for Derbyshire will be supported.

Supporting Text

- 444. Green Wedges are an important part of Derby's character and are a long-standing, and successful local planning policy. Their primary function is to define and enhance the urban structure of the city as a whole, in particular by reinforcing local identity by maintaining areas of open land between the City's neighbourhoods. All have important existing or potential recreational and ecological value and play an important role in mitigating against climate change. In addition, farming remains an important economic activity and extensive user of land in some Green Wedges. Some Green Wedges have an additional role of acting as 'buffer zones' between residential communities and business areas.
- 445. Some Green Wedges also provide opportunities for informal recreation, mental restoration and climate adaptation benefits, including flood attenuation and cooling, contributing to improved population health outcomes.
- 446. In addition, the Upper Derwent Valley Green Wedge forms an integral part of the Derwent Valley Mills World Heritage Site, helping to protect its setting and contributing to the Outstanding Universal Value of the World Heritage Site
- 447. Green Wedges do not have the permanence of the Green Belt, but it is intended to retain the principle of Green Wedges, maintain their identity, reduce the impression of urban sprawl and resist harmful development.
- 448. The proximity of Green Wedges to the built-up area and, in some cases, their narrowness makes them particularly vulnerable to development pressure. Where development does occur, the Council will ensure that the principle of the Green Wedge will not be adversely affected. In addition, the Council expects that development will provide improvements to part, or all, of the Green Wedge. Where urban extensions occur, outside of the city boundary, the Council will seek to ensure that the wedge itself, inside and outside, the city will be continued.

Policy EN7: Green Gaps

Green Gaps are areas of land that define and enhance the City's urban structure by defining settlement boundaries which help to maintain the identity of the different residential neighbourhoods. Green Gaps also form part of the wider Green Infrastructure network and play an important role in climate change adaptation. Development within Green Gaps will be limited to the following:

- 1) Agriculture;**
- 2) Nature conservation and off-site Biodiversity Net Gain enhancements, including improvements which provide multiple benefits to Derby's Green Infrastructure network, or which link the Green Gap to the wider Green Infrastructure network;**
- 3) Public Open Space, outdoor sport, recreation and community uses providing the character of the Green Gap and its amenity is not adversely affected;**
- 4) Essential buildings and activities ancillary to existing education establishments, open space and recreational facilities;**
- 5) Public utilities, renewable energy facilities and climate change mitigation measures where it can be demonstrated that a suitable site outside of the Green Gap is not available;**
- 6) The extension or alteration of existing dwellings and the erection of ancillary buildings.**

Planning permission will be granted provided that:

- a) The development preserves the separation of settlements and does not endanger the open and undeveloped character of the Gap, the landscape character of the Gap, its links and green infrastructure value; taking into account scale, siting, design, materials and landscape treatment (including areas set aside for car parking) and would not lead to an excessive increase in traffic or noise;**
- b) The built development associated with categories 2, 3 and 4 will be small scale, essential and ancillary to the operation of the main use;**
- c) The general proposals would not detract from an area where the open character of the Green Gap is particularly vulnerable because of its prominence or narrowness.**

Planning permission will be granted, in exceptional circumstances, for the redevelopment of buildings other than dwellings for residential development and supporting facilities. Permission will only be granted where the Council is satisfied that the original buildings are genuinely redundant and surplus to requirements, and that the site adjoins nearby residential areas.

For all development proposals, criteria a – c must be met and the proposed building(s):

- d) Would not have a greater impact on the openness of the Green Gap and the purpose of including land within it than the existing buildings;**

- e) Would not exceed the height of the existing buildings; and
- f) Would not occupy a materially larger area of the site than the existing buildings, unless this would result in a reduction in height which would benefit visual amenity.

Planning permission for the conversion or change of use of farm buildings will be subject to conditions to prevent a proliferation of additional farm buildings under permitted development rights.

Proposals for environmental improvements and the creation of sites for Biodiversity Net Gain which are in-line with the requirements of the Local Nature Recovery Strategy for Derbyshire will be supported.

Supporting Text

449. A Green Gap is a former Green Wedge whose direct link to the surrounding countryside has been severed. Because of this, their primary function of reinforcing local identity, separating neighbourhoods, of providing ecological and recreational benefits as well as mitigating the impact of climate change becomes even more important.
450. As Green Gaps are more vulnerable, the aim of this policy is to protect it from inappropriate development.

Policy EN8: Biodiversity and Geodiversity

All development should:

- a) protect, manage, enhance and extend the network of habitats, species and sites of international, national and local importance (both statutory and non-statutory), including sites that meet the criteria for selection as a Local Site;
- b) minimise impacts on biodiversity and features of geodiversity value;
- c) seek to reduce habitat and species fragmentation;
- d) deliver measurable and proportionate net gains in biodiversity; and
- e) protect and enhance the aquatic environment within or adjoining the site, including water quality and habitat in accordance with the Water Framework Directive and any relevant River Basin Management Plan.

If significant harm to biodiversity resulting from development cannot be avoided, adequately mitigated, or, as a last resort, compensated for, then planning permission will be refused. Exceptions will only be made where the public benefits of the development on the particular site wholly outweigh both the impacts that it is likely to have on the features of the site and any broader impacts.

Proposals for development in, or likely to have an adverse effect (directly or indirectly) on a Locally Designated Site such as Local Nature Reserves, Local Wildlife Sites, Local

Geological Sites and/ or ancient woodlands, veteran trees and hedgerows or wildlife corridors, priority habitats and species will only be exceptionally permitted where:

- f) they cannot be located on alternative sites that would cause less or no harm; and**
- g) the public benefits of the development clearly outweigh the impacts on the features of the site and the wider network of natural habitats; and**
- h) adequate mitigation or, as a last resort, compensation measures are provided.**

Where development proposals have the potential to impact on a natural heritage asset, including where sites are derelict, vacant or previously developed, the Council will require a supporting ecological site assessment to be submitted in conjunction with the planning application. The assessment should identify the nature and extent of any impact and mitigating measures that need to be taken.

Supporting Text

451. Biodiversity provides multiple benefits for the city. Not only does it enhance and enrich the City's landscape, but it also contributes to its distinctiveness, providing a sense of place and enhancing its cultural heritage. Vegetation provides a cooling effect, which helps to reduce the impact of the urban heat island effect through transpiration. In addition, protecting and enhancing biodiversity, including the provision of new habitats and features, increases the resilience of Derby's ecosystems and helps the physical environment to change and adapt to different stresses.



Figure 38: Allestree Park Native Bluebells

452. Through this policy, designated national and local sites of biological or geological importance for nature conservation are offered protection commensurate to their status within the established hierarchy of designations and the designation of further protected sites will be pursued over the plan period.
453. The Derbyshire Local Nature Recovery Strategy was adopted in September 2025 and provides useful guidance on nature recovery in an urban area. In particular, Section IV provides a useful resource outlining the potential opportunities for nature recovery in Derby.
454. Where necessary, the Council will require the submission of a supporting statement in conjunction with planning applications, identifying the nature and extent of any impact and mitigating measures that need to be taken. Surveys must be taken at appropriate times of year for the relevant habitats, species, flora and fauna by a suitably qualified ecologist. Where proposals could affect Sites of Special Scientific Interest (SSSI), these will be subject to special scrutiny including consultation with Natural England. In addition, developments likely to impact upon a watercourse, either directly or indirectly, may also require the submission of a Water Framework Directive Assessment.
455. If significant harm to biodiversity resulting from development cannot be avoided, adequately mitigated, or, as a last resort, compensated for, then planning permission will be refused.

Policy EN9: Trees and Hedgerows

Trees in New Development

Where possible, existing trees should be retained in new developments. New development should incorporate tree-lined streets and provide trees in other parts of the development such as on open space.

Proposals should ensure that the appropriate trees are planted in the appropriate location, ensure that solutions are used to ensure that the trees are compatible with highway standards and the needs of different users are considered.

In determining an application, appropriate measures for the long-term management and maintenance of new and existing trees must be agreed with the Council.

Existing trees and woodland

Planning permission will only be granted where consideration has been given to the impact of the development on any existing trees (including street trees) and woodland found on or adjacent to the development site and that suitable protection measures will be employed.

Planning permission which will result in the loss or deterioration of an ancient woodland or veteran tree will be refused, unless the public benefits of the development clearly outweigh the loss.

Where the proposal will result in the loss or deterioration of a tree protected by a Tree Preservation Order or a tree within a Conservation Area, then permission will be refused unless:

- a) there is no net loss of amenity value which arises as a result of the development; or
- b) the need for, and public benefits of, the development in that location clearly outweigh the loss; or
- c) the quality of the tree is such that it justifies removal in accordance with BS5837:2012; or
- d) in the case of a tree in a Conservation Area, its removal must not have a significant negative impact on the character of the conservation area.

Mitigation

Where higher value trees (category A or B (BS5837)) and/or woodland are lost as part of a development proposal, then appropriate compensatory tree planting will be required. Replacement trees should be planted, wherever possible, on-site.

Where trees and/or woodland are lost as part of a development proposal, then appropriate compensatory tree planting will be required. Replacement trees should be planted, wherever possible, on-site.

Replacement trees must be based on agreed, appropriate, species and, as a rule, have a girth of 10 to 12 centimetres at one metre above ground level. Where appropriate and agreed, smaller trees and/or whips may be planted.

Planting schemes must include a maintenance schedule and plan to include the provision to replace any plant failures within five years after the date of planting.

Where development results in the loss of trees outside of the red line boundary, including street trees, the applicant will be required to provide replacement trees in-line with the requirements of this policy and with the agreement of the Council.

Where it is not practicable to provide a replacement tree on-site, a financial contribution, through a Section 106 agreement, for the provision of an off-site tree, in-line with the monetary value of the existing tree, will be required. The value of the tree will be determined by the Council using the Capital Asset Value for Amenity Trees tool (CAVAT) or an equivalent. Where the City Council undertakes the planting of off-site trees, the cost of planting, in both open ground and in engineered tree pits will be required.

Tree Preservation Orders

The City Council will declare new Tree Preservation Orders on appropriate trees and groups of trees.

Derbyshire's Heartwood Community Forest

Proposals which help deliver the aims and objectives of the Derbyshire Heartwood Community Forest will be supported.

Hedgerows

Proposals for new development will be expected to, where appropriate, retain existing hedgerows and integrate them fully into the design having regard to their management requirements.

Proposals which result in the loss of hedges of visual, heritage, amenity or biodiversity value will not be supported unless the need for, and public benefits of, the development clearly outweigh the loss, and this loss can be clearly demonstrated to be unavoidable.

Where any hedges are lost, suitable replacement planting or restoration of existing hedges, will be required within the site or the locality, including appropriate provision for maintenance and management. Schemes should include provision to replace any failures within five years after the date of planting.

Supporting Text

456. Trees, woodland and hedgerows are an intrinsic part of Derby's character. They provide multiple benefits by providing important visual elements in the urban landscape, help to address the impacts of climate change, play a key role in reducing pollution and provide important habitats in Derby's green infrastructure network. However, the Council's i-Tree survey and Urban Forest Assessment undertaken in 2021 indicates that Derby has a relatively low canopy cover. It also estimated that 69% of recorded trees were growing in private gardens and outside of the Council's direct control and, therefore, potentially vulnerable to change.
457. Therefore, it is imperative that steps are taken to prevent further loss or damage to existing trees and hedgerows and measures are put in place over the plan period to increase the City's tree cover.
458. Mature trees, woodlands and hedgerows are sensitive to the impacts of development, either directly through their removal or indirectly through the impacts of construction or the future use of the site. Where trees are present on a development site, a British Standard 5837 Tree Survey 'Trees in relation to Construction survey', a Tree Constraints Plan, an Arboricultural Impact Assessment and a Tree/Hedgerow Protection Plan should be submitted with a planning application.
459. The long-term protection of trees is best achieved by the Council making a Tree Preservation Order. In determining the suitability of a tree, or group of trees or woodland, the following will be considered:
- a) Size;
 - b) Life expectancy;
 - c) Form;
 - d) Visibility;
 - e) Other trees in the area;

- f) The suitability of the tree to its location;
 - g) Future amenity value;
 - h) Tree influence;
 - i) Additional factors such as historical association, wildlife value, veteran tree status and screening.
460. Applicants are strongly advised to seek pre-application advice if an application includes, or has the potential to impact on, a tree or hedgerow.
461. In relation to this policy, 'consideration' is likely to mean the completion of a British Standard 5837 Tree Survey (or equivalent) and any other supporting information proportionate to the proposed development, such as:
- a) A Tree Constraints Plan;
 - b) An Arboricultural Impact Assessment;
 - c) An Arboricultural Method Statement;
 - d) A Tree Protection Plan.
462. The Heartwood Community Forest is an ambitious programme to create a network of trees, woodlands and hedgerows across Derbyshire. The Community Forest will run along the eastern boundary of the County, encompasses Derby City and linking with the National Forest in South Derbyshire. The aim of the project is to create a high-quality environment for millions of people by creating green spaces, boosting biodiversity and improving access to nature. In turn, it will boost people's health and wellbeing. The project will also provide urban and economic regeneration and will be a great legacy for generations to come.

Policy EN10: Biodiversity Net Gain

All qualifying development must deliver at least a 10% measurable Biodiversity Net Gain (or any percentage mandated through national policy/guidance). Biodiversity Net Gain must be calculated using the latest DEFRA Metrics.

In addition to the statutory minimum requirements, it will be expected that all qualifying applications will be accompanied by the additional information included on the Council's local validation list to ensure confidence that the BNG requirement of a development can be fulfilled.

Net gain should be provided on-site but, where it can be demonstrated that this would not be practicable, it should be provided on one or more sites that would deliver local priorities for biodiversity. Regard must be given to Derbyshire's Local Nature Recovery Strategy and other locally identified priorities.

Where off-site compensation is required, this shall be provided in-line with the Council's sequential approach, with the objective of contributing to the creation of a

coherent, high quality ecological network. Where possible, off-site delivery should prioritise contributing to habitat recovery within the same ward as the development, followed by adjacent wards and, finally, other sites within Derby before sites outside of the city are considered.

Significant on-site BNG, ongoing management of any new or improved onsite and offsite habitats, together with monitoring and reporting, will need to be planned and funded for 30 years after completion of a development and secured via a S106 agreement or Unilateral Undertaking.

Statutory Credits can be used as a last resort where it is agreed by the local planning authority that no suitable alternatives exist.

Where site clearance or other activities have lowered the biodiversity value of the on-site habitat, other than in accordance with planning permission, an estimate of the biodiversity units on site prior to those activities will be used as a baseline. This estimate will be based on habitat surveys, aerial photographs from January 2020 and/or other appropriate evidence of the condition of the site.

The Council supports the creation of BNG habitat banks within its administrative area, especially within Green Belt, Green Wedges and on public open space. Any receptor site must be in a suitable location where local climatic conditions, soil types and existing habitats suit the proposed offset habitats. However, Biodiversity gain sites need to avoid the best and most versatile agricultural land.

Opportunities to provide Biodiversity Net Gain on householder developments, exempted brownfield sites and sites with a zero-baseline score (as determined by the statutory metrics) will be supported.

Supporting Text

463. The Environment Act 2021 and national policy require local plans to protect and restore wildlife and improve opportunities which will help nature's recovery and restore losses suffered over the past decades, and to promote health and well-being by improving our connections with nature.
464. The Environment Act specifically requires all qualifying development to deliver a minimum 10% gain in habitat value through a Biodiversity Gain Plan.
465. To provide clarity and consistency in the decision-making process, applicants are required to use the latest metric provided by DEFRA. The metric reveals if the development is likely to cause no net loss, net loss or net gain to biodiversity. It is a transparent metric used to quantify the value of biodiversity at any site and can form an evidence base on required mitigation and on-site compensation of a development, the amount of residual biodiversity impact and, if necessary, the amount of off-site compensation required through a 'biodiversity offsetting' scheme.

466. Management Plans should ensure that there is regular, but proportionate, monitoring setting out how net gain habitats are progressing and any remediation measures to ensure overall resilience of these habitats.
467. To minimise harm and maximise benefits for biodiversity resulting from development, the biodiversity gain mitigation hierarchy should be followed. This seeks to avoid impacts to existing biodiversity, mitigate unavoidable impacts where these occur, and finally to compensate for residual impacts if and where these remain.
468. The Council has adopted a sequential approach for the provision of off-site net gain to ensure that the City benefits from habitat enhancements arising from development. Developers are required to consider off-site provision within the same ward as the proposed development, in adjacent wards and in the city's boundary before sites outside of the city are selected.
469. Planning applications subject to mandatory biodiversity net gain must submit a Biodiversity Gain Plan at the pre-commencement stage (although the Council strongly encourages applicants to submit a draft version at application stage) as required by, and meeting the requirements of, the statutory general biodiversity gain condition. This should set out how the development will deliver BNG including: how impacts of the development on the on-site habitat have been minimised, the effects on any irreplaceable habitats, a valid fully completed statutory biodiversity metric with the post development biodiversity value on-site and off-site if relevant, how the mitigation hierarchy has been adhered to, proof of registration of off-site gains allocated to the development (and/or proof of purchase of statutory credits). Additionally, a habitat management and monitoring plan should be provided detailing how the significant post development biodiversity values of the site and any supporting off-site provision will be secured, managed, and monitored.
470. On-site biodiversity improvements will also be vital to enhancing the liveability of urban areas, and improving access to and connection with nature, which is associated with improved mental wellbeing, reduced stress and increased physical activity, particularly as development densities increase. Development should also contribute to wildlife and habitat connectivity in the wider area, in line with the Local Nature Recovery Strategy for Derbyshire.
471. Where there is evidence of degradation either through neglect or damage to any of the habitats on development sites reducing their baseline biodiversity value, their deteriorated condition will not be taken into consideration, and steps will be taken to establish the previous ecological baseline of the site in order to decide the acceptability of any development proposals.
472. Opportunities for the creation of habitat banks/BNG receptor sites will be supported by the Council, in particular on sites located within a Green Wedge. In assessing the suitability of a receptor site, the Council will have regard to a number of factors such as the local climate, soil conditions and existing habitats to ensure that the site is suitable for the proposed habitats. Agricultural land classification data supplied by Natural England indicates that there are areas of the best and most versatile land within the city boundary and biodiversity gain sites should avoid this land.
473. Over the lifetime of the Local Plan, the council intends to develop numerous sites across the city as habitat banks to allow for the provision of locally sourced biodiversity units.

Once developed, a list detailing the units available and location of these sites will be published.

Policy EN11: Air Quality

Development proposals should seek opportunities to identify and improve air quality and should not reduce air quality.

To tackle poor air quality, protect health and meet legal obligations, development proposals should not:

- a) lead to further deterioration of existing poor air quality;**
- b) create any new areas that exceed air quality limits, or delay the date at which compliance will be achieved in areas that are currently in exceedance of legal limits;**
- c) create unacceptable risk of high levels of exposure to poor air quality.**

In order to meet the requirements of criteria a to c, as a minimum:

- d) development proposals should use design solutions to prevent or minimise increased exposure to existing air pollution and make provision to address local problems of air quality in preference to post-design or retrofitted mitigation measures;**
- e) major development proposals must be submitted with an Air Quality Assessment;**
- f) development proposals that are likely to be used by large numbers of people particularly vulnerable to poor air quality, such as children or older people, should demonstrate that design measures have been used to minimise exposure.**

Major development proposals subject to an Environmental Impact Assessment should consider how local air quality can be improved across the area of the proposal as part of an air quality positive approach. To achieve this, a statement should be submitted demonstrating:

- g) how proposals have considered ways to maximise benefits to local air quality, and**
- h) what measures or design features will be put in place to reduce exposure to pollution, and how they will achieve this.**

Planning applications for proposals that involve significant demolition, construction or earthworks will also be required to submit a dust assessment as part of the Air Quality Assessment, to assess the potential impacts and health risks of dust emissions from those activities. Any appropriate site-specific dust mitigation measures will be secured as part of a Construction Management Plan.

Proposals should ensure that emission reductions are done on-site where possible. Where it can be demonstrated that emissions cannot be further reduced by on-site measures, off-site measures to improve local air quality may be acceptable, provided that equivalent air quality benefits can be demonstrated within the area affected by the development.

Supporting Text

474. Poor air quality has direct, and detrimental impact on the health, quality of life and life expectancy of everyone. The impacts tend to be most heavily felt by members of the community who are most vulnerable, such as children, older people or those with pre-existing health conditions.
475. The aim of this policy is to ensure that all new development is designed and built, as far as is possible, to improve local air quality and reduce the extent to which the public are exposed to poor air quality. This means that new development, as a minimum, must not cause new exceedances of legal air quality standards, or delay the date at which compliance will be achieved in areas that are currently in exceedance of legal limits. Where limit values are already met or are predicted to be met at the time of completion, new developments must endeavour to maintain the best ambient air quality compatible with sustainable development principles.
476. Proposals should seek not to unnecessarily increase transport emissions, so development must avoid generating additional car traffic or creating conditions that worsen pollution. Proposals should support walking, cycling and public transport to help cut emissions, protect health and contribute to cleaner, safer places.
477. For major development, a preliminary Air Quality Assessment should be carried out before designing the development, to inform the design process. The aim of a preliminary assessment is to assess:
- a) The most significant sources of pollution in the area;
 - b) Constraints imposed on the site by poor air quality;
 - c) Appropriate land uses for the site
 - d) Appropriate design measures that could be implemented to ensure that development reduces exposure and improves air quality.
478. Further assessments should then be carried out as the design evolves to ensure that impacts from emissions are prevented or minimised as far as possible, and to fully quantify the expected effect of any proposed mitigation measures, including the cumulative effect where other nearby developments are also underway or likely to come forward.
479. Assessment of the impacts of a scheme on local air pollution should include fixed plant, such as boiler and emergency generators, as well as expected transport-related sources. The impact assessment part of an Air Quality Assessment should always include all

relevant pollutants. Industrial, waste and other working sites may need to include on-site vehicles and mobile machinery, as well as fixed machinery and transport sources.

480. The impact assessment should provide decision makers with sufficient information to understand the scale and geographic scope of any detrimental, or beneficial impacts on air quality, and enable them to exercise their professional judgement in deciding whether the impacts are acceptable, in line with best practice.
481. Development which includes locations in areas where air quality is known to be above or approaching air quality objective values, must seek to reduce exposure according to the following mitigation hierarchy:
- a) Separation by distance (for example, setting building back from the road);
 - b) External layout (for example, the positioning of windows and balconies);
 - c) Internal layout (for example, the positioning of habitable rooms);
 - d) Ventilation strategy (for example, mechanical ventilation with non-opening windows).
482. For most minor developments, achieving Air Quality Neutral will be enough to demonstrate that they are in accordance with this policy. However, where characteristics of the development or local features raise concerns about air quality, or where there are additional requirements for assessment in local policy, a full Air Quality Assessment may be required. Additional measures may also be needed to address local impacts.

Policy EN12: Land Contamination

Development proposals on sites known or suspected to be affected by contamination or on sites intended for sensitive uses (for example, housing, care homes, schools or hospitals), must be accompanied by a Preliminary Risk Assessment (Phase 1 Desk Study) and where deemed necessary, a detailed Site Investigation (Phase 2), prepared in accordance with the Environment Agency's Land Contamination: Risk Management (LCRM) guidance and Groundwater Protection position statements.

Both reports should be proportionate to the sensitivity of the location with regards to aquifer sensitivity.

Development will only be permitted where the applicant is able to demonstrate that:

- a) The site can be made suitable for the proposed use without unacceptable risk to human health, the environment, or controlled waters;**
- b) Remediation measures will not cause unacceptable harm during implementation (for example, dust, odour, noise);**
- c) Suitable arrangements will be made for the management of any contamination remaining in situ.**

Where necessary, post-remediation monitoring and maintenance shall be secured by planning condition or legal agreement.

All investigations, risk assessments, remediation and verification will need to be undertaken by a suitably qualified and competent person.

A Verification Report is to be submitted and approved by the Local Planning Authority prior to occupation of the development.

Land Stability Considerations

Where ground conditions could affect land stability (for example, mineral workings or landfill sites), the applicant must demonstrate that appropriate investigations and mitigation have been undertaken.

Supporting Text

483. The re-use of contaminated or unstable land can contribute towards the full and effective use of previously developed land in the City. However, the development of such sites can potentially raise health and safety concerns or harm the environment. Applicants must provide a full assessment of potential hazards and the measures necessary to counter these. This may, where deemed necessary require a detailed site investigation. Developers may need to liaise with the Environment Agency, especially to establish the potential effects on water resources. Planning powers will be used to complement, and not substitute for, other legislative controls and will focus on land use issues. The Council will aim to ensure that sites which have been identified as contaminated are remediated to a standard that renders them fit for purpose, and which ensures that there is no unacceptable risk of significant harm to human health, the environment or controlled waters.

Policy EN13: Pollution

Development will only be permitted where it is demonstrated that it will not result in, or contribute to, unacceptable levels of pollution, including, but not limited to:

- a) Air pollution;**
- b) Water pollution;**
- c) Land contamination;**
- d) Noise and vibration;**
- e) Light pollution;**
- f) Odour, dust, smoke, vapour or fume emissions.**

Proposals that could generate significant pollution must be accompanied by an Impact Assessment proportionate to the scale and nature of the development.

Development must not result in any deterioration of the status of any water body (surface or groundwater) as required by the Water Framework Directive.

Proposals for development will need to demonstrate that they will not contribute to water pollution by discharging to foul sewer networks that are near or at capacity.

Development introducing sensitive uses (for example, housing, care homes, schools or hospitals) into areas with poor environmental quality, will only be permitted where it can be demonstrated that occupants will not be exposed to unacceptable pollution levels. Where possible, sensitive receptors should be located away from major pollution sources.

Proposals will be assessed for their cumulative contribution to pollution in combination with existing, approved or proposed developments.

Supporting Text

484. Adverse effects of development proposals in terms of air, water, noise, light or other forms of pollution are an important consideration in determining planning applications. Various agencies including the City Council itself, the Health and Safety Executive and the Environment Agency also have powers under other legislation to control pollution and will be consulted on relevant proposals.
485. In using its planning powers, the City Council will seek to complement and not duplicate the work of other agencies, the focus of attention will be the location of the development and its relationship with surrounding land uses rather than the processes themselves. The Environment Agency Regulated Industry Team is responsible for installations with Industrial Permits. Many potentially polluting developments can be suitably controlled by other legislative regimes. However, the City Council will operate in accordance with the 'precautionary principle', which means that the Council will take a cautious approach to development proposals that might have pollution implications. The Council is aware of the need to ensure that national air quality standards are not breached and has declared an Air Quality Management Area (AQMA) relating to the emission of nitrogen dioxide from road traffic. Others may be designated if considered necessary. The Council will have regard to its statutory duties under the Environment Act 1995 and will give full consideration to the effect of proposed developments on the air quality within the designated AQMA. Regard will also be had to the effect on water quality of developments near to the river, bearing in mind its importance for drinking water supply and as a high-quality coarse fishery.

486. Derby has a rich and diverse heritage. This includes a World Heritage Site, listed buildings, conservation areas, scheduled monuments, historic parks and gardens and archaeological remains. The historic environment contributes to local distinctiveness and creates a high-quality environment which is important to our general quality of life and provides a focus for inward investment and regeneration. History has helped shape Derby's unique character.
487. This chapter sets out the planning policies for protecting, enhancing and managing all aspects of the historic environment across the city.

Policy HE1: Conserving and Enhancing the Historic Environment

The character of Derby is in large part defined by its remarkable historic environment and heritage assets including internationally recognised heritage. The Council value the historic environment for its role in boosting civic pride, encouraging people to visit Derby, but also as an economic asset and catalyst for regeneration.

Designated and non-designated heritage assets of importance within Derby include:

- 1) The Derwent Valley Mills World Heritage Site (see Policy HE2 and HE3);
- 2) Statutory and Locally Listed Buildings (see Policy HE4);
- 3) Conservation Areas (see Policy HE5);
- 4) Scheduled Monuments, Archaeological Alert Areas and other archaeological remains (see Policy HE6);
- 5) Registered Parks and Gardens (see Policy HE7).

The Council recognises that these heritage assets are an irreplaceable resource and will seek to ensure that harm is avoided or minimised in the first instance, ensuring that heritage assets are conserved in a manner appropriate to their significance. The Council will work with applicants to identify opportunities for enhancement wherever possible.

More specifically, in determining development proposals, the Council will:

- a) require that where proposals have the potential to impact upon the significance of heritage assets, including their setting, a heritage statement is submitted. This should identify which heritage assets may potentially be affected, assess their significance, how their significance will be affected by the proposal and how harm will be avoided, minimised and mitigated;
- b) require proposals for new development that have the potential to impact upon the significance of heritage assets, including through development affecting setting, to be of the highest design quality, to preserve and enhance their

special character and significance through appropriate siting, alignment, use of materials, mass and scale, and take account of best practice guidance including where appropriate the UNESCO Guidance and Toolkit for Impact Assessments in a World Heritage Context;

- c) require that where proposals have the potential to impact upon the significance of heritage assets, including their setting, applications are sufficiently detailed to ensure that impacts can be fully assessed and understood at the earliest opportunity;
- d) require appropriate recording of heritage assets where necessary (including publication through the Historic Environment Record), but particularly where development will lead to a loss of significance. Recording should not influence whether loss should be permitted;
- e) require proposals for new development, located within Archaeological Alert Areas, or other areas of archaeological potential to initially be accompanied by a desk-based assessment of available evidence. Where appropriate further archaeological evaluation may also be required. This should be submitted before the planning application is determined to inform design and enable an informed and reasonable planning decision;
- f) ensure that development within the city avoids or minimises harm to the significance of heritage assets located outside of the city boundary, within adjoining local authority areas, particularly through impacts upon the setting of assets, both through individual and cumulative impacts;
- g) not take into account the deteriorated state of a heritage asset where there is evidence of deliberate neglect or damage;
- h) in the case of allocated sites, expect applicants to have regard to the heritage impact screening and scoping work which has been undertaken as part of the Local Plan, including proposed mitigation.

The Council will also work with partners to:

- i) retain, repair, preserve and restore lost architectural features and enhance heritage assets;
- j) promote the sensitive conversion and re-use of underutilised assets, including upper floors in the City Centre to create new homes and workspace, helping to secure the long-term future of heritage assets, whilst respecting their significance;
- k) support and promote opportunities to adapt heritage assets to make them more resilient to climate change, provided they do not impact upon the significance of the asset;
- l) support the reinstatement of historic and well-designed new shop fronts within the City Centre and local centres, where appropriate taking account of the need to provide independent access to upper floors to encourage their re-use;

- m) encourage opportunities to enhance the tourism potential of heritage assets, particularly within the City Centre and the Derwent Valley Mills World Heritage Site (DVMWHS);**
- n) ensure that neglected and vulnerable heritage assets, including those ‘at risk’ are repaired and that a long term, sustainable use is secured;**
- o) take enforcement action against owners and occupiers of heritage assets where planning regulations are breached, including advertisement consent (see Policy GD8);**

Where resources allow, the Council will:

- p) continue to prepare, monitor and review Conservation Area Appraisals and management plans for existing and potential Conservation Areas and implement their management plans;**
- q) continue to review and update Article 4 Directions within Conservation Areas**
- r) produce general design guidance relating to the re-use of heritage assets within the City Centre, including focus on conversion to residential uses and updating existing shopfront and advertisement guidance;**
- s) produce a strategy to address heritage at risk identified within the joint at risk project with the Derbyshire Historic Buildings Trust (DHBT).**

Supporting Text

488. Heritage assets are the valued components of the historic environment which have been identified as having a degree of ‘significance’ (i.e. archaeological, architectural, artistic or historic). They can include for example, buildings, monuments, sites, places, areas or landscapes. Heritage conservation is the process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.
489. Derby is a city of considerable historic interest and architectural merit with a range of streets and buildings spanning many centuries. The historic environment is a key element of the city’s character and identity and provides important views, giving a sense of place to the city, contributing to our knowledge and understanding of the past, and generally benefiting public welfare including how the public connects with heritage and the value of heritage to society. The Council is committed to ensuring that the city’s heritage is appropriately conserved and wherever possible enhanced.
490. The long and varied history of Derby has left it with a rich legacy of heritage assets, ranging from the Roman fort and remains at Little Chester to fine Georgian townhouses along Friar Gate and early twentieth century industrial heritage of Rolls-Royce in Osmaston. The city also has a wealth of heritage assets from the Victorian era, particularly relating to the growth of railway engineering in the 19th Century.
491. There is a concentration of heritage assets within the City Centre and along the river corridor, including part of the internationally important Derwent Valley Mills World

Heritage Site (DVMWHS), which is currently the only World Heritage Site in the East Midlands. Policy HE2 provides further detail relating to the protection and enhancement of the DVMWHS and HE3 relates to the Darley Abbey Mills Complex which located wholly within the site.

492. Policies HE4, HE5, HE6 and HE7 provide further direction in relation to specific heritage assets including Listed Buildings, Conservation Areas, Archaeology and Historic Parks, Gardens and Designed Landscapes.

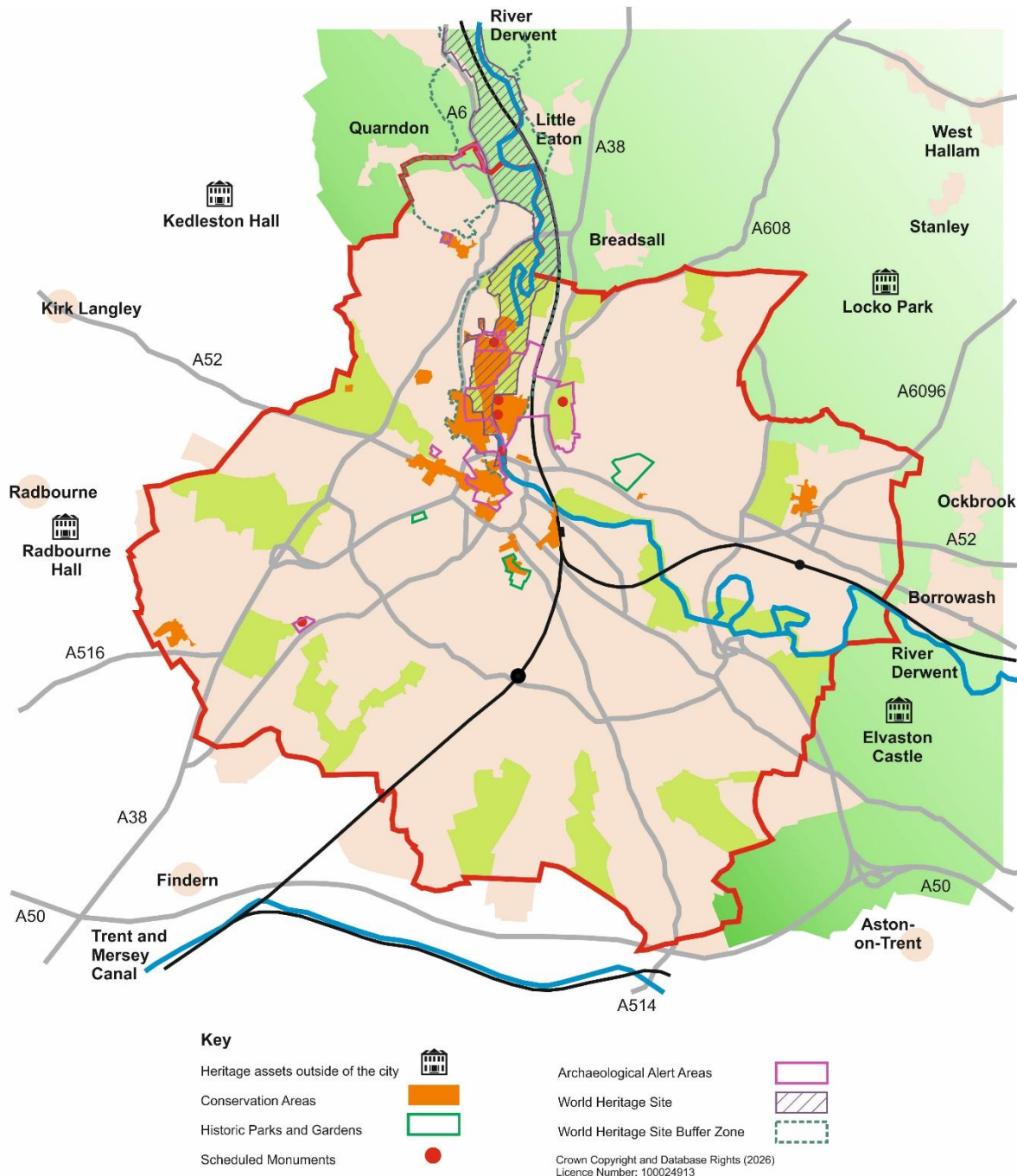


Figure 39: Key Heritage Assets in and around Derby (not including Listed and Locally Listed buildings)

493. There are several heritage assets located just outside of the city boundary within the administrative area of neighbouring local authorities. Such assets include the listed properties and historic parks and gardens at Kedleston Hall, Elvaston Castle, Radbourne Hall and Locko Park. The Council will seek to ensure that the setting, including views into and out of these historic locations are considered and not adversely impacted by built development within the city.
494. To enable the Council to make fully informed decisions about development proposals that have the potential to impact upon heritage assets, the Council will require the submission of a statement of significance and a separate heritage impact assessment, in line with the requirements of the NPPF and the Council's own guidance.
495. This information will enable the Council to assess and give the appropriate amount of weight in relation to the significance of the heritage asset and the need to conserve the relevant asset. For example, greater weight will generally be given to the need to preserve statutory listed buildings as opposed to locally listed buildings, based on their relative significance. The level of details to be submitted should be proportionate to the asset's importance and sufficient to understand the potential impact of the proposals on that significance. This will normally include a justification statement, narrative outlining options explored and detailed drawings which have been prepared by a suitably qualified individual, organisation or a relevant recognised body. The submitted details should address the likely impact upon the heritage asset and any mitigation measures necessary to conserve and enhance its significance. Where there is likely to be harm to a heritage asset, the tests in national policy will be followed. In such circumstances, clear justification should be provided, including details of any public benefits. Where there is clear evidence of neglect, the deteriorated state of the asset will not generally be taken into account in decision making.
496. The Council will expect all proposals that have the potential to impact upon heritage assets to be of the highest design quality to help preserve and enhance the special character and significance of assets. Detailed consideration will need to be given to the appropriate siting, alignment, height, form, scale, massing, detailed design and materials to ensure that assets are protected and enhanced.
497. The acceptability proposals affecting heritage assets will often be associated with the degree of impact, sensitive design and overall design quality. It's therefore important that such proposals are submitted with as much detail as possible, to enable robust assessment of potential impacts. The Council therefore encourage proposals that are likely to impact on heritage assets (including their setting) to be submitted in 'full' as opposed to outline wherever possible. Conservation gain will be sought to ensure that a positive enhancement is made to the heritage assets of the city where mitigation is required.
498. Some assets need to be adapted to ensure their future long-term use. When this happens, the Council will follow Historic England guidance to ensure an appropriate level of recording takes place to help future generations better understand their significance. Appropriate recording can include publication via the Derbyshire Historic Environment Record (HER), the Derbyshire Record Office, Archaeology Data Service (ADS) and OASIS.

499. Many of Derby's heritage assets are underutilised whilst it is also recognised that some historic parts of the City Centre have suffered from reductions in footfall and the loss of key businesses, resulting in historic buildings being underutilised and, in some cases, falling into disrepair. It is vital that preservation, repair, enhancement and restoration of the historic environment is used as a catalyst to regeneration and to support vibrancy of the City Centre. For example, bringing upper floors of listed buildings back into use for residential or commercial purposes will secure the long-term future of the assets, whilst contributing to meeting housing needs and the wider economy. Repair and re-use of heritage assets, including upper floors and the existing building stock also contributes to climate change objectives through using less materials in comparison to the development of new buildings.
500. The Council has been successful in working with shop owners to undertake repairs to buildings and replace shop fronts in the City Centre, as part of the Partnership Schemes in Conservation Areas (PsiCA) promoted by Historic England and separately working with the National Lottery Heritage Fund for a similar separate scheme. The reinstatement of traditional shop fronts has made significant improvements to the environmental quality of many areas of the City Centre, and the Council wishes to see this successful scheme continued and potentially expanded to also include other parts of the City Centre and local centres. In tackling building repairs, in particular improving existing shop fronts, great care should be taken to ensure that wherever possible, independent access to upper floors is provided to help facilitate greater use of upper floors for a mix of uses. Policy GD11 provides further information in relation to shop fronts.

Policy HE2: Derwent Valley Mills World Heritage Site

The Council recognises the need to protect the significance and Outstanding Universal Value (OUV) of the Derwent Valley Mills World Heritage Site, including the authenticity and significance of the contributing attributes and elements.

The Council will continue to give special regard to the preservation, protection and enhancement of the character, appearance and distinctiveness of the area, in line with the Derwent Valley Mills World Heritage Site Management Plan.

- a) To prevent harm to the significance and OUV, the Council will require proposals (including changes of use and conversions) within the area designated as a World Heritage Site or its setting to:**
 - a) preserve, protect and enhance the OUV of the area;**
 - b) encourage the physical and economic revitalisation of the area;**
 - c) enhance the area in terms of the siting, alignment, materials, mass, scale and design of new buildings;**
 - d) protect and prevent harm to the biodiversity of the area and where possible, enhance it;**

- e) **demonstrate how the proposal will contribute towards the achievement of the management objectives outlined in Derwent Valley Mills World Heritage Site Management Plan;**
- f) **prioritise sustainable transport to protect the historic character of the area and manage visitor movement responsibly.**

Proposals within the World Heritage Site and Buffer Zone, or which are likely to affect its OUV through impacts on setting, should be accompanied by a proportionate Heritage Impact Assessment, consistent with the UNESCO Guidance and Toolkit for Impact Assessments in a World Heritage Context, taking account of impacts of the proposed scheme, including cumulative impacts of committed development.

Applicants proposing development within the World Heritage Site and Buffer Zone, or which are likely to affect its OUV through impacts on setting, are encouraged to engage in pre-application discussions with the Council and other relevant stakeholders at the earliest opportunity.

Proposals that do not appropriately respond to these criteria will be resisted.

- b) **give special scrutiny to proposals for significant development which has the potential to impact upon the OUV. Applicants proposing significant development should engage with Historic England at the earliest opportunity and proposals may be referred to the World Heritage Site Partnership's Coordination Team for detailed appraisal;**
- c) **encourage opportunities to reveal, interpret and promote the significance of the World Heritage Site and its assets and sustainably enhance its economic well-being.**

Supporting Text

501. The ensemble of industrial sites and associated settlements dating from the eighteenth to the early twentieth centuries situated in the lower Derwent Valley in Derbyshire represents a unique surviving example of outstanding human endeavour in what the world has recognised as the 'Industrial Revolution'.
502. The textile mills of Matlock Bath, Cromford, Lea, Belper, Milford, Darley Abbey and Derby were the forerunners of industrialisation through the development of the textile factory system that has led to the area becoming known as 'the cradle of the new factory system'.
503. Following this, innovations in mill building with the use of cast iron, fireproofing and warm air heating influenced the development of modern architecture across Europe and the world. The need to provide housing and other facilities for workers and managers resulted in the creation of the first modern industrial villages and towns.
504. This area represents a significant stage in human history and technological advancement leading to the inscription of the Derwent Valley Mills World Heritage Site by UNESCO in 2001. The delicate balance between the historic and natural environments combined with the cultural significance of the area contribute to the creation of the Outstanding

Universal Value (OUV) that makes this area so important. Further explanation of the 'attributes' and associated 'elements' that contribute to the OUV are detailed on the Derwent Valley Mills World Heritage Site webpage and within the Management Plan.

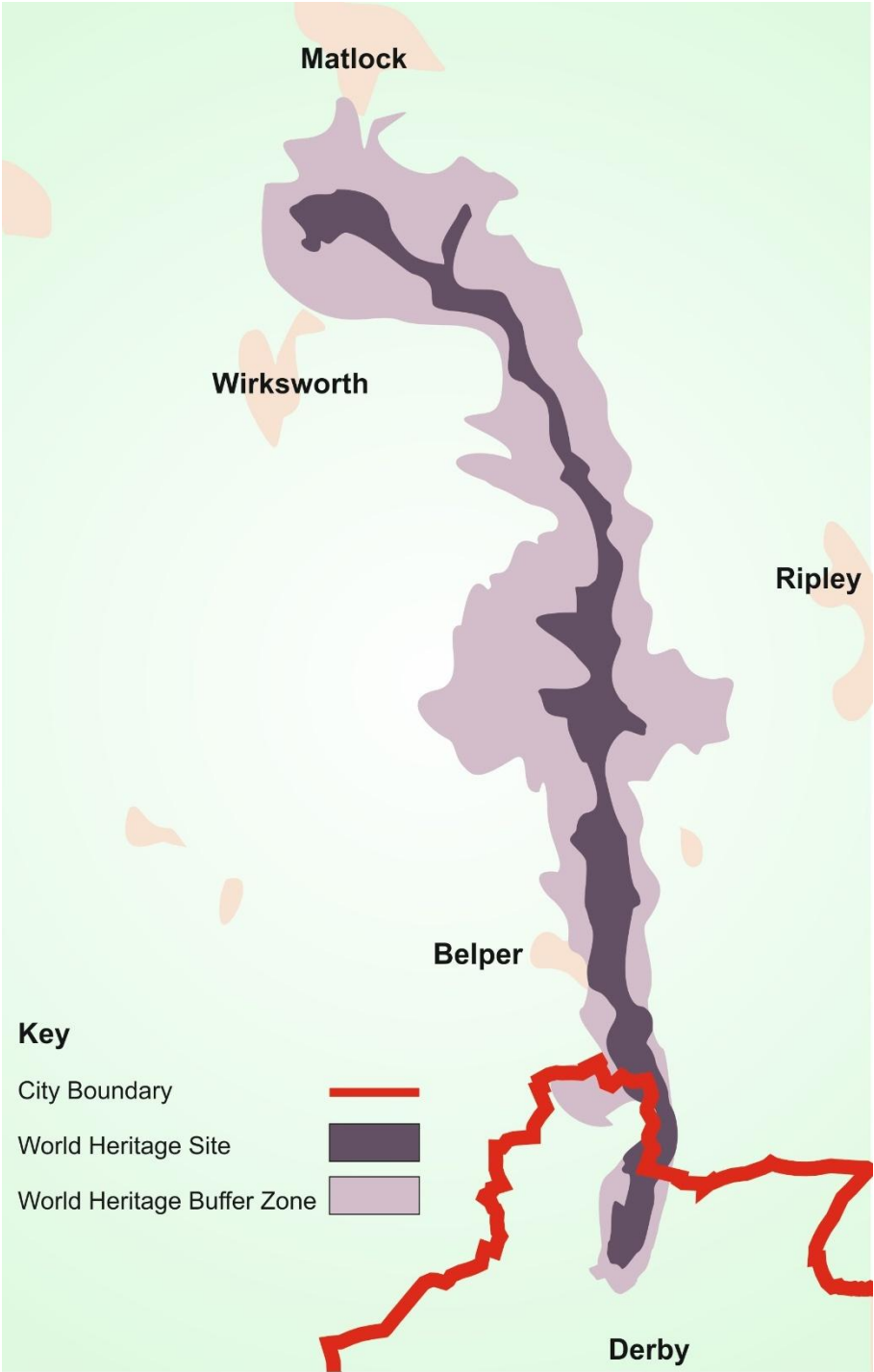


Figure 40: Extent of the Derwent Valley Mills World Heritage designation.

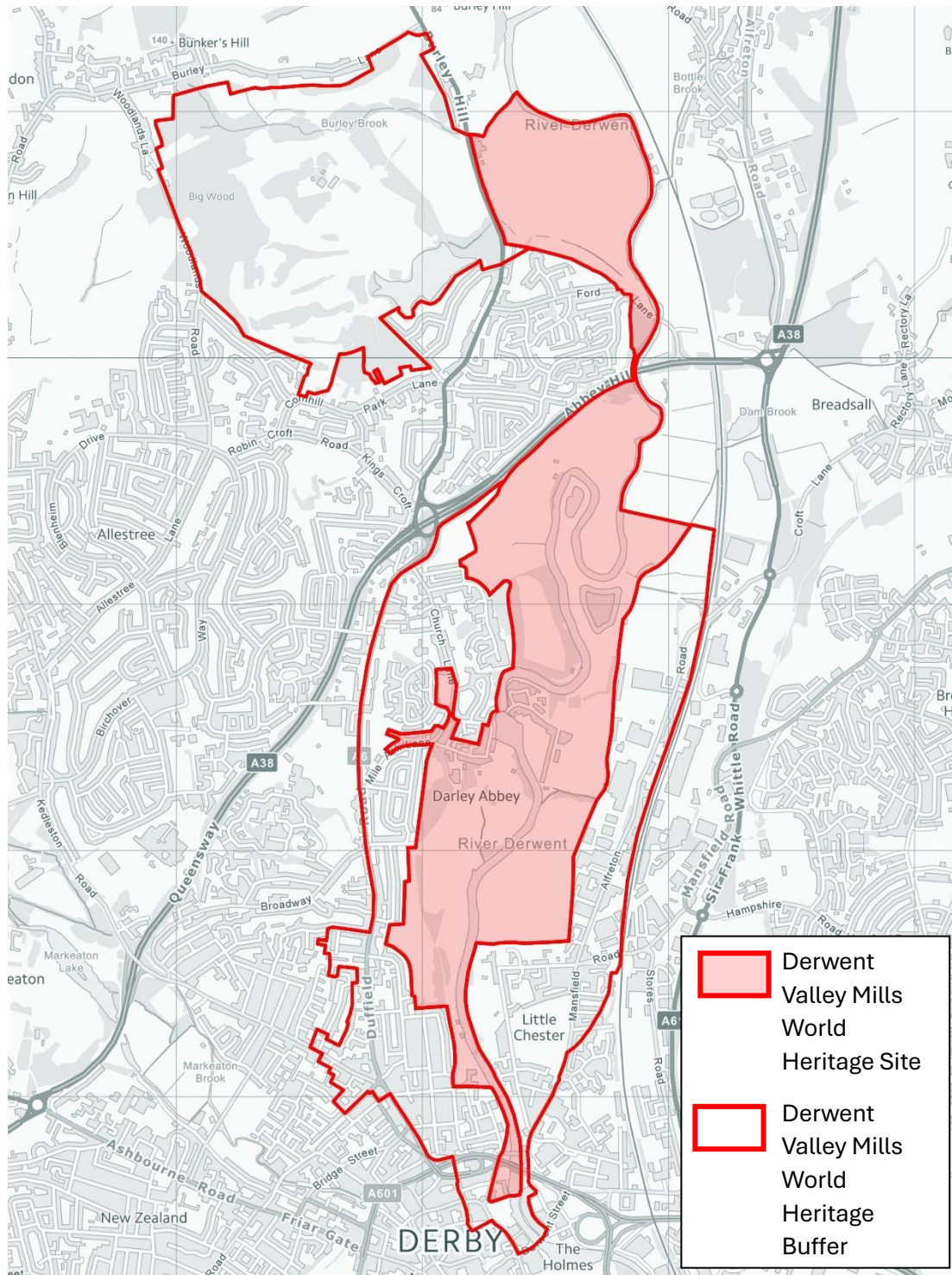


Figure 41: Derwent Valley Mills World Heritage Site and Buffer in Derby

505. The World Heritage Site stretches from the Silk Mill within Derby in the south to Masson Mill at Matlock Bath in the north. Within the City, the site also incorporates Darley Park and the Darley Abbey Conservation Area, which includes the mill complex (see Policy HE3) and factory village. The Silk Mill in Derby forms the gateway to the rest of the World Heritage Site to the north.
506. Whilst no additional statutory planning or other controls follow from the international designation, the National Planning Policy Framework (NPPF) identifies World Heritage

Sites as heritage assets of the highest significance and notes that substantial harm or loss should be wholly exceptional. The need to preserve and enhance the special character of the area should be given special regard in determining planning applications in the area. Consideration will be given to the benefits of proposals in terms of both the built fabric of the area and its economic well-being. The NPPF is also clear that planning policies and decisions must reflect international obligations and statutory requirements. The UK State Party's international obligations include to protect, conserve, present and transmit to future generations its World Heritage. Therefore, applicants proposing significant development within the World Heritage Site, Buffer Zone or of a nature likely to impact on the OUV, are encouraged to engage with Historic England at the earliest opportunity.

507. Protection and management of the Derwent Valley Mills World Heritage Site and Buffer Zone is set out in the Derwent Valley Mills World Heritage Site Management Plan, which is a material consideration in the planning process. Proposals for development within the Derwent Valley Mills World Heritage Site and Buffer Zone, or likely to affect its Outstanding Universal Value (OUV) through impacts on setting will only be approved where they conserve and wherever possible enhance the OUV. There is a need to protect the World Heritage Site from the effect of changes which are relatively minor but which, on a cumulative basis, could have a significant effect.
508. Where appropriate, the Council will require proposals to be accompanied by a Heritage Impact Assessment (HIA) consistent with the UNESCO Guidance and Toolkit for Impact Assessments in a World Heritage Context taking account of impacts of the proposed scheme, but also cumulative impacts of committed development. Further information about this can be found [here](#).
509. There are 47 monitored views within the Derwent Valley Mills World Heritage Site as a whole, including a number within the city. The views have been identified as being sensitive and requiring close monitoring to ensure that the OUV of the Derwent Valley Mills World Heritage Site is maintained and that its setting is preserved and enhanced. The location of the monitored views is available on the Derwent Valley Mills World Heritage Site website. There are also other important views that should be taken into account when considering impacts of proposals. These are identified in the Derby City Skyline and Significant Views Study, available on the Council's website. Assessment of other views may be needed dependant on the site and nature of proposals.
510. There are opportunities to better reveal the significance of the Derwent Valley Mills World Heritage Site and to improve its contribution to the economic well-being of the city through tourism for example. However, opportunities will need to be weighed against the need to maintain the integrity of the heritage asset.
511. The World Heritage Site and surrounding areas are also important in terms of their recreational and ecological value. The area includes assets such as Nutwood Local Nature Reserve and Darley Park which is a Local Wildlife Site. Proposals should protect the biodiversity value of such areas and where possible enhance their value.
512. Proposals in this location should strengthen walking, cycling, and public transport links while minimising car use and traffic impacts. Enhancing sustainable access will support the site's heritage value, improve the visitor experience, and promote a low carbon, well connected environment.

513. The Derwent Valley Cycleway is a project to create an off-road cycleway between Shardlow and Hathersage passing through the Derwent Valley Mills World Heritage Site and linking a number of significant population centres including Derby, Duffield, Belper, Cromford, Matlock Bath and Matlock. The intention is for the cycleway to be designed to follow the course of the River Derwent as closely as possible which has the benefits of ensuring a relatively flat route and providing scenic views and access to the many riverside attractions within the Derwent Valley Mills World Heritage Site.

Policy HE3: Darley Abbey Mills Complex

The Council will encourage proposals that bring vacant buildings back into use and that help to deliver the enhancements identified in the Darley Abbey Mills Regeneration Strategy, provided that they:

- a) conserve the significance of the identified heritage assets, including their setting, through sensitive repair and adaption;**
- b) maintain the historic urban form of the complex, and promote enhancement of public realm;**
- c) do not adversely impact the vitality and viability of defined centres in the hierarchy, through individual or cumulative impacts;**
- d) are acceptable in terms of flood risk, do not compromise existing flood defences and where appropriate, provide satisfactory flood and environmental mitigation and safe refuges;**
- e) prevent harm to the significance and OUV of the Derwent Valley Mills World Heritage Site, including specific monitored views into and out of the area, having regard to the provisions of Policy HE2;**
- f) prioritise sustainable transport to protect the historic character of the area and manage visitor movement responsibly.**

Applicants should provide a statement explaining conformity with the above criteria and the Darley Abbey Mills Regeneration Strategy.

Applicants are also encouraged to engage in pre-application discussions with the Council and other relevant stakeholders at the earliest opportunity, due to the sensitivities of this site.

The Council will work in partnership with the site owners to deliver enhancements identified in the Darley Abbey Mills Regeneration Strategy and Derwent Valley Mills World Heritage Site Management Plan, with the support of the Derwent Valley Mills World Heritage Site Partnership. Enhancements include the need for a new, permanent bridge linking Darley Abbey village to the mill complex, replacing the existing vehicle bridge and temporary footbridge.

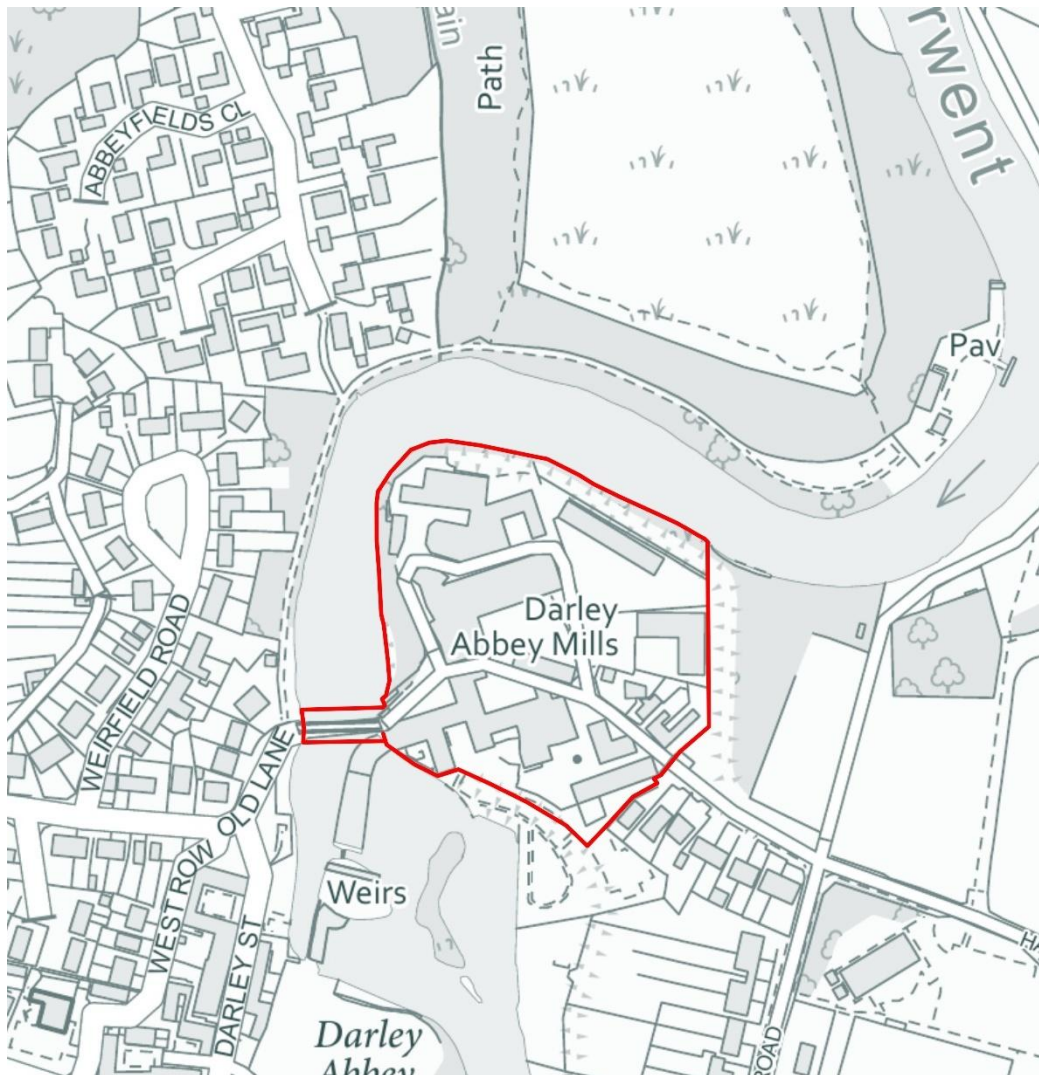


Figure 42: Darley Abbey Mills Complex

Supporting Text

514. The Darley Abbey Mills Complex is an important part of the Derwent Valley Mills World Heritage Site and also forms part of the Darley Abbey Conservation Area. The complex includes a range of listed buildings including grade I, II* and II and contains a mix of uses of a predominantly business and industrial nature, helping to define the character of the Derwent Valley Mills World Heritage Site.
515. There has been significant progress in regenerating this area in recent years, with the introduction of a range of new commercial uses that have helped to breathe new life into the buildings and secure the long-term future of heritage assets.
516. The Council supports the ongoing sensitive transformation of the area into a vibrant, mixed-use destination for business, leisure, tourism and cultural activity, making the Darley Abbey Mills Complex a flagship conservation project within the Derwent Valley Mills World Heritage Site.
517. The key consideration at the Darley Abbey Mills Complex is securing the retention, appropriate repair, restoration of lost architectural features, maintenance and continued use of the listed buildings. Therefore, the policy for this site does not exclude specific

uses from consideration and instead sets out criteria which development proposals will need to satisfy, whilst limiting impacts on their heritage significance

518. The criteria include the requirement for proposals to not undermine the vitality and viability of defined centres and be acceptable from highways, access and parking perspectives. These requirements are in place in order to restrict developments that are likely to attract a large number of car borne journeys.



Figure 43: Darley Abbey Weir looking towards the Darley Abbey Mills Complex

519. To fulfil these criteria, it is likely that proposals will need to be small-scale and could include, niche / specialist retailing, restaurants / café uses, light industry / workshops, leisure, non-residential institutions (including galleries), residential uses and hotels.
520. In considering residential proposals, the Council will have regard to the need to limit unnecessary alterations to the internal layout of the listed buildings. It is therefore unlikely that residential conversions will be acceptable for all of the buildings within the complex.
521. Applicants will be expected to provide evidence to demonstrate how development will be delivered and how the criteria listed in the Policy will be met. Applicants are strongly advised to engage with the Council at the earliest opportunity through the pre-application advice service. It is recommended that applicants also seek pre-application advice separately from Historic England and the Derwent Valley Mills World Heritage Site Partnership Team and confirm that the case can be discussed with the Council as Local Planning Authority, where necessary.
522. New built development will only be acceptable within less sensitive areas of the site or where OUV is not impacted negatively.
523. The road bridge over the river has been closed and a temporary pedestrian footbridge has been installed, linking the Mill Complex to Darley Abbey village. A more permanent solution will be required to support the continued successful regeneration of this internationally important asset. The Council will work with stakeholders to ensure that this important link is provided.
524. Proposals in this location should strengthen walking, cycling, and public transport links while minimising car use and traffic impacts. Enhancing sustainable access will support

the site's heritage value, improve the visitor experience, and promote a low carbon, well connected environment.

Policy HE4: Listed Buildings and Locally Listed Buildings

The Council will have special regard to the desirability of preserving the significance of listed buildings, including their setting and any features of special architectural or historic interest. The Council will seek to avoid or minimise harm to listed buildings in the first instance.

The Council will support proposals for alterations, extensions and other changes to listed buildings where the following criteria are met:

- a) The essential form, character and special interest of the building are maintained, and the historic interest of the building and its setting are not adversely affected;**
- b) Its architectural features, both internal and external, are preserved intact, including those within the curtilage;**
- c) The proposed development is of an appropriate design in terms of massing, scale form, proportion, details, colour and materials which is appropriate to the listed building and its context;**
- d) An alteration, extension or new use can be demonstrated to be in the interest of the long-term survival of the building;**
- e) Where an extension is proposed, it should be designed to complement the character of the building, be generally subservient in scale and of a suitable form, material and detailed design; and**
- f) The development is located in a way which respects the setting and form of the listed building and respects its relationship to surrounding buildings, features, street scene or skyline and does not otherwise impair important views of and from the building.**

Substantial harm to a Grade II listed building is unacceptable other than in exceptional circumstances. Substantial harm to a Grade I or II* listed building is unacceptable other than in wholly exceptional circumstances. Permission will not be granted if there is substantial harm which cannot be mitigated to less than substantial harm through the planning process. Clear and convincing justification that harm is necessary to achieve substantial public benefits will be required to outweigh harm.

In cases where there would be less than substantial harm to the significance of the designated heritage asset, the harm should be minimised as far as possible, have a clear and convincing justification and the resulting harm be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use. Less than substantial harm can be a reason for refusal.

Buildings and structures of local importance

The Council will maintain and update a list of buildings and structures of local importance. It will seek to preserve these buildings and will encourage their retention, maintenance, appropriate use and repair and restoration.

In considering proposals impacting on locally important buildings and structures, the Council will not generally support development which would harm their significance as a result of:

- g) Demolition or partial demolition of buildings or structures of local importance unless replaced by development of equal or better quality
- h) Adverse impacts upon the character, form and fabric of buildings and structures of local importance, through for example, inappropriate alteration or extension or would remove or mask major features of interest; or
- i) Detrimental impacts on the setting of the building or structure or damage traditional boundary treatments, floor space materials or other features.

Proposals involving demolition of all or part of a listed building or locally important building or structure, will be expected to demonstrate that all reasonable alternatives to demolition have been considered and found to be unrealistic. This should include consideration of all of the following:

- j) the nature of the heritage asset prevents all reasonable uses of the site; and
- k) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- l) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- m) the harm or loss is outweighed by the benefit of bringing the site back into use

Applications for change of use of listed buildings and locally important buildings and structures, will be expected to demonstrate that proposals will contribute to their conservation in a manner which preserves or enhances their significance, architectural and/ or historic interest.

In considering such applications, the Council will seek to secure the retention, restoration, maintenance and continued use of the buildings or structures. In achieving this, the Council will consider the original use as a first option for the building. If it is demonstrated that the original use is not viable or no longer appropriate, alternative uses that are compatible with the building will be considered.

Supporting Text

525. Listing a building identifies and celebrates a building's special architectural and historic interest and also brings it under the consideration of the planning system, so that it can be

protected for future generations. This policy applies to the consideration and determination of the full range of planning applications including, listed building consent and advertisement consent.

526. Significant planning controls are carefully exercised over development involving the alteration or loss of a listed building or land in its curtilage. Most new development affecting a change of use, the exterior of a listed building or within the curtilage of a listed building requires planning consent. Works affecting the interior or exterior of a listed building, curtilage building or structure, normally require listed building consent. A comprehensive description and list of all listed buildings and other nationally designated heritage assets is set out on Historic England's website although these do not identify the extent of listing (which cover anything attached or anything within the curtilage not attached which meets certain criteria) as defined in the Planning (Listed buildings and Conservation Areas) Act 1990.
527. The NPPF states that, when assessing development that could affect a heritage asset, such as a listed building, consideration should be given to the asset's conservation since insensitive alterations can harm its significance.
528. In considering applications relating to a listed building the Council will, therefore, require that proposals do not have a detrimental effect upon the building's integrity and character or its setting. When both listed building consent and planning permission are required, it is recommended that both applications are submitted to the Council at the same time, this will allow the full impact of alterations or development to be assessed.
529. The Council will require all applications that include the alteration, extension and repair of a listed building to minimise the loss of its historic character and the scale, materials, intricate design details and structure of the building should be respected. When larger alterations (such as extensions) are proposed, it is vital that they are justified and if acceptable in principle, they should be carefully located to minimise negative impacts, create a balance with the rest of the building and not altering views adversely. Alterations should not remove or hide original features or result in a significant removal of the buildings historic fabric.
530. The setting of a listed building is often linked to its character, and its gardens, grounds, appearance and layout are vital to the overall experience of the design of the building. The open space and curtilage structures of the listed building, including hedges, walls, trees and buildings, can form intrinsic parts of its setting.
531. The conservation of heritage assets requires a holistic approach to understand how development can impact on their significance and how they can be viewed. The setting of heritage assets can directly impact on their significance. The NPPF requires local authorities to identify and assess the particular significance of any heritage asset that may be affected by a development proposal and requires them further to secure the enhancement of such an asset where possible.
532. Historic buildings add significant value to the character and appearance of the built environment. Keeping historic buildings in good repair and, where possible, in use, is the key to their preservation. The vast majority remain in beneficial use and are well-maintained. Sometimes, however, they become redundant, vacant and neglected. Decay sets in and without timely action they become at risk of permanent loss, both of their own

historic fabric and to the character of the neighbourhoods of which they are irreplaceable components.

533. The Council will take enforcement action against unauthorised and unacceptable works to listed buildings, in line with Policy GD8. Poorly designed additions and alterations to listed buildings, or poorly sited development close to these heritage assets, can damage the historical significance of a building and damage its special interest and value. Even minor repairs and alterations can significantly affect a heritage asset or its setting if carried out insensitively. This includes alterations to the exterior and interior since both are included under listed building designation as is anything attached and any structure of building within the curtilage as defined within the Planning (Listed Buildings and Conservation Areas) Act 1990.
534. Buildings and structures of local importance have been identified as having a degree of significance meriting consideration in planning decisions. They are of historic or architectural merit but do not benefit from the same protection as nationally listed buildings. Locally important buildings and structures are protected locally by planning policy. Designation is about recognising what gives the building its special interest and then managing its future. Good management of locally listed buildings can lead to better neighbourhoods, so decisions should ensure that their special character is protected and enhanced.
535. The need to secure the retention, restoration and long-term viability of historic buildings is an important factor in assessing planning applications.
536. National Policy and Guidance advises on the best way of securing the upkeep of historic buildings and areas, this is usually through keeping them in active use, which is usually the use for which the building was designed.
537. However, the Council recognises that the upkeep of historic buildings will depend very much on the continued economic viability of their use. This viability may depend on securing a new use for the building. It may also mean taking a flexible approach to other issues. Consideration may, for example, be given to varying normal development control criteria, for example, parking provision, in the interests of achieving conservation objectives. It is, however, important that new uses do not themselves prejudice or undermine other policies of the Plan, conservation objectives or adversely affect the surrounding area.
538. The Council will, exercise its statutory planning powers to enforce the proper upkeep, maintenance and repair of listed buildings in the interests of the community as a whole in accordance with Policy GD8.

Policy HE5: Conservation Areas

The Council will support development in Conservation Areas where it will preserve or enhance its special character or appearance and avoids or minimises harm.

Applications affecting a Conservation Area should identify the significance of any heritage assets within the Conservation Area and provide a clear justification for proposals and why the development is considered appropriate.

The Council will expect proposals (including change of use and conversions) to:

- a) reinstate original features and elements to add to the heritage asset's significance where these have previously been lost;
- b) remove modern additions or modifications to reveal the significance of any heritage asset. This could include the removal of cladding, paint from brickwork, non-original style windows, non-original doors, satellite dishes or other equipment;
- c) use the heritage asset in a way which complements its Conservation Area significance;
- d) support appropriate physical and economic revitalisation of the Conservation Area.

The Council will require traditional shopfronts and associated features which contribute to the character of a conservation area to be retained and repaired as part of any development proposal.

Development will not be supported where:

- e) it would harm the significance of the Conservation Area, including its essential features such as the relationship or appearance between buildings, the arrangement of open areas and their enclosure, grain, or significant natural or heritage features;
- f) the design of development proposals, including building height, density, mass, layout, proportions, materials, landscaping or boundary treatments would not respect the character or appearance of a Conservation Area;
- g) the development would not be in keeping with the Conservation Area in terms of negatively impacting its setting or would impair views of the area; or
- h) a proposed use of land would adversely affect the character, appearance or environment of a Conservation Area or its setting.

Proposals for development that would result in the demolition, alteration, of buildings that make a positive contribution to the character and appearance of a Conservation Area, and its significance will only be supported in exceptional circumstances. Development proposals must be of clear quality which preserve or enhance the character or appearance of the Conservation Area and its significance.

Planning applications will be subject to conditions or a planning obligation to ensure that demolition does not take place until a development agreement or equivalent arrangement has been signed. Where in exceptional circumstances permission is granted for the demolition of structures of historic interest, the Council will seek to ensure that provision is made for an appropriate level of building recording to take place prior to demolition.

Supporting Text

539. These are areas of special architectural or historic interest, the character of which it is desirable to preserve or enhance. When defining a Conservation Area it is the special architectural or historic interest of the whole area, rather than the merits of individual buildings and features, that is important. Conservation Areas are an important component of Derby's built environment from both an architectural and historic viewpoint
540. The Council has a duty under Section 69 of the Planning (Listed Buildings and Conservation Areas) Act (1990) to designate as Conservation Areas any areas of special architectural or historic interest the character and appearance of which it is desirable to preserve or enhance.
541. To date sixteen conservation areas have been designated and each of these make a valuable contribution to the city as an attractive place to live, work and visit. These areas are defined as heritage assets in their own right.
542. The sixteen Conservation Areas (at the time of publication) are:
- City Centre
 - Friar Gate
 - Green Lane and St Peter's
 - Railway
 - Arboretum
 - Little Chester
 - Strutts Park
 - Hartington Street
 - Highfield Cottages
 - Leylands Estate
 - Nottingham Road
 - Darley Abbey
 - Mickleover

- Spondon
 - Allestree
 - Markeaton
543. There are extra controls imposed on development in these areas. Permission is required to fell most trees whether or not they are covered by a Tree Preservation Order. Consistent with its statutory obligation to make sure that Conservation Areas are preserved or enhanced the Council has established locally applicable principles that will be applied to all applications in these areas, as set out in the policy. It is important that development both within and outside of a Conservation Area does not harm the significance, character or appearance of the Conservation Area by impacting on its setting, important views and groups of buildings from inside or outside the boundary.
544. The character of Conservation Areas is rich and varied and each area requires a sensitive but differing approach to ensure that future change preserves and enhances the area's role and character.
545. To determine the effect of any new building in a Conservation Area, the Council will require the submission of detailed plans and will not ordinarily support an application for outline planning permission. The Council will expect applications to be accompanied by a design and access statement and a heritage statement, including specific consideration of heritage impacts.
546. Many of Derby's Conservation Areas are covered by directions under Article 4 of the Town and Country Planning (General Permitted Development Order 1995) (GPDO). Under an Article 4 direction the property owner is required to apply for planning permission to carry out works, such as replacement of windows, doors or roofing, which are normally 'permitted development' under the GPDO. The City Council's online mapping system indicates the extent of Article 4 directions.
547. National Policy advises that there should be a presumption against the demolition of buildings that make a positive contribution to the character and appearance of Conservation Areas. All applications where part or full demolition or alteration is proposed to any heritage asset will require weighing up of harm against the public benefits of the proposal and be appropriately recorded beforehand in accordance with national policy.
548. If a scheme is being considered for approval, an appropriate detailed development agreement and phasing should be agreed before demolition, so that all efforts are made to ensure that sites do not remain in a vacant undeveloped state for any significant period.

Policy HE6: Archaeology and Scheduled Monuments

The Council will seek to ensure that the significance of archaeological heritage assets, including Scheduled Monuments is preserved and enhanced, recognising the positive contribution that archaeological assets (both designated and undesignated) make to Derby's local character and to the sense of place and identity of its communities. Harm to archaeological heritage assets should be avoided and minimised.

Proposals affecting Scheduled Monuments, within the Archaeological Alert Areas (as defined on the Policies Map), or other areas of archaeological potential where the Council considers that a proposed development may impact remains of archaeological significance, applicants will be required to provide the results of an archaeological assessment before the planning application is determined, to enable an informed and reasonable planning decision to be made. The archaeological assessment may comprise archaeological desk-based assessment, field evaluation or other investigative techniques as appropriate, undertaken in accordance with a written specification agreed with the Council. The applicant will be required to consult the Derbyshire Historic Environment Record (HER), which is the primary source of historic environment data for Derby City.

Consideration of planning applications will start from the presumption that the significance of archaeological assets will be conserved or enhanced, whether designated or undesignated. For nationally important archaeological remains this will mean physical preservation in situ in the vast majority of cases.

Where development proposals are in conflict with these aims, the archaeological assets will be a material consideration and will be weighed in the planning balance according to their significance, against benefits of the proposed development (public benefits in the case of designated archaeological assets). In the case of substantial harm to nationally important archaeological assets, a wholly exceptional level of public benefit would need to be demonstrated.

Where, following an archaeological assessment, the Council considers that development impacting on archaeological heritage assets should proceed, , conditions may be imposed, or developers required to enter into legally binding agreements with the Council, to secure an appropriate programme for the investigation and recording of archaeological remains prior to and/or during development, and for the information gathered to be made publicly accessible through subsequent analysis, publication, dissemination and archiving of results.

Supporting Text

549. Archaeological remains and their settings are an important part of Derby's heritage. There are seven Scheduled Monuments which are protected by law. Many unscheduled remains are also of national or local significance and will be protected from loss or damage wherever possible.

550. Archaeological Alert Areas have been drawn around those areas which current research suggests are of high archaeological potential. Proposals within these areas should be accompanied by an archaeological assessment and mitigation strategy. Where the Council has good reason to believe that important remains exist outside of Archaeological Alert Areas, an archaeological assessment and mitigation strategy will also be required. The Council will require archaeological evaluation to be carried out prior to the determination of planning applications to help inform the decision-making process.

Policy HE7: Historic Parks, Gardens and Designed Landscapes

The Council will seek to secure the retention, restoration, maintenance and continued use of historic parks, gardens and designed landscapes and will ensure that their significance, including their associated features and settings are preserved and enhanced.

The Council will:

- a) resist development which would adversely impact their special character and historic interest, result in the loss of, or damage to, their form and features or harms their relationship with any buildings with which they are historically linked;**
- b) seek to conserve their landscape and architectural features;**
- c) resist development which would impair direct / indirect views to and from these sites and their wider setting;**
- d) encourage the restoration of original layout and features where this is appropriate and based upon thorough research and understanding of the historical form; and**
- e) where necessary, require development that potentially impacts Historic Parks and Gardens to be supported by a Heritage Statement and Landscape and Visual Assessment.**

Permissions may require development to be carried out in a particular way to retain significance, or for other measures to be taken to limit impacts. Where the need for development is considered to outweigh the need to preserve the feature, developers will be required to ensure that any impacts are minimised, and that proper recording takes place.

Supporting Text

551. These are sites which have been assessed to be of particular significance, in terms of their special historic interest. The register of historic parks and gardens includes gardens, parks, grounds and other landscapes and open spaces. The register focuses on the interest of the designed landscape, rather than on planting or botanical species. The aim is to protect not just the quality or design of the landscape, but also its relationship to any buildings which are historically linked.

- 552. Derby currently has three sites identified on the Historic England Parks and Gardens Special Historic Interest Register. The Arboretum, which was the first public park in the country is registered as grade II*, whilst Nottingham Road and Uttoxeter Road cemeteries are grade II.
- 553. Any development both within and close to these sites should aim to preserve the setting of these historic parks and gardens so that they can continue to be enjoyed by future generations.
- 554. There are also historic parks and gardens located just outside of the city boundary, for example, at Kedleston Hall and Elvaston Castle. The Council will seek to ensure that development within the city avoids or minimises harm to the setting of heritage assets located just outside of the city boundary, in line with Policy HE1.
- 555. The aim is to protect not just the quality of the landscape, but also its relationship to any buildings which are historically linked.

556. Addressing climate change is a key priority when considering Derby's future growth and development. Although a global issue, the impacts of climate change have already begun to be felt within Derby through the increasing frequency and intensity of extreme flooding and extreme temperature events. These events put increased pressure on infrastructure and public services, leading to a disproportionate effect on the most vulnerable within our society.
557. Derby City Council declared a climate emergency in 2019. The second Climate Change Action Plan 2025-2027 was adopted in November 2024, setting 35 interventions the Council aims to accomplish to achieve the ambitious target of reaching net zero by 2035. Adopting a suite of Local Plan policies aimed at reducing carbon emissions, mitigating against climate change impacts and promoting green solutions supports Action 31 of this strategy.
558. Climate change is a diverse and interconnected issue that encompasses a wide range of environmental, economic and social challenges. It includes not only rising global temperatures and carbon emissions, but also related impacts such as air pollution, increased flooding and storm events, biodiversity loss, food security and energy use. This breadth emphasises how climate change is not a single issue but a complex network of interdependent factors that must be addressed holistically.
559. This chapter sets out the planning policy approach to support the city's response to climate change by managing flood risk, encouraging sustainable design and construction, and promoting the use of renewable and low carbon energy. It should be recognised that various other aspects of climate change, such as promoting sustainable transport, and retaining the embedded carbon in existing buildings, including heritage assets, are explored in greater detail throughout different chapters of the Local Plan; therefore, the document should be read as a whole to fully understand the integrated approach.

Policy CL1: Flood Risk and Water Management

In areas at risk of flooding, from any source, all proposals for development must follow the sequential test by demonstrating why the proposal cannot be located in an area of lower flood risk. When considering compliance with the sequential test, the Council will take account of the availability and suitability of alternative sites and where appropriate, apply the exception test in line with national policy.

In areas of flood risk, development must be flood resilient and resistant, unacceptable harm must not be caused to people or property through flooding and development must not lead to an increased risk of flooding elsewhere.

Applicants will be required to demonstrate, where necessary, through an appropriate Flood Risk Assessment (FRA) at the planning application stage, that development proposals will not increase flood risk on site or elsewhere. New development should

seek to reduce the risk of flooding and will be required to include or contribute to flood, resilience, mitigation, compensation and/or protection measures to manage flood risk associated with or caused by the development. Unless appropriate alleviation or mitigation measures are included, planning permission will not be granted.

Where physically feasible, development adjacent to a watercourse should be set back by 10 metres from the top of the bank to provide an appropriate buffer to allow for biodiversity enhancement, access and maintenance.

Where physically feasible, development adjacent to flood defences should not encroach within 10 metres of the defence to enable access, maintenance and any future climate change uplift these defences may require. Development adjacent to the Our City Our River Flood Defences will be considered against the requirements of Policy CL2.

Creation of flood resilience schemes on open space will be supported, provided that the proposal does not adversely impact on the primary function of the open space.

The use of Sustainable Drainage Systems (SuDS) will be required in all new major developments and encouraged in all new minor developments unless it is demonstrated to be inappropriate to do so. SuDS which provide multi-functional benefits, such as by enhancing biodiversity or GI links, will be supported. The Council will seek to ensure that water run-off is directed to areas where it does not cause harm to people or property. All new developments should give priority to the use of Sustainable Drainage Systems.

Where possible, development should follow the drainage hierarchy:

- a) into the ground (infiltration);
- b) to a surface water body;
- c) to a surface water sewer, highway drain, or another drainage system;
- d) to a combined sewer.

Sustainable drainage should be designed to reduce the flows from a site to the greenfield rate regardless of whether the site has already been developed. Preference should be given to above ground measures such as ponds and swales and there may be opportunities to associate these with green and blue infrastructure (Policy EN1).

Development proposals should comply with the Water Framework Directive by contributing to the objectives of Severn Trent's Water Resource Management Plan, by not adversely affecting water quality and should, where possible, seek to improve water quality unless it can be demonstrated that this would not be technically feasible.

Development proposals should not enclose existing watercourses where this is not already the case, unless there are compelling reasons to do so; and should, where

possible, remove existing culverts and re-naturalise existing river channels, unless to do so would increase flood risk or result in other environmental harm.

Supporting Text

560. There are varying levels of risk of flooding in the city, and the Council will ensure that development is located in areas with the least risk and development in Flood Zone 3 will only be acceptable if it is safe and does not increase flood risk. However, to achieve the Council's strategic social, economic and environmental objectives, development will sometimes need to take place in areas which are at higher risks of flooding. In these cases, when development takes place, action must be taken to protect people and property from harm. The Council will apply the sequential and exception tests when considering developments in areas of flood risk, in line with national policy.



Figure 44: Flooding in the City Centre, February 2022

561. Watercourses for the purposes of this policy are Main Rivers which are rivers designated by the Environment Agency and Ordinary Watercourses, which are other rivers.
562. Development adjacent to watercourses can cause problems if there is insufficient space to construct flood risk management measures or to be able to adequately access watercourses for proper maintenance. In order to achieve this, a separation distance of at least 10 metres will normally be required, free from built development, parking areas and private gardens. Exceptions may be made where there are site constraints or physical limitations such as existing development, existing infrastructure, topography or legal boundaries. Where a watercourse runs through a proposed development, a buffer should be provided on both banks. New development on previously developed sites should seek to reinstate a buffer zone wherever feasible. As well as allowing for maintenance, such areas can reduce sediment entering the water course, provide scope for re-meandering the river and may provide biodiversity opportunities through natural or seminatural habitat

creation and for passive recreation. They can also provide for active travel links in appropriate cases. Where relevant, there should be a long-term landscape and ecological management plan for this buffer.

563. The Council has prepared Strategic Flood Risk Assessment (SFRA) which indicates areas of Derby which are at risk of flooding from the various watercourses in and around the city including the River Derwent. The sequential and exception tests have been applied to relevant allocations. It is important that all efforts are taken to locate development, particularly that involving housing and habitable buildings, in areas which are unlikely or less likely to flood.
564. Where reasonably practicable development proposals should incorporate Sustainable Drainage Systems (SuDs) to manage surface water run-off. SuDs should be designed to provide effective drainage; to take account of the likely impacts of climate change and the likely changes in impermeable area; to ensure pollution is controlled; and to enhance water quality and existing habitats and create new habitats where practicable. Proposals for major developments should assess the incorporation of a sustainable drainage scheme into the development at the earliest site-planning stage.
565. Ciria has produced a free SuDS Manual (reference number C753) which provides information on the latest research, industry practice and guidance on delivering SuDS in new development. Natural England's Planning and Design Guide also contains information about using green infrastructure assets to best effect in SuDs.
566. Careful construction, design and layout before and during development should be encouraged so that water can also be directed to areas where it will cause less harm. This may mean directing water to existing watercourses which have capacity to take it or by directing the water to greenfield locations to soak away. It is also important that in designing and laying out developments, regard is had to the need to provide and retain access to watercourses, especially for maintenance purposes.

Policy CL2: Our City Our River (OCOR)

Developers of sites within the defined OCOR area should engage with the OCOR programme at the earliest opportunity and work collaboratively with the Council and the Environment Agency to ensure that the objectives set out in in this Policy are achieved.

To successfully deliver the OCOR programme, the Council, alongside other relevant stakeholders will:

- a) ensure that development lying within the OCOR area (as defined on the Policies Map) does not prejudice the implementation of:**
- b) improved and realigned flood defences;**
- c) realigned flood conveyance corridors;**
- d) other benefits associated with the OCOR programme;**

- e) require all new flood defences to be sympathetically designed taking account of the visual, historic and archaeological sensitivity of the River Derwent Corridor.**

Where appropriate, the Council will also:

- f) require development proposals within the OCOR area to implement the OCOR programme, by incorporating the required flood defences into their design and through the provision of the new defences, necessary to facilitate development;**
- g) seek to enter into legal agreements to secure the provision and maintenance of new defences from developers of proposals within the identified area;**
- h) require development proposals within the OCOR area to enable access to the flood defences for essential maintenance and inspection purposes;**
- i) require development proposals to provide appropriate environmental enhancements to mitigate and / or compensate for the environmental impacts of new flood defences, necessary to enable development.**

In addition, the Council will:

- j) seek opportunities to provide environmental enhancements along the River Derwent Corridor, including enhancements to green infrastructure and biodiversity networks and opportunities to provide new public realm, including public art where it will contribute towards placemaking;**
- k) seek opportunities to incorporate active travel infrastructure to enhance accessibility, create safer and more attractive routes, and maximise the wider benefits of investment in flood resilience.**

Supporting Text

567. Reducing overall flood risk is the key to unlocking the potential of the River Derwent Corridor and re-establishing the relationship between the city and the river. The OCOR programme is a major flood alleviation scheme that will reduce overall flood risk within the River Derwent Corridor and facilitate the regeneration of key riverside sites.
568. To allow key riverside development sites to be developed, some of the existing flood defences will need to be set back from their existing positions to create a wider corridor to allow conveyance of water through the city during extreme weather events. Land within the flood defences will form the River Derwent's functional floodplain. Therefore, development on the river side of the defences should only be essential infrastructure or water compatible, in line with national policy. This will enable the creation of a high-quality river corridor that makes the most of the river corridor's recreational, tourist and waterside potential, utilising its rich cultural and natural heritage. It will also create significant opportunities for new businesses, investment and city living associated with the river.

569. The Council, in partnership with the Environment Agency (EA) has prepared and adopted a programme of work / masterplan to help guide development within and around the new corridor. In working to help deliver the new corridor, the Council will seek to ensure that regeneration opportunities are maximised, and that land is developed in a manner that integrates new development into the corridor whilst helping to improve overall flood resilience.

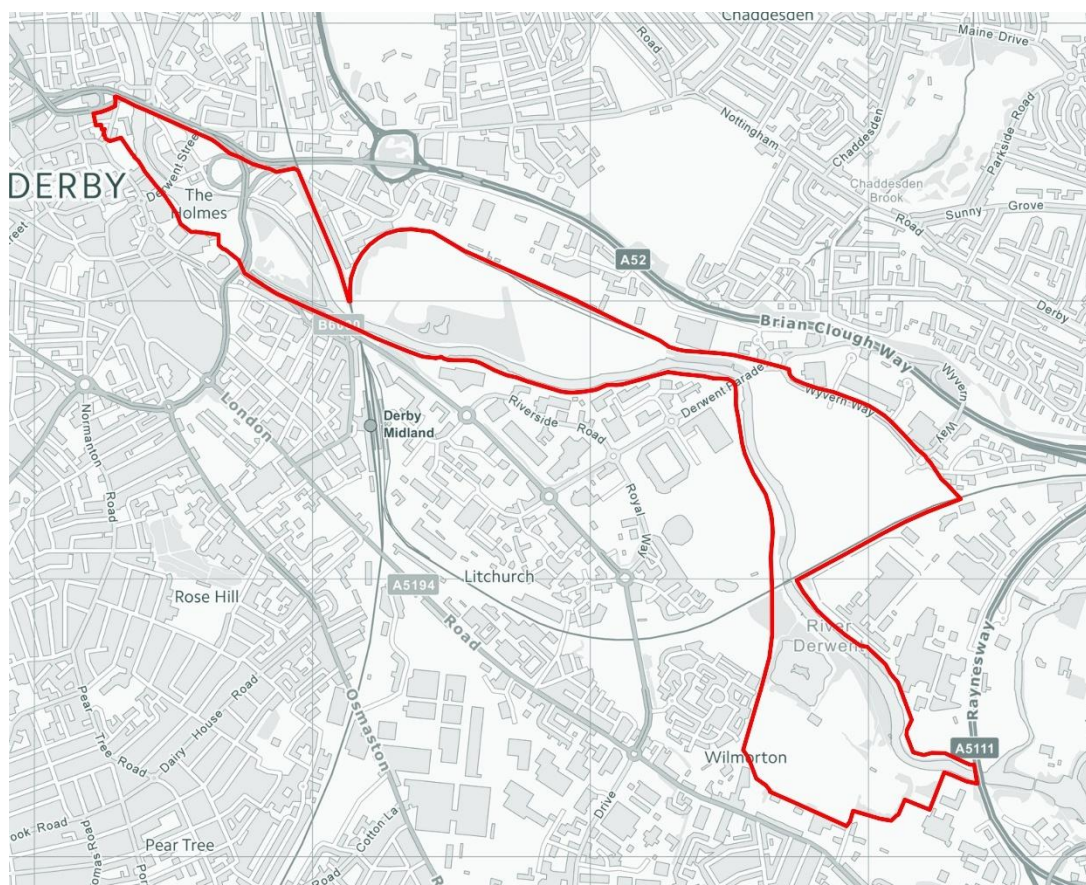


Figure 45: Location of OCOR Packages II and III

570. Package I works have already been delivered, covering the area between Alfreton Road Industrial Estate in the north and Sowter Road in the south, covering areas such as Darley Fields and City Road. Package II works cover the area from St Mary's Bridge in the north, to Derby Junction Railway bridge to the east, taking in large parts of the City Centre, including the Derby Riverside Regeneration Area (see Policy CC11). Package II works are funded and commenced in late 2025.

571. Whilst the Council has made a commitment to securing a significant proportion of the funding required to complete the OCOR programme, developers of key riverside sites that require the delivery of the OCOR programme to enable development, will be required to design the improved and realigned flood defences into the layout of new developments, and where necessary provide the new defences in line with the OCOR programme. The Council acknowledges that this may impact upon the viability of development sites, and therefore developers of key riverside sites are encouraged to engage with the OCOR programme at the earliest opportunity. The Council and EA wish to work collaboratively with developers to ensure that the OCOR programme is delivered in a cost-effective manner.

572. In some circumstances, the Council and the EA may need to enter into legal agreements to secure the provision of improved and realigned flood defences, but also to ensure that defences are maintained, particularly where defences form an integral part of the design of a development.
573. It may also be appropriate in some circumstances for developers to provide environmental mitigation and compensation, particularly where the provision of improved and realigned flood defences that are required as part of the development of a site would lead to impacts on green infrastructure, biodiversity and / or townscape.
574. Delivery of the OCOR programme will provide opportunities to enhance the riverside environment as well as creating new leisure and recreational uses which will link in with the City's existing green network. It will also create a focus for outdoor entertainment and tourism related development, especially where these can be integrated within the City Centre or existing green open spaces within the corridor. The Council will actively seek opportunities over and above those required for mitigation and compensation, to further enhance the environmental quality of the river corridor. This will include enhancements to green infrastructure, biodiversity and townscape, particularly through the provision of new and enhanced public realm, public art, and opportunities to enhance the understanding and interpretation of heritage assets.
575. Development within the corridor must also accord with other relevant plan policies, particularly in relation to delivering high quality design, placemaking and protecting heritage assets.

Policy CL3: Sustainable Design & Construction

All development proposals shall support Derby becoming net zero carbon by 2035. Major development proposals will be required to demonstrate how they have implemented, in a Sustainability Statement, the principles and requirements set out in this policy.

The Energy Hierarchy

All proposals should embed the Energy Hierarchy within the design of buildings by prioritising fabric first, orientation and landscaping to minimise energy demand for heating, lighting, and cooling. All proposals should consider opportunities to provide solar PV and energy storage.

New Development

New build residential development should ensure that the design and layout of the development mitigates greenhouse gases through plot and block orientation. While building orientation can contribute to passive heating and the deployment of solar PV, it is important to consider the potential for over-heating. Designs should therefore also consider the need for shading, ventilation, and cooling. Further guidance on sustainable design is contained in Derbyshire County Council's Climate Change and Planning Guidance document.

New build residential development should meet the fabric energy efficiency required under Part L of the Building Regulations and Future Homes Standard (or subsequent iterations). Acceptable proposals which go further than this would be supported.

Existing Buildings

The Council will support appropriate retrofit measures to existing buildings where they secure energy efficiency improvements or climate adaptation measures. Interventions should follow the energy hierarchy set out in the supporting text below.

A whole building approach should be taken to the retrofitting of traditional buildings, including heritage assets, whereby applications will need to demonstrate how the following principles have been embedded in the design:

- a) How the choices on interventions have been informed, which includes a methodical assessment of the building's heritage significance, the options looked at, and a Heritage Impact Assessment of those options submitted to identify those with the least negative impact on the assets heritage significance, the assets current performance in terms of energy efficiency and climate risk, its use (now and in future), its context, and the selection of suitable sustainable materials;**
- b) How any harm to a heritage asset has been minimised and mitigated as much as possible, through careful design choices to conserve the design, character, appearance and historical significance of the building.**

Energy Assessments

All new major residential development and major non-residential development proposals are required to submit an energy assessment, while minor non-residential development proposals are strongly encouraged to provide one.

Water Efficiency

Where viable, all new dwellings should achieve the Optional Technical Housing Standard of 110 litres per day per person for water efficiency as described by Building Regulation G2. Proposals which go further than this would be supported.

Rainwater harvesting or other methods of capturing rainwater for use by the residents (for example, water butts) will be required for all residential development, where technically feasible.

Supporting Text

576. It is expected that developers will implement the energy hierarchy throughout the design and construction processes. The highest priority prevents unnecessary energy usage by eliminating both energy waste and usage, while the most unacceptable solution is to continue using conventional fossil fuels.

577. For all existing buildings which are not designated heritage assets, or within the setting of a designated heritage asset, measures that have been used to secure demonstrable energy efficiency and/or climate adaptation improvements, particularly where this is in line with a whole building approach, will be supported unless other policy/material considerations would make them unacceptable.

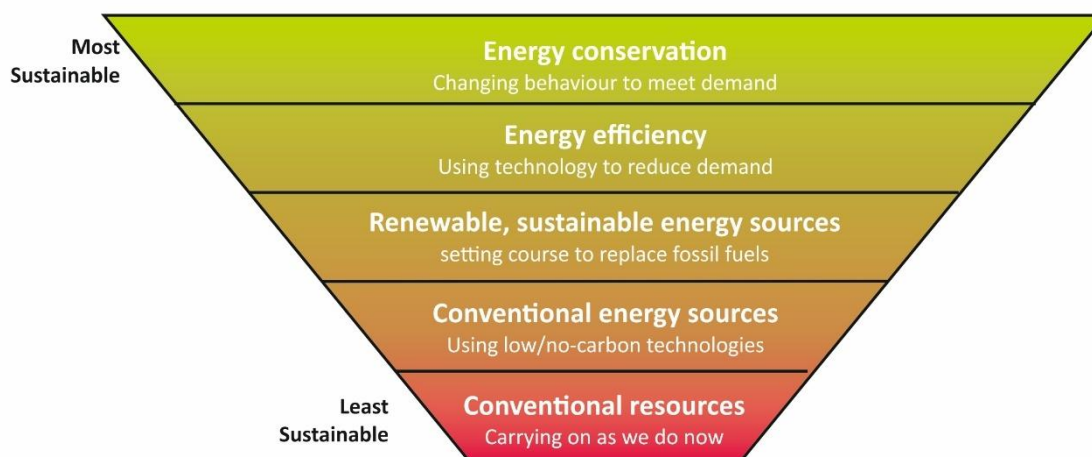


Figure 46: The Energy Hierarchy

578. Heritage assets, such as listed buildings and locally listed buildings need to be carefully thought about when retrofitting measures are introduced. It is recommended that retrofitting projects are undertaken as part of a ‘whole building approach’. This means that retrofit improvements are informed by an assessment of how the entire building and the different materials that it is comprised of currently performs, considering issues such as air quality, moisture movement and ventilation. Fabric improvements and other upgrades are then selected that complement each other in order to ensure the best results for the long-term sustainability of the building and health of occupants. This can also help to avoid problems of maladaptation, whereby improvement projects can have unintended, negative consequences (such as excessive moisture build-up, or inadequate ventilation). The Sustainable Traditional Buildings Alliance have published an online tool which may help applicants understand the implications of retrofit measures on heritage assets. Other websites which may be helpful in determining the impact climate change measures could have on heritage assets include the Heritage Energy Efficiency Tool developed by Oxford City Council and the Retrofit Guidance Wheel developed by the Sustainable Traditional Buildings Alliance.
579. Within the Derwent Valley Mills World Heritage Site (DVMWHS), its buffer and sometimes its wider setting, the UNESCO toolkit for Heritage Impact Assessments might be needed. This can be advised by the Local Planning Authority.
580. New major development should clearly set out in an energy assessment, which includes the provision of sufficient and robust detail and assessment of options, to demonstrate an achievable energy strategy. New major development schemes are encouraged to assess proposals against BREEAM or other relevant benchmarking tools to demonstrate consistency with the local plan as a whole.

Policy CL4: Renewable & Low Carbon Energy

Proposals for the delivery of renewable and low carbon energy generating and distribution networks (including decentralised energy schemes, community led schemes and district heat and power schemes), energy storage, and the associated infrastructure will be supported where it can be demonstrated that there are no adverse cumulative impacts, and that the proposal will not result in significant adverse impacts on:

- a) the character and sensitivity of the surrounding landscape; and**
- b) designated and undesignated heritage assets; and**
- c) local ecology, including designated biodiversity and geodiversity sites, priority habitats and species and ancient woodland (including veteran trees) and the flight paths of birds and bats (where appropriate); and**
- d) water quality and water resources (including groundwater); and**
- e) the amenity of local residents and businesses (including air quality, shadow flicker, waste, noise and odour); and**
- f) traffic arising from the construction, decommissioning and maintenance of the infrastructure and/or, where appropriate, the transportation of fuel; and**
- g) the day-to-day operation of East Midlands Airport.**

Permitted proposals will be subject to a condition that will require the submission of an End-of-Life Removal Scheme within one year of the facility becoming non-operational, and the implementation of such a scheme within one year of the scheme being approved. Such a scheme should demonstrate how any biodiversity net gain that has arisen on the site will be protected or enhanced further, and how the materials to be removed would, to a practical degree, be re-used or recycled.

Planning applications for hydropower should normally be accompanied by a Flood Risk Assessment. Early engagement with the local planning authority and the Environment Agency will help to identify the potential planning issues, which are likely to be highly specific to the location.

Supporting Text

581. The Climate Change Act 2008 established the United Kingdom's initial commitment to reducing greenhouse gas emissions, which was subsequently updated in 2019 by the Climate Change Act 2008 (2050 Target Amendment) Order 2019 to set a legally binding target of achieving "net zero" greenhouse gas emissions by 2050, meaning a 100% reduction from 1990 levels.

582. The use of renewable and low carbon energy to heat and power buildings will help to deliver a net zero carbon city. The transition to renewable technologies will reduce the need for fossil fuels, which are a finite resource, as well as mitigating climate change by

reducing greenhouse gas emissions. It also reduces Derby's reliance on the National Grid enabling the city to generate a secure local energy supply.

583. The Government recognises the role of heat networks in making net zero a reality; they are often the lowest cost, low carbon heating option. This is because they offer a communal solution that can provide heat to a range of homes and businesses by capturing or generating heat locally. The Energy Act of 2023 laid the foundation for national policy by introducing a regulatory framework for the heat network sector. This act established a market structure, granted Ofgem the authority to serve as regulator and enforce new consumer protection regulations.
584. Currently, plans are being drawn up by 1Energy Group to create a low-to-zero carbon heat network. The project aims to harness waste heat from SmartParc to supply an initial demand of 135GWh annually, delivering efficient heating to a wide range of buildings across the city, including both public and private sector properties, as well as domestic and non-domestic premises.

Policy CL5: Low Carbon Energy Centres

The Council supports the principle of the development of low carbon energy centres to produce heat to heat networks. Proposals will be supported where applications are accompanied by information on:

- a) The heat network or area that the energy network intends to serve;**
- b) The proposed energy source (for example, Air / Water Source Heat Pump Technology, solar/geothermal, offtake heat from other uses et cetera);**
- c) The site selection exercise that has taken place to arrive at the proposed site; and**
- d) where they accord with other relevant policies in the Local Plan.**

The Council will work proactively with applicants to address site-specific constraints and to ensure that proposals are designed and located to minimise adverse impacts on amenity, environmental quality and local character. Early engagement with the Council is encouraged.

Supporting Text

585. Energy Centres act as the powerhouse for heat networks, providing the thermal energy that is distributed across a typically large area. Within an Energy Centre, heat is generated and often stored in large, insulated vessels before being circulated through a network of highly insulated pipes. These pipes carry hot water to residential, commercial, and public buildings, where the heat is transferred for space heating and hot water use.
586. Energy Centres can operate using a myriad of low and zero-carbon technologies. Common technologies used include air or water source heat pumps, solar thermal arrays, geothermal energy and heat recovered from industrial or commercial processes. This

flexibility allows heat networks to evolve over time as new technologies and energy sources become available.

587. A heat network may rely on a single Energy Centre or a series of interconnected centres. While smaller or standalone networks often operate from one Energy Centre, larger strategic networks, particularly those designed to expand across urban areas, frequently incorporate multiple centres. This multi node approach supports network resilience, enables phased expansion, allows new heat sources to be integrated as they come forward, and helps distribute generation capacity more evenly across the network area. As heat networks grow to serve new neighbourhoods or strategic growth areas, additional Energy Centres are typically introduced to ensure operational efficiency and maintain reliable heat delivery to customers.
588. The Council recognises that the identification of suitable locations for Energy Centres is inherently dependent on a wide range of operational, technical and spatial considerations. These include but are not limited to:
- a) Land assembly;
 - b) The proximity to existing or potential heat network customers;
 - c) The availability, size and configuration of land parcels; interactions with competing land allocations or designations;
 - d) The feasibility of connecting to existing or planned heat network infrastructure; and
 - e) The broader technical requirements associated with the chosen energy technologies. Many of these factors are project specific and cannot be reliably anticipated at the plan making stage.
589. Given the complexity and interdependence of these considerations, it is not practicable to allocate specific sites for Energy Centres without detailed feasibility studies, design development and commercial assessments having first been undertaken. The suitability of any site is highly contingent on the scale, routing and phasing of the heat network it intends to serve, all of which typically materialise only as individual projects come forward. As such, the Council considers that the most appropriate mechanism for assessing the suitability of Energy Centre locations is through the development management process, informed by robust, project specific evidence.
590. Accordingly, applicants will be expected to demonstrate the appropriateness of a proposed site through submission of a comprehensive Site Selection Assessment or equivalent evidence. This approach ensures that proposals are assessed on their individual merits, while providing sufficient flexibility for networks to evolve, expand and respond to technological advances or emerging heat opportunities over the lifetime of the Local Plan.

Policy CL6: Embodied Carbon

All development should take opportunities to reduce the development's embodied carbon content by conserving resources, minimising the use of materials by reusing and recycling, and reducing the amount of material sent for disposal.

Where possible, development will be expected to minimise its embodied carbon by:

- a) prioritising the renovation, repair, reuse or retrofit of existing structures over demolition;**
- b) designing new buildings that are flexible and adaptable to meet future needs;**
- c) minimising the quantity of materials required to meet the building's functional requirements;**
- d) enabling building materials, components and products to be disassembled and re-used at the end of their useful life;**
- e) reusing and recycling materials that arise through demolition and refurbishment, including the reuse of non-contaminated excavated soil and hardcore within the site;**
- f) managing the waste the proposal is expected to generate in accordance with the waste hierarchy;**
- g) providing easily accessible storage space and collection systems to support recycling and re-use;**

All major development should demonstrate through a Sustainability Statement, which is commensurate with the scale of the development, how these issues will be addressed.

Complete demolition should be avoided if possible. However, where development proposals include demolition, this should aim to maximise the amount of material recovered for reuse and recycling, preferably on-site or at another site within the city (either directly or via a broker).

Major proposals should also submit a site waste management plan as part of their Sustainability Statement.

Supporting Text

591. A significant proportion of a building's lifetime carbon is locked into its fabric and systems, and this is referred to as 'Embodied Carbon'. Embodied carbon refers to the greenhouse gases emitted during the construction of a building, and includes the carbon emitted from the extraction and processing of the materials used, their transport, installation and maintenance and demolition.
592. Although emissions are produced at every stage of development, the bulk of embodied carbon emissions are released early in the process. The Local Plan therefore encourages

developers to demonstrate the measures taken to reduce the amount of embodied carbon in their proposal from the outset.

593. The built environment generates a quarter of the UK's emissions, with embodied carbon accounting for 20% of that figure according to the UK Green Building Council (UKGBC). Although operational carbon emissions (emissions resulting from the operation and utilisation of buildings and infrastructure) currently represent the largest share of emissions, this category of emissions is decreasing due to decarbonising energy sources and increasing energy-efficiency standards reducing the carbon gradually released across a building's lifespan. Nonetheless, the two types of emissions are mutually compatible since a reduction in embodied carbon will also reduce operational energy demand. This is shown by how more energy-efficient buildings will require less extensive heating and cooling systems which are in turn less carbon intensive to produce.
594. As operational carbon emissions decrease, more attention must be given to the embodied carbon being immediately released upfront during the development process. Developers should take into consideration how embodied carbon becomes irreversibly 'locked in' for the lifespan of a building through the materials used and construction process and therefore cannot be easily offset once implemented.
595. Demolition releases embodied carbon back into the atmosphere through waste disposal, transportation and recycling processes. Therefore, regard should be given to the environmental impacts of demolishing buildings both as part of the construction phase and eventual end of life disposal.
596. Reducing embodied carbon can, along with other policies in this plan, help to reduce emissions and meet local and national targets.
597. In accordance, with the above, all reasonable efforts should be made to safeguard, retain and re-use utilities infrastructure and its associated embodied carbon
598. As well as considering embodied carbon, developers need to be conscious of other embodied environmental impacts such as the global warming potential of refrigerants used in heat pumps and other low-carbon heating/cooling technologies. Developers should be mindful of the potential carbon emissions from the entire lifecycle of materials and technologies, including production, transportation and disposal, to contribute to a sustainable and low-carbon built environment. Locally sourced construction material, for example, the use of home-grown timber as a sustainable material in construction would help reduce embodied carbon emissions in new buildings.
599. Consideration of how to reduce embodied carbon during construction and mitigate its release during demolition will be supported, particularly strategies that align with the waste hierarchy.
600. The waste hierarchy ranks waste management options according to what is best for the environment. It gives top priority to preventing waste in the first place through minimal material consumption and designing for adaptability. When waste is created, it gives priority to prevention, then preparing it for re-use, then recycling, recovery, and last of all, disposal (for example, landfill).

Infrastructure and Community 11

601. Infrastructure and community facilities constitute social, recreational and cultural services and spaces to meet the needs of a community. These include schools, healthcare centres, libraries, leisure facilities, places of worship, and essential services to support daily life. Such facilities are not only critical to the functioning of any urban area, but also to its vitality, identity and inclusivity. Ensuring that infrastructure develops to keep pace with growth is vital to creating a resilient city and supporting the quality of life for residents and visitors alike.
602. This chapter considers the diversity of services that communities rely upon throughout their lifespan, including social, educational and healthcare facilities as well as cemetery provision. It also highlights the critical role of modern communication infrastructure in supporting these services and enabling economic opportunities for Derby.

Policy IC1: Social and Community Facilities

The Council will work with strategic partners and developers to ensure that high-quality, inclusive social and community facilities and services are provided, and existing facilities are modernised in order to meet the changing needs of the whole community.

Development proposals for new and/or the expanded provision of local community facilities will be supported where the proposal complies with the following criteria:

- a) It is accessible and located where there is a choice of travel options, ideally located within existing centres;**
- b) It exploits opportunities for the dual use of social, educational and community facilities where opportunities arise, including by maximising the use of schools outside of core teaching hours, for a mix of sporting, social, cultural and recreational uses;**
- c) It is designed to be in keeping with the general scale, character and levels of activity in the surrounding area, and to provide satisfactory levels of amenity for users and those in surrounding areas;**
- d) It is delivered in a timely manner to meet the needs of new development, make a positive contribution towards safeguarding and creating sustainable communities, promote social inclusion and reduce deprivation.**

Planning applications for 50 or more residential dwellings must clearly demonstrate that there is sufficient capacity within the existing social and community infrastructure in the neighbourhood to accommodate the needs arising from the new development.

Where a development proposal would generate a site-specific impact which requires mitigation, the impact will be mitigated on-site or through the provision of financial contributions in accordance with the Council's Planning Obligations SPD or successor

document, including supporting the provision of necessary health and emergency services facilities in appropriate locations.

Proposals which would result in the loss of an existing local community facility will only be permitted where it can be clearly demonstrated that:

- e) it is no longer viable to retain the facility in its current use; or**
- f) a suitable replacement can be provided or is available which will deliver the equivalent or, where possible, greater community benefit and is easily accessible by walking, cycling and public transport by the community it is intended to serve and has sufficient capacity.**

Developments that increase the demand for community facilities and services will be required to make contributions towards, or provide for, new or improved facilities as set out in Policy GD9.

Supporting Text

603. Securing the right social, recreational and cultural facilities and services the community needs are key to creating thriving, sustainable and successful communities. The NPPF requires local authorities to plan positively for the provision and use of shared space, community facilities, and other local services to enhance the sustainability of communities and residential environments. These facilities and services are key components of healthy place-making and are integral to tackling health inequalities by improving access to support, opportunity, social connection and prevention services.
604. For the purposes of this policy, local community facilities include:
- a) Education and training facilities (excluding educational sports facilities, including playing fields which are dealt with under Policy EN3);
 - b) Halls or meeting places for the principal use of the local community;
 - c) Places of worship;
 - d) Cultural buildings;
 - e) Public houses;
 - f) Post offices;
 - g) Public health care facilities, including GP surgeries, dental practices, pharmacies, community health services and wellbeing units.
 - h) Emergency services facilities.
605. It is important that proposals are sensitive to its location and proportionate in scale to the local area. Development proposals that deliver inclusive local community facilities through the shared use of space in accessible locations will be encouraged. The re-use and/or redevelopment of existing buildings within the local community will be supported

where suitable opportunities exist, especially where sites are physically well-related to existing communities.

606. The Council recognises that access to services is shaped by mobility, affordability and digital inclusion. Where communities have lower levels of car ownership or higher levels of health need, the location and design of facilities, safe routes, public transport connectivity and affordability of access are critical considerations. Development that improves access to facilities in these areas can deliver disproportionate benefits in reducing inequality.
607. The Council seeks to protect and retain local community facilities unless it can be demonstrated that, in order to outweigh the loss, the proposals will deliver equivalent or, where possible, greater community benefit which is easily accessible to the community it is intended to serve, or the facility is no longer viable, or it is no longer needed, and any need arising from its loss can be accommodated within easily accessible existing facilities.
608. Where a development proposal could lead to the loss of a local community facility, applicants must provide justification/evidence for its loss. As part of any assessment, it will be essential to gain the views of the local community it is intended to serve, through meaningful community engagement and consultation.
609. Where healthcare facilities are formally declared surplus to the operational healthcare requirements of the NHS or identified as surplus as part of a published estates strategy or service transformation plan, this will be considered sufficient to justify the loss of an existing healthcare facility.

Policy IC2: Cemetery

The Council will support the creation of a new cemetery adjacent to the existing crematorium in the Allestree/ Mackworth/Markeaton Brook Green Wedge subject to the following criteria being satisfied that:

- a) any potential for groundwater contamination has been explored through a Groundwater Pollution Assessment to the satisfaction of the Environment Agency;**
- b) proposals reflect the sensitivity of the location;**
- c) provision is made to meet the burial needs and requirements of all members of the community;**
- d) there would be no adverse amenity or highway impacts;**
- e) the requirements of Policy EN6 are met or there is no conflict with other policies within the Local Plan.**

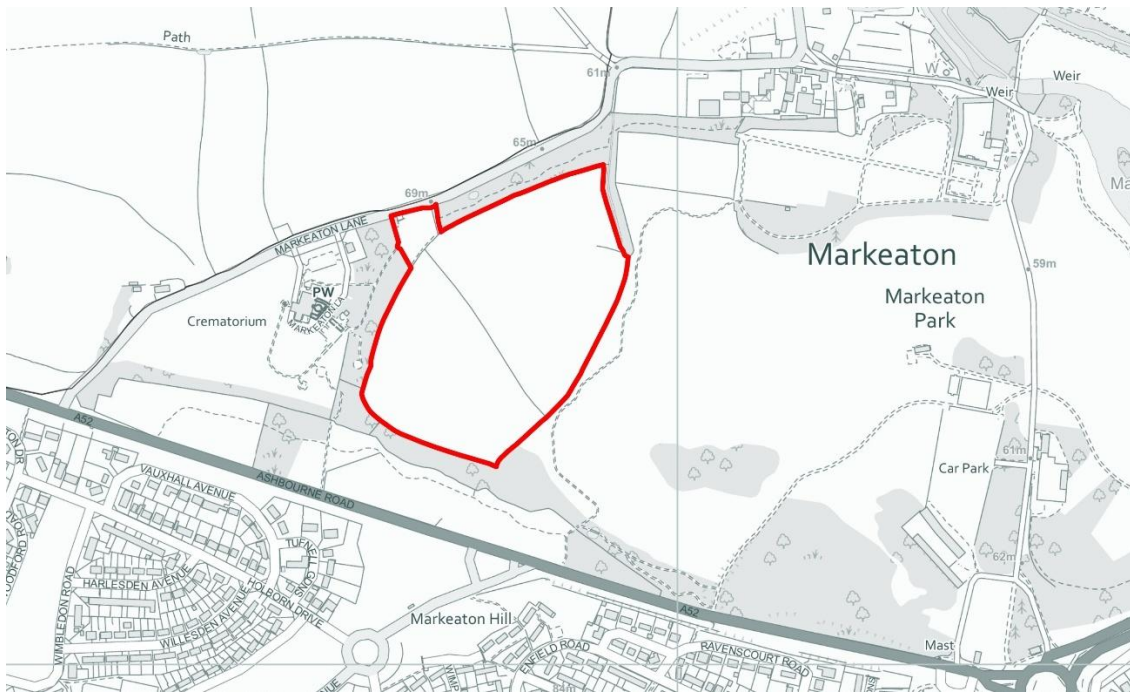


Figure 47: Extent of the Cemetery Designation

Supporting Text

610. Recent work at the Nottingham Road Cemetery has ensured that the burial provision for the City will be met in the medium term. However, there is a need to find a new long-term cemetery to meet the needs of the City when the Nottingham Road Cemetery is at capacity and no longer able to meet demand.
611. Current data indicates that, per annum, around 310 families choose burial over cremation and, of these 310, 44% choose a new family grave. The provision of a new cemetery will mean that Derby will continue to meet its long-term demand.
612. To conform with the Groundwater Regulations 1998, a Tier 1 and a Tier 2 Groundwater Pollution Assessment has been undertaken.
613. Although a cemetery is considered by the Council to be acceptable use in a Green Wedge location, any development must reflect the sensitivity of the location and accord with the requirements of Policy EN6.

Policy IC3: Education Provision

The Council will support sustainable proposals for early years, primary, secondary, further, and higher education facilities that meet the needs of a growing and evolving population, while also offering a wider range of high-quality educational choices throughout the plan period.

Development proposals that enhance education and skills provision, whether through new construction, expansion of existing facilities, or repurposing for educational use

will be supported. These should be near to, and easily accessible to, local housing and the population they serve, to ensure trips can be made through active travel wherever possible.

Proposals leading to a net loss of currently operating educational facilities will not be supported unless it is clearly shown that there is no current or future demand. Loss of educational facilities will be dealt with in accordance with Policy IC1.

New school proposals, including free schools, will be positively considered and only refused if there are significant negative local impacts that outweigh the benefits of a new school and cannot be mitigated through planning conditions or obligations.

Development proposals are encouraged that maximise the extended or multiple use of educational facilities for community or recreational purposes. Additionally, proposals that promote the co-location of services between schools, colleges, and other providers should be encouraged to optimise land use, reduce costs, and enhance the offerings of schools and colleges.

Supporting Text

614. This policy should be read together, and in accordance with, Policy IC1 and EN3 regarding sports facilities/ playing fields and pitches at education sites.
615. Proposals which identify new or improved educational facilities will normally be encouraged.



Figure 48: Chapel Courtyard, St. Mary's Catholic Voluntary Academy

616. During plan preparation, evidence hasn't been presented of the need for a new secondary school, with the expansion of existing provision being identified as a better option during the plan period. During the draft plan consultation, the views of stakeholders will continue to be sought on this issue. Similarly, this does not prevent alternative proposals being made, which will be evaluated on their merits.
617. Policies CC11 and HA1 allocate new primary schools to be built as part of the development.

Policy IC4: Higher and Further Education

The Council is committed to supporting the continued growth and development of higher and further education establishments within the city, including the University of Derby and Derby College. The Council recognises the role of these establishments in achieving economic and regeneration objectives, developing links between education and industry, and in encouraging lifelong learning and achievement.

The Council will:

- a) support development associated with the University of Derby, particularly within the identified Kedleston Road Campus, City Centre Campus (including eastern hub, see Policy CC12) and wider University District. The Council will support measures which would promote the University District as a distinct and legible area;**
- b) support development associated with existing further education establishments, such as Derby College and the University Technical College (UTC) and the creation of new facilities in sustainable locations;**
- c) resist development which may prejudice the ability of further and higher education establishments to carry out their main functions, particularly within and surrounding their operational campus areas;**
- d) support and encourage the development of new student accommodation, particularly where this could lead to the release of existing accommodation for family / market housing (see Policy H10);**
- e) encourage students and staff to use public transport, walking or cycling;**
- f) encourage proposals that improve connectivity between facilities, particularly by sustainable travel modes, including links between the City Centre and the Kedleston Road Campus'. There is an opportunity to provide active travel links along the route of Markeaton Brook, linking into the Markeaton Green Wedge and open countryside beyond;**
- g) support development which will allow the University to work towards delivering their sustainability ambitions, particularly in relation to achieving Net Zero Carbon status.**

All proposals related to further and higher education establishments will be expected to respect the character and amenity of the local area, satisfactorily address any

associated parking, traffic, disturbance or access issues that may arise and comply with other policies set out in the Local Plan.

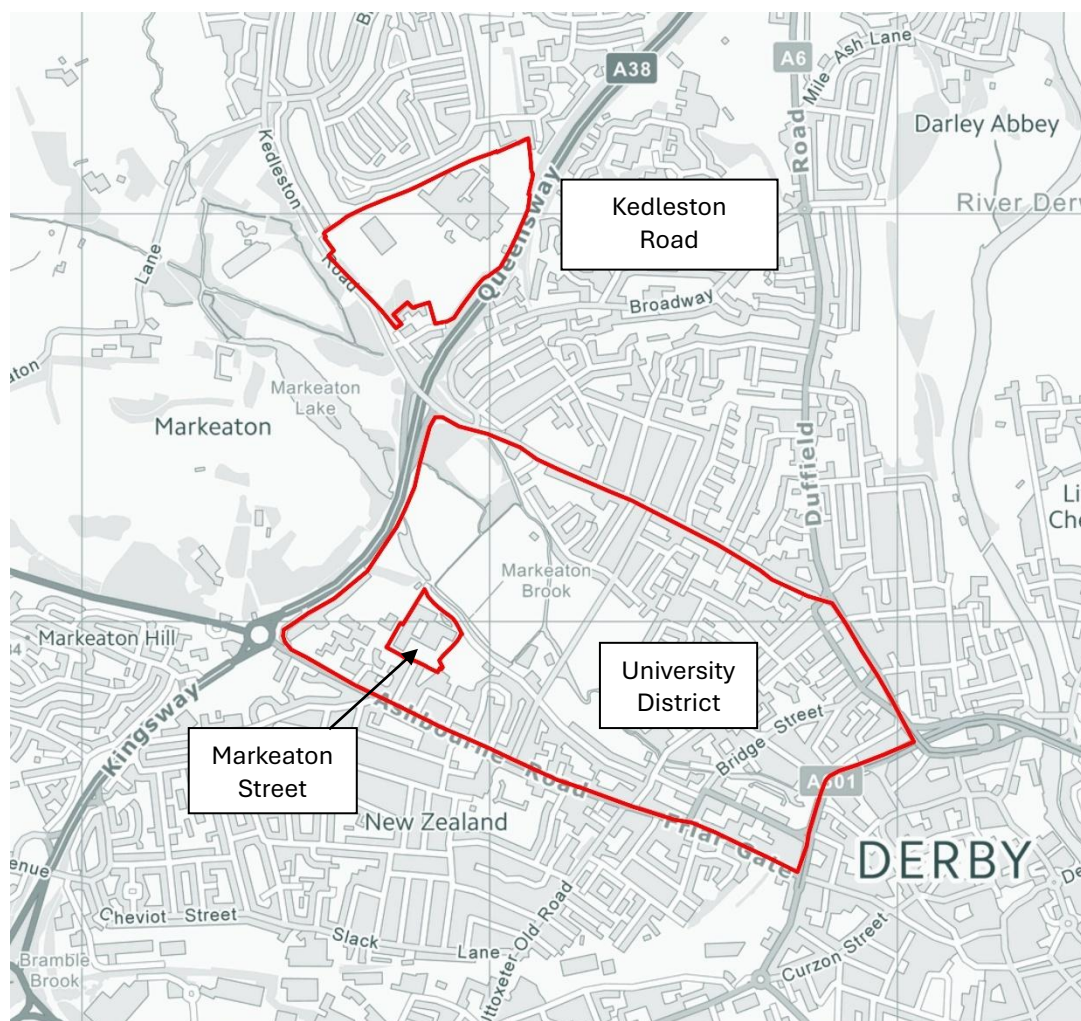


Figure 49: The University District and Campus Locations

Supporting Text

618. The University of Derby and Derby College play an extremely important role in the success of the city. They not only provide learning and training opportunities, but they also have a positive impact on the economy. This is both through the jobs they create and the direct expenditure of students, but also from the University's support of local business through the establishment of business incubator units and through the sharing of knowledge and expertise. These establishments also have a major role in the cultural offer in the city.
619. The Council will continue to support the on-going expansion and growth of these important establishments, particularly where development will contribute to the ongoing regeneration and transformation of the City Centre. The University's plans for greater presence around the Agard Street area are specifically supported through a City Centre allocation (see Policy CC13).

620. The consolidation of University activity at both the Kedleston Road Campus and within the 'University District' will be encouraged. The further development of these areas is subject to the important considerations of residential amenity, parking, accessibility and in some areas, flood risk. Early engagement with the Environment Agency is encouraged for proposals in areas of potential flood risk, particularly associated with Markeaton Brook. Consolidation in these areas is a sustainable approach that will encourage linked trips and alternatives to the car. In addition, it will help to create a distinct identity for the 'University District' that can both help the University attract students and further cement the University's role in the life of the city.
621. The opportunity to enhance active travel links between facilities is a key objective, and the potential to utilise the route of Markeaton Brook through the associated Green Wedge is an interesting concept supported by the Council and the University, but which requires further exploration in terms of feasibility.

Policy IC5: Communication Infrastructure

The Council will support the development of high-quality communications infrastructure (full-fibre broadband, 5G mobile technology and other advanced communication networks) to meet the current and future needs of residents, businesses and visitors.

Proposals for new or upgraded communications infrastructure will be supported, provided they comply with all the following NPPF objectives:

- a) Be appropriately sited, scaled and designed to minimise visual impact on the surrounding environment;**
- b) Respect the significance of heritage assets, including their setting, and other landscapes sensitive to intrusion by ensuring communications infrastructure is sensitively sited and designed to avoid visual harm;**
- c) Have explored opportunities for sharing existing telecommunications installations and erecting equipment on existing buildings and structures before proposing entirely new sites;**
- d) Propose the minimal communications masts needed to meet the needs of an efficient network, consumer demand, and allow for a reasonable expansion capacity;**
- e) Avoid adverse impact on the functioning of existing digital communications and electricity infrastructure and provide appropriate mitigation if impact cannot be avoided.**

Communication infrastructure proposals should have a minimal impact on the movement of pedestrians, cyclists and road-users through limiting the number, size and prominence of equipment in the streetscape. This is especially applicable for areas of high footfall such as the City Centre, district centres and neighbourhood centres.

Collaboration with infrastructure providers early in the planning process will be needed to support high-quality service for new residential and commercial developments. Major development proposals will be supported where broadband infrastructure is accessible for all users/ residents of the development.

Where the criteria above are not viable or practical, applicants must provide supporting evidence (backed up by infrastructure providers) to demonstrate why this is the case. Alternative infrastructure must also be considered to ensure high-speed and high-quality broadband connections to the development.

A 'Dig Once Approach' for the early provision of high-quality communication infrastructure to new development will be encouraged across the city.

Supporting Text

622. Communication infrastructure is the systems and technologies that facilitate information exchange between and across locations. This infrastructure comprises of both telecommunications and digital infrastructure systems of physical and virtual components enabling communication, data processing and online services. This includes elements that support data transmission (such as fibre-optic broadband networks), mobile networks (Local Area/ Wide Area Networks (LAN/ WAN) and 5G) for wireless communication and data access, data centres for data storage and processing, and many other components facilitating Cloud computing, the Internet of Things, cybersecurity and more.
623. As modern societies and economies have become increasingly reliant on digital technologies, having reliable and efficient infrastructure in place is critical to support the functioning of the rapidly evolving digital economy. Access to high-speed, seamless and secure digital infrastructure has become a cornerstone characteristic for cities aiming to attract investment, generate jobs and encourage innovation. Additionally, having high-speed and widespread communicative connectivity provides a necessity for supporting equitable access to services for residents to ensure no one is excluded from participating in social, education, leisure or employment opportunities. These factors illustrate why digital infrastructure is often considered the 'Fourth Utility' due to its ubiquitous role in supporting all aspects of our digital lives.
624. This policy must be considered in the context of permitted development rights allowing the instalment and maintenance of electronic communications infrastructure at scales specified by legislation. Nonetheless, the development of new technology and upgrading existing systems can have land use implications through new structures such as masts, aerials and satellite dishes; these have the potential to adversely affect the surrounding environment, amenity and heritage landscape.
625. Applicants will be required to demonstrate that proposals do not have an unacceptable adverse impact on the surrounding environment or neighbouring properties and show how they have minimised impacts by both careful design and siting and, where appropriate, sharing existing facilities or sites, and the removal of redundant structures.

626. The 'Dig Once Approach' for early communication infrastructure deployment aims to minimise the financial and environmental costs, and traffic disruption, of repeated excavations to streets for subterranean network components. This approach encourages enabling infrastructure (such as ducts, conduits, access points, et cetera) to be installed alongside utility connections for new residential and commercial developments (using mechanisms such as joint trenching) to future-proof development from disruptive re-excavation.
627. This approach necessitates coordination between utility providers to enable integrated infrastructure deployment. Early provision of communication infrastructure alongside other utilities would reduce the need for re-excavations in the future, leading to benefits such as:
- a) Minimising disruption to businesses, road networks, et cetera;
 - b) Reduce the financial and environmental impact of repeated excavation;
 - c) Encourage more efficient infrastructure sharing through shared conduits and ducts;
 - d) Support digital equity and infrastructure resilience for faster deployment.
628. Opportunistic 'Dig Once' implementation will also be positively viewed by the Council in terms of coordinating major construction activity with communication infrastructure deployment or upgrade works. Examples of construction works that may provide opportunities for communication infrastructure coordination include:
- a) Roadworks and resurfacing;
 - b) Utility upgrades;
 - c) Public realm improvements;
 - d) Transport infrastructure projects (cycle lanes, et cetera).
629. Emergency excavations for urgent repairs to utilities and infrastructures where immediate intervention is necessary to protect public safety and service delivery should be exempt from considering a 'Dig Once' approach.

630. Different modes of transportation and movement are central to the way that Derby functions and grows. A well-connected city underpins opportunities for economic prosperity, access to services, social inclusion, and the achievement of environmental ambitions. However, Derby, like many other cities across the UK, faces significant challenges such as traffic congestion and air pollution.
631. To address these challenges, there is an urgent need to shift towards an alternative and sustainable transport system. Traditional approaches that depend on expanding car-centric infrastructure only serve to perpetuate car dependency, congestion, environmental and health harms and vulnerability to transport poverty; whereas sustainable transport solutions and making daily needs more accessible can help to break this cycle.
632. This chapter considers the role of different modes of transport for enabling movement across the city, such as active travel, public transport, and private vehicles. It addresses opportunities to support growth through the delivery of infrastructure on new developments to encourage a more adaptable, accessible and sustainable transport system. The chapter also recognises Derby's strategic role as part of the wider transport network.

Policy T1: Active and Sustainable Transport

New development will be expected to improve accessibility for all and support sustainable transport by following the transport hierarchy:

- 1. Walking and Wheeling**
- 2. Cycling**
- 3. Public Transport**
- 4. Taxis and Shared Transport**
- 5. Private Vehicles**

All development should be designed to actively encourage walking and wheeling through a well-designed environment within the site in accordance with current best practice.

New development should promote sustainable transport and accessibility by:

- a) improving permeability and connectivity for all users, regardless of their needs. Major development should also include a choice of routes within the development;**
- b) delivering or facilitating sustainable transport modes, including public transport, footpaths and cycle routes that are fully integrated into existing networks;**

- c) protecting and enhancing access to the Public Rights of Way network. Proposals that would result in the loss of, or deterioration in the quality of, existing Public Rights of Way or harm the significance of heritage assets, will not be permitted unless equivalent alternative provision of a suitable standard is made. Where diversions are necessary, new routes should be direct, convenient, and attractive, with no detrimental impact on environmental or heritage assets;
- d) providing facilities for cyclists from the outset, including secure cycle parking/ storage and lockers, and in major developments which attract significant numbers of people (such as schools and large-scale employment, retail and leisure developments), changing areas and showers should be included;
- e) providing facilities for cycles, mobility scooters and adaptive cycles at new health and community facilities;
- f) providing infrastructure to support the use of low carbon vehicles;
- g) providing or contributing towards the provision of new and/or improved sustainable travel infrastructure where the predicted number of additional trips will lead to a cumulative increase in car-based trips;
- h) being located within walking distance of a bus stop;
- i) where possible, embed green infrastructure into all new sustainable transport routes.

Where appropriate, new development will be supported by a Transport Statement or Transport Assessment, and a Travel Plan.

The Council will ensure that new development implements, and/or contributes to, appropriate on-site and off-site measures to mitigate the impact of development.

Development will not be permitted where it would sever or prejudice the re-use of former railway lines and canals which have the potential to function as footpaths, cycleways, bridleways or where the need has been identified for a new public transport facility, freight connection or extension to an existing network.

Within the City Centre, the Council will ensure that the proportion of journeys made into, and out of, the City Centre by sustainable transport will increase. To achieve this, the Council will:

- j) encourage low car development wherever possible
- k) seek to focus public car parking provision into strategic locations, as part of multi-modal hubs (see Policies CC4(c), CC4(f) and CC11);
- l) support the re-provision of car parking associated with the railway station on Pride Park, enabling the redevelopment of existing surface level provision, subject to no net overall increase in the number of spaces, unless robustly

justified and supported by enhancements to active and sustainable travel opportunities (see Policy CC13);

- m) resist the use of sites in the City Centre for surface level parking, including as a temporary use, unless a clear need and justification can be demonstrated;
- n) seek to transform the Inner Ring Road, implementing schemes to reduce severance and enhance placemaking. This will include measures to change the character of this part of the network by introducing greening, reducing the dominance of the private car and creating a more pleasant and safer environment for pedestrians and other active travel users. Priority locations to start this process include areas associated with:
 - a) the development of the University's City Centre hub (see Policy CC12)
 - b) the completion of Castleward urban village and the Eagle Quarter (see Policies CC14 and CC4(e))
 - c) the re-development of Bradshaw Way Retail Park (see Policy CC4(d))

Supporting Text

633. The maintenance of an efficient, comprehensive and sustainable transport system is an essential element in supporting the city. Excellent transport services, facilities and connections are vital in supporting a growing population, supporting existing and new businesses, providing access to jobs, education, leisure, retail and community facilities. Furthermore, a well-connected City can help to foster community cohesion and equality, improve health and help to address issues of climate change.

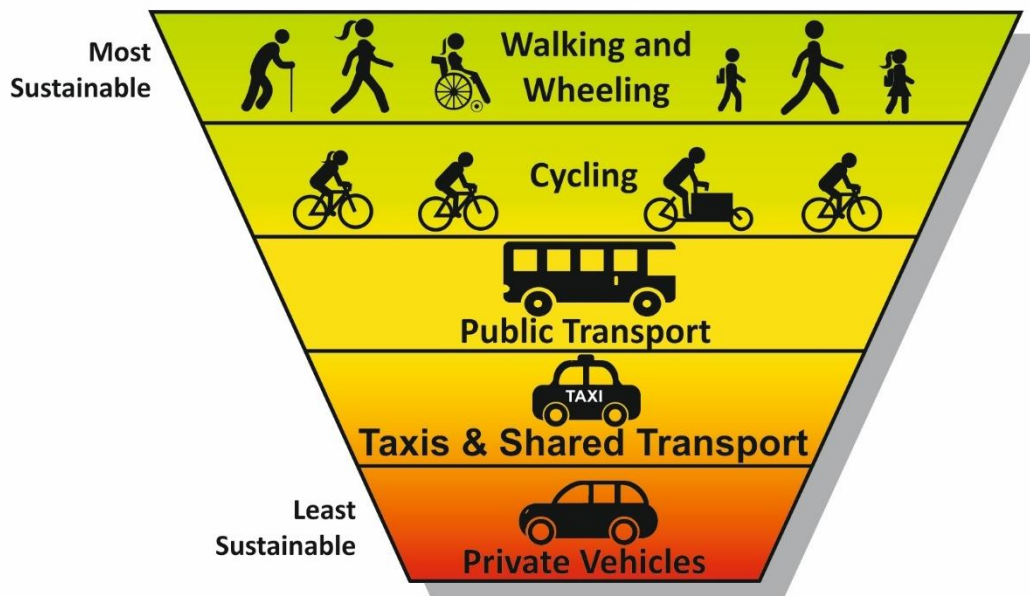


Figure 50: The Transport Hierarchy

634. Through the Local Plan, the Council will seek that new developments which facilitate the provision of real travel choices from the outset ensuring that all opportunities for travel by sustainable means are identified and pursued.
635. The Council's City Centre Parking Study indicates that parking provision within the city centre should be rationalised into strategic locations, including the provision of new multi-modal hubs serving the north, west and east of the city centre see Policies CC4 (c), CC4(f) and CC11). This approach will provide new high quality parking options in accessible locations, whilst enabling existing surface level parking sites to be redeveloped and for more beneficial uses such as residential. The Council will work with stakeholders to develop more detailed plans for these locations as the plan period progresses.
636. Development which creates streets should follow the main principles as set out in Manual for Streets (MfS), or subsequent publications, to create a network of streets that provide permeability and connectivity to main destinations with a choice of routes. It is particularly important that active travel routes (walking, wheeling and cycling) are coherent, safe and direct, providing both internal permeability, whilst connecting and enhancing the wider transport network. This can enable filtered permeability allowing active travel users to take more direct routes than motorised traffic. Consideration should be given to more secure environments and natural surveillance for active travel routes such as streets that can more easily be designed to be overlooked with active frontages.
637. Similarly for the various different types of motor vehicles, connected or permeable networks will lead to a more even spread of motor traffic throughout the area, thereby helping to manage any impacts. Careful consideration also needs to be given to bus services, so that bus routes do not become overly protracted. New developments should be located and designed to provide good access to public transport services and facilities.
638. In regard to criterion m, viability alone is not sufficient evidence of need or justification. The Council's City Centre Parking Study does not identify a quantitative need for net additional public parking spaces in the city centre.
639. The Council is working with partners including the East Midlands Combined Authority to determine where the best places around the Ring Road will be to improve place making, connectivity and active travel.
640. The Council is currently developing a funding bid to the East Midlands County Combined Authority (EMCCA) to explore the possibility of reducing the severance of the ring road.

Policy T2: Strategic Transport Infrastructure

The Council will work with partners to deliver a long-term transport strategy for the city and the region and support the implementation of strategic proposals and initiatives that help create an economically and environmentally sustainable transport network.

Initiatives will include:

- a) the implementation of National Highways A38 Derby Junctions Grade Separation scheme;**
- b) implementation of Phases 1 and 2 of the South Derby Integrated Transport Link, including the A50 junction;**
- c) implementation of a new link road between the A52 and B5020 and the construction of new cycle and walking routes from the Amber Valley allocation at Brun Lane into the city;**
- d) implementation of the Council's Active Travel Strategy;**
- e) implementation of the 'Statement of Actions' in the Rights of Way Improvement Plan;**
- f) implementation of the Key Cycle Network;**
- g) supporting the implementation of Network Rail's Electrification of the Midland Mainline;**
- h) strengthening cross-boundary cycling and walking networks between the city and neighbouring authorities;**
- i) creating a sustainable and active transport link between the University's City Centre Hub and the Kedleston Road Campus such as utilising the route of Markeaton Brook.**

The Council will work with neighbouring partners to investigate infrastructure requirements beyond the plan period, to ensure that growth does not prejudice potential options.

Supporting Text

641. In order to deliver a safe, sustainable and efficient transport network it will be necessary to implement a range of different transport infrastructure projects and actions. Some of these will be to address existing problems on the network, some will be to facilitate growth, and some will be to improve and protect the network of pedestrian and cycle routes that cross the city. The schemes in question will not just be implemented by the City Council but partner organisations such as National Highways and Network Rail.

642. The A38 carries heavy flows of north-south long-distance traffic. Also, where it passes through Derby, significant volumes of local traffic cross or join and leave the A38. This results in congestion and delays at the A38/A5111 Kingsway roundabout, the A38/A52 Markeaton roundabout and the A38/A61 Abbey Hill roundabout. Following the conclusion of the Government's Spending Review, funding for the A38 Derby Junctions scheme has now been confirmed and work is underway on the Development Consent Order. There is no definite timescale for this work, but it is anticipated that it will be in the lifetime of the plan. The Council will ensure that any land needed to implement these schemes will be protected.

Policy T3: Servicing, Accessibility and Parking

All new development, including changes of use, should provide safe and appropriate access and egress by all members of the community, mobility scooters, cyclists, powered two-wheelers, public transport users and the private car.

All new development, including changes of use, should ensure that appropriate access is provided for servicing including access for emergency, refuse and delivery vehicles. This includes ensuring that it is not impeded by parking and site layout. The size of the servicing area must be capable of allowing the largest goods vehicle likely to visit and multiples thereof, space to manoeuvre such that access and egress can be achieved in a forward direction. In the case of sites where such vehicular access is not available, careful consideration will need to be given to how this is achieved in a safe manner, so as to not adversely affecting the function of the highway network.

At education establishments, the appropriate provision for coaches to park and manoeuvre will be required, and at hospitals, health centres and other public facilities where people will be dropped off and picked up, parking and manoeuvring facilities for vehicles including ambulances and minibuses will be necessary.

Non-residential developments, wherever possible, should have provision for on-site parking, servicing, and deliveries, without having an impact on the operational effectiveness of the development and the safe movement of people. All commercial premises must include adequate servicing provision regardless of scale. As well as complying with parking guidance, the design of commercial premises should include suitable access for the movement and parking of goods vehicles.

All new development should provide appropriate levels of parking for cars, powered two wheelers and bicycles, having regard to the parking guidance set out in Appendix 4.

All new development should provide suitable storage for refuse bins (including appropriate access to empty those bins) and cycles. Any solution should not have a detrimental impact on the character of an area or the safety and function of the highway network.

Supporting Text

643. It is important to ensure that, where development occurs, appropriate servicing provision is provided to ensure that emergency vehicles, refuse vehicles and delivery vehicles are not impeded. In addition to other access considerations, there is a need to safely accommodate the manoeuvring and turning requirements of larger vehicles such as refuse collection, delivery and emergency vehicles.
644. Industrial and commercial developments need to cater for their specific Use Class, although consideration should be given to potential changes in the future with a view to providing developments that are future proofed. Consideration needs to be given to the day-to-day use of the specific premises, and it should be ensured that adequate provision is made for parking, servicing and loading without impacting on either the operational effectiveness of the development or the safe movement of people, vehicles and goods.
645. In order to determine whether storage is deemed 'suitable' under this Policy, account shall be taken of the size and scale of development and the capacity requirements for waste/collection cycles, based on the potential number of domestic occupants or the nature and scale of any commercial/industrial development.
646. All servicing proposals should take account of other policies in the Local Plan, such as Policies GD1, GD4 and T1.

Policy T4: Protected Routes

The Council will seek to create new, and improve existing, footpath, cycle and bridleway links throughout the city, connecting key destinations in, and outside of Derby.

The Council will support proposals which will deliver or enhance the infrastructure or schemes contained within the Rights of Way Improvement Plan and the Local Cycling and Walking Infrastructure Plan. In particular, the following routes providing for pedestrians, cyclists and horse-riders shown on the Policies Map are supported:

- a) The Mickleover/Mackworth route;**
- b) The route of the Former Derby Canal;**
- c) The Riverside Path.**

The Council will support and encourage the appropriate creation or improvement of links from new development to existing rights of way, to encourage active and sustainable travel and recreation.

The Council will encourage and support the retention and appropriate creation of active travel routes from the city into neighbouring local authorities.

Development proposals which would sever a Public Right of Way or recreational route will not be permitted unless the developer can demonstrate that an acceptable and equivalent alternative is provided.

Development will not be permitted where it would sever or prejudice the re-use of former railway lines and canals which have the potential to function as footpaths, cycleways, bridleways or where the need has been identified for a new public transport facility, freight connection or extension to an existing network.

Supporting Text

647. Derby's recreational routes network provides an important recreational facility, promoting health and wellbeing, as well as forming part of the wider green infrastructure network. They open up areas of the city, enable people without a car to gain access to the countryside, and provide easily accessible informal recreational paths.
648. The long-distance paths also help improve the network of pedestrian and cycle routes to the wider region, helping to make Derby an attractive visitor destination. It is important to protect this network of routes, and development will only be permitted where an acceptable and equivalent alternative is provided.
649. Both the Rights of Way Improvement Plan and the Local Cycling and Walking Infrastructure Plan are key documents, and the Council, through the implementation of this policy, seeks to ensure that the projects contained in each document are realised over the plan period.
650. The route of the Former Derby Canal is a long-standing allocation in the Council's Local Plan, and the Council supports its delivery. However, the restoration of the canal has only been sporadic since the City of Derby Local Plan Review was adopted in 2006. Consequently, the route will still be protected but the focus will, through this plan, be on the delivery of a multi-user route for active travel on the understanding that the route will be altered if the canal is restored.

Policy T5: Electric Vehicle Charging Facilities

Publicly accessible charging points provided in safe, convenient, and accessible locations will be supported, including as part of a mobility hub and where it is shown to promote a wider transport strategy.

New development must make provision for electric vehicle charging infrastructure, using dedicated charge points specifically designed for charging all types of electric vehicle in accordance with, or exceeding, the requirements of the Building Regulations, Part S.

Proposals should also include consideration of how charging of electric bikes and mobility scooters by users, residents and visitors can be easily achieved.

Whilst the historic environment itself should not be a barrier to the installation of charge points, in certain circumstances, where the provision for electric vehicle charging infrastructure would be considered to cause unacceptable harm to a heritage asset, the requirements of this policy will not apply.

Supporting Text

651. The expansion of electric vehicle (EV) charging infrastructure by making charging an electric vehicle easier, quicker and more reliable is necessary to meet, the Government's ambition to decarbonise transport and supports the phasing out of the sale of new petrol and diesel vehicles by 2035 through the provision of EV infrastructure ahead of demand, and hence helping to address issues such as range anxiety.
652. A primary aim of government policy is effortless on and off-street charging for private and commercial drivers. It is envisaged that the majority of electric vehicle charging would take place overnight at home or at commercial premises, after the daily peak in electricity demand and where charging can be significantly cheaper than using public facilities. Ensuring that residential properties with garages and drives incorporate a charging point will help to facilitate home charging, address the growing demand as the modal share increases, and the additional cost of providing this infrastructure is considered to be minimal. Non-residential development can also have a significant role to play, for example, by providing dedicated charging points for a proportion of parking spaces to support operational and visitor vehicle charging.
653. EV charging and associated vehicle batteries are rapidly developing technology, and connection points should be installed in line with the relevant technical requirements and standards at the time of application.

Policy T6: Mobility Hubs

Development proposals which form part of the wider transport network, aid the transition to sustainable modes of transport, and improve multi-modal connectivity, will normally be supported.

New Mobility Hubs will be supported in appropriate locations, including cross-boundary sites, provided that the following criterion are met:

- a) It can be demonstrated that they will encourage the use of more sustainable travel modes, reduce congestion and reduce transport emissions;**
- b) The scale and design integrate into existing land uses and is sympathetic to the character of the surrounding area;**
- c) The design takes into account security needs and user safety and ensures equitable access for all users, particularly vulnerable users;**
- d) The design includes measures to enhance the green infrastructure network such as landscaping, trees and planters;**
- e) The design promotes safe and efficient movement for all users and minimises the conflict between vehicles, cyclists and pedestrians;**
- f) The operation and location will not result in significant safety or traffic management issues on the highway network.**

Supporting Text

654. A mobility hub is a place that brings together active travel, shared transport and public transport services. It provides amenities to support a low carbon society and is designed to improve the public realm for all.
655. New infrastructure is required across the city to assist in the delivery of a sustainable transport system, offering suitable alternatives to the single occupancy private vehicle. One solution available is the provision of mobility hubs which can integrate multiple forms of transport into one location, enhance accessibility and act as a catalyst for sustainable urban development. In addition, when located in the city's suburbs, they offer a sustainable alternative to parking in the City Centre.
656. Mobility hubs provide a range of benefits for cities. Firstly, they can improve the public realm by consolidating various transport modes into designated locations to reduce scattered infrastructure and reorganise more space for attractive and accessible public environments. The hubs can aid in addressing parking challenges for the City Centre by facilitating a network of 'first to last mile' connections to seamlessly access key locations across the city. This would provide advantages such as reduced congestion, lower emissions, and decreased parking demand that would allow for vulnerable users to be prioritised. Overall, mobility hubs aim to increase the convenience and efficiency of multi-modal transport to produce a viable alternative mobility lifestyle to the single occupancy vehicle.
657. The City Council supports the creation of Mobility Hubs where these can reduce the overall length of car journeys especially into the City Centre. Reducing traffic congestion will help the Council to meet Government targets for reducing air pollution, as well as bring other economic and environmental benefits. Schemes will need to complement the City's Transport Strategy and parking policies to ensure the City's transport network is fully integrated.
658. There is no universal design for Mobility Hubs; they can vary in size, purpose and services depending on their location. For example, larger hubs that serve well-frequented locations may be intermodal by offering integration between multiple transport modes, and could feature amenities such as retail space, waiting areas, et cetera. Meanwhile smaller hubs in residential or less dense areas may focus more on enabling connectivity and providing basic services.
659. However, to ensure that mobility hubs provide a convenient and effective alternative to single occupancy vehicle use, locations in proximity of frequented locations must be prioritised. These include: the City Centre, employment sites (business and retail parks), hospitals, major housing clusters (including cross-boundary developments), existing transport interchanges (including park and ride), and in cross-boundary developments. Mobility hubs aiming to fill the gaps in the transport network are also important and therefore smaller-scale hubs in district and neighbourhood centres, and along transport routes, may aid connectivity.
660. While the design and provision will vary depending on the location, key components could include:
- a) EV charging points;

- b) Facilities promoting the use of shared vehicles such as car clubs and bikes;
- c) Secure cycle parking with storage and maintenance equipment available for use;
- d) Bus stops with seating and shelters;
- e) Digital pillars or signage with local transport, wayfinding, and local services information where appropriate;
- f) Public realm improvements including lighting, ramps, tactile paving, seating, signage, safe crossings access for vulnerable users, and planting;
- g) Accessible parking provision;
- h) On-site renewable energy infrastructure such as solar panels;
- i) Wi-fi;
- j) Package delivery lockers;
- k) Pocket parks or landscaping;
- l) Integration with community facilities;
- m) The provision of small-scale retail outlets, cafés, and co-working areas.

Policy T7: Safeguarded Areas around Aerodromes (East Midlands Airport)

Within the safeguarded areas, new development which would adversely affect the operational integrity or safety of East Midlands Airport, aircraft operations and radar and navigation systems will not be permitted. In considering applications for planning permission the Council will have particular regard to:

- a) the height and design of the development;**
- b) the likelihood of it creating a bird hazard;**
- c) the likely impact on navigational aids, radio waves and telecommunications systems for the purposes of air traffic control and aircraft movements.**

Supporting Text

661. The aim of this policy is to ensure that development is not permitted that would be likely to result in a safety hazard to aircraft. In implementing the policy, the Council will have regard to the defined safeguarded areas around East Midlands Airport. As can be seen from the Policies Map, most of the City, with the exception of Allestree, Mickleover and Mackworth, lies within this area. It is intended to ensure that development proposals within the area are properly scrutinised in terms of potential aerodrome and aircraft safety issues.

662. In applying the policy, the Council will consult the Safeguarding Authority for the airport. The Joint Circular 01/2003 identifies certain forms of development that will need special scrutiny. This would comprise developments which are over 90 metres in height, have the potential to increase the levels of bird activity, are connected with an aviation use, or involve wind turbines. The Council will also give consideration to the potential for interference with aviation and aircraft navigational equipment, and air traffic control systems.

663. The City Centre is at the heart of Derby's identity, economy and cultural life. As a key destination for employment, shopping, leisure and learning, it plays a vital role in how the city is experienced by residents and visitors. However, it continues to face several multi-faceted challenges, including the changing nature of retail, anti-social behaviour and the need to create a more inclusive and attractive environment. The City Centre must respond to the competition of other destinations across the region by dismantling barriers to visitation and utilising its unique and special character.
664. This chapter sets out the approach to planning for the future of the City Centre to ensure balanced and cohesive growth. It addresses the need to deliver more City Centre homes, as well as the equally important demand for a stronger retail, food and drink offer and a diverse range of business spaces to make the centre more vibrant and competitive. The focus on components such as active frontages, high-quality streets and spaces and a well-designed public realm emphasises the pursuit of a safe, welcoming and inclusive environment. Attention is also given to the role of tall buildings, cultural and creatives uses and opportunities for learning. Together, these considerations aim to create a City Centre that is a thriving place to live, work, study and visit.

Policy CC1: City Centre Strategy

In addition to the policies set out in this chapter, the Council's wider strategy to deliver the City Centre vision (see Section 3.2) and relevant plan objectives will involve:

- a) **Prioritising the City Centre as the single most important location for investment, renewal and regeneration within the administrative area;**
- b) **Putting social value at the heart of the transformation by encouraging developments that, promote inclusivity, reduce inequalities, improve safety and improve the quality of life of people living, working and visiting Derby City Centre;**
- c) **Working proactively with the development sector and other partners to drive transformational change, where appropriate using our own assets, statutory powers and seeking all appropriate sources of funding;**
- d) **Encouraging the regeneration and appropriate intensification of underutilised brownfield sites, particularly in sustainable locations such as key gateways;**
- e) **Continuing to facilitate and enable adaptation to the effects of climate change, including completion of the OCOR programme, implementation of measures to 'green' streets, spaces and buildings. Opportunities for clean, decentralised energy will also be supported in principle;**
- f) **Supporting proposals that help to reduce vacancy rates and that contribute to the diversification of the offer in the City Centre, including the creation of high-**

quality leisure facilities, visitor attractions and destinations, subject to relevant plan policies;

- g) Always expecting high standards of design and placemaking, creating a step change in the quality of development being delivered in the City Centre and respecting the character and local distinctiveness of the area by conserving heritage assets and their settings, including the Derwent Valley Mills World Heritage Site;
- h) Promoting the City Centre as a strategic location for living, providing new homes in a range of locations, including the creation of new communities at the Railway Station Quarter and Derby Riverside, completing the regeneration of Castleward and through the conversion of underutilised floorspace in existing buildings;
- i) Promoting comprehensive transformation of the public realm within the City Centre, creating a coherent network of high-quality streets and spaces, consistent with the Council's Public Realm Strategy;
- j) Recognising the importance of culture, heritage and the arts as part of the character and identity of the City Centre and utilise existing assets as catalysts to regeneration;
- k) Recognising the importance of high quality, active and inclusive ground floor uses, particularly within and around key streets and spaces and the need to support key retailers and destinations that drive footfall and expenditure;
- l) Recognising the individual role, function and characteristics of different parts of the City Centre, ensuring that development in one area is complementary to that of others;
- m) Encouraging the development of a thriving office market, supporting proposals that provide flexible spaces including, new Grade A office space and the conversion of underutilised upper floors. The Council will work with all sectors, but with a focus on creative industries and supply chain businesses to existing key employers;
- n) Continuing to work with educational establishments such as Derby College and the University of Derby to firmly establish the City Centre as a hub for learning, innovation and collaboration;
- o) Continuing to work with partners to develop measures to counter specific anti-social behaviour in certain areas and regulate the number and location of licensed premises and hot food takeaways;
- p) Rethinking the way in which we travel into, out of and around the City Centre, to create a greener, cleaner and calmer environment where people will want to live, work and play. The Council will support proposals that facilitate improved public transport and enable the take up of greener and active travel options and

that help to reduce severance created by the Inner Ring Road. Public parking will be directed into key strategic locations, where the development of multi modal hubs will be supported, helping to drive footfall and activity along key streets;

- q) Supporting uses that contribute to a safe and inclusive evening and nighttime economy, meeting the needs of young people and the wider community, whilst helping to maintain Derby's Purple Flag status.**

Supporting Text

665. Derby City Centre, in common with similar locations in the UK and beyond, is facing an unparalleled period of change. Whilst ongoing for many years, this has been accelerated by advances in technology and the Covid pandemic. Patterns of activity within the City Centre which have evolved over generations and often taken for granted, are being challenged and we need to be bold and creative in how we shape the future.
666. In response to these challenges, the Council produced a document called 'Towards a New Vision for Derby City Centre – Ambition' in 2022. It was informed through engagement with key stakeholders and was subject to wide ranging public consultation.
667. The Local Plan seeks to reflect many of the ideas stemming from the 'Ambition' document and the key messages from the consultation. This policy sets out the key overarching aspects of the Council's strategy for transforming the City Centre, acknowledging that the Local Plan is only one mechanism for driving forward the much-needed transformation.

Policy CC2: Defining the City Centre

For the purposes of the vision, objectives and policies in this Plan, the City Centre is defined as the area shown on the Policies Map and Figure 51.

Supporting Text

668. Definition of the City Centre provides clarity for decision making funding bids and the calculation of our housing supply. Identifying a clear boundary also provides an opportunity to achieve consensus across partners and stakeholders, allowing for consistent definition.
669. The revised definition includes areas not previously included, such as the area around Agard Street where the University has ambitious plans (see Policy CC12) and also the full extent of the Railway Station Quarter (see Policy CC13), including a small amount of associated land on Pride Park, reflecting the functional relationship with the railway station and wider City Centre.

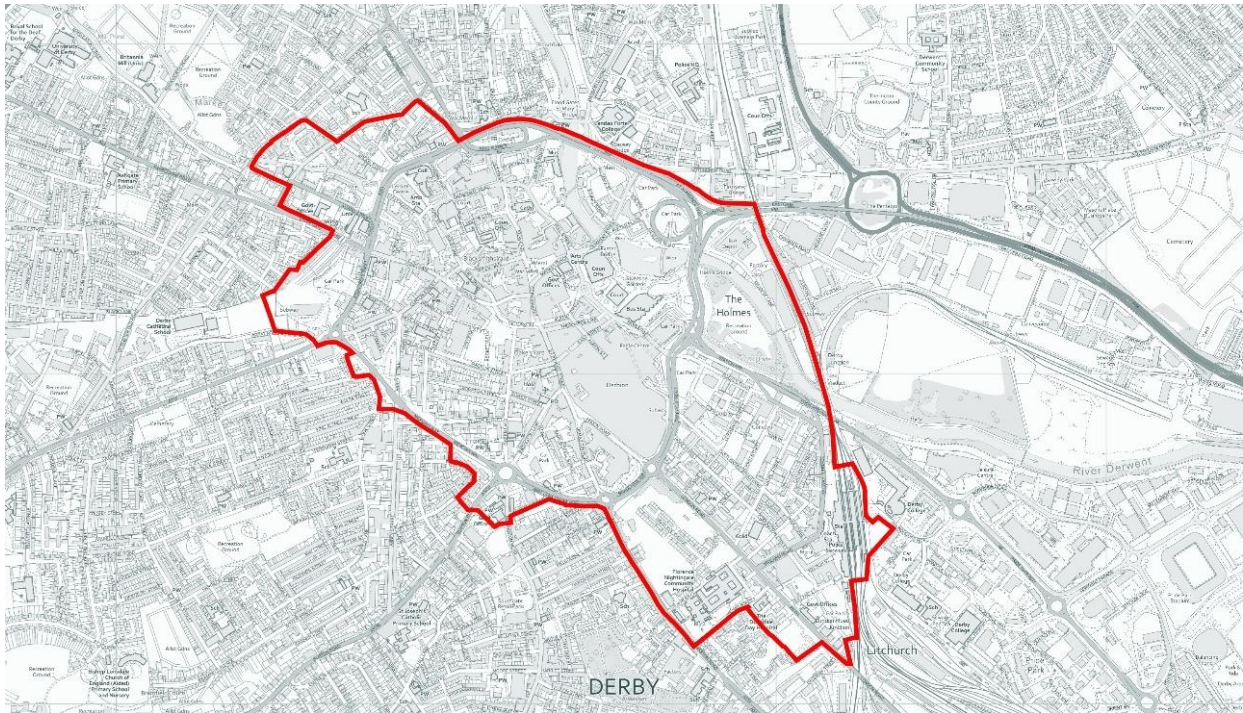


Figure 51: The Defined City Centre

Policy CC3: City Centre Living

The City Centre will be transformed into an attractive, safe and healthy place to live, offering a range of different housing types, of the highest design quality.

The Council, with the help of partners, will support the private sector in bringing forward new homes and creating communities to attract a diverse range of residents who will activate streets and spaces, create a vibrant and sustainable City Centre housing market as well as supporting and creating new businesses.

The Council will seek to ensure that a minimum of 5,600 (which includes completions and permissions) new homes are delivered within the plan period within the defined City Centre. This will include the creation of new and / or enlarged communities in highly sustainable locations including:

- a) Derby Riverside, providing a minimum of 600 new homes (see Policy CC11);**
- b) Railway Station Quarter, providing a minimum of 500 new homes (see Policy CC13) and;**
- c) North Castleward, providing a minimum of 400 new homes (see Policy CC14).**

A minimum of 2,000 new homes will also be delivered through the development of mixed-use regeneration allocations within the City Centre, identified in Policy CC4.

The conversion of under-utilised upper floors, above shops and other commercial uses provides significant capacity to provide more homes in sustainable locations and in some cases help to secure viable uses for historic buildings. The Council will support

conversion of upper floors for residential uses where it would provide high quality living space, respect the significance of heritage assets and not undermine the continuity of ground floor active frontages, whilst also having regard to other relevant policies. In some cases, there may be a need to incorporate access to upper floors within new shop fronts (see Policy GD11).

Purpose built student housing will be supported in principle, particularly within the University's City Centre Hub area and wider University District (see Policies H10, IC4 and CC12).

Recognising the challenges of bringing forward development on constrained sites in the City Centre, the Council will seek up to 5% affordable housing on major sites in the City Centre, in line with Policy H4.

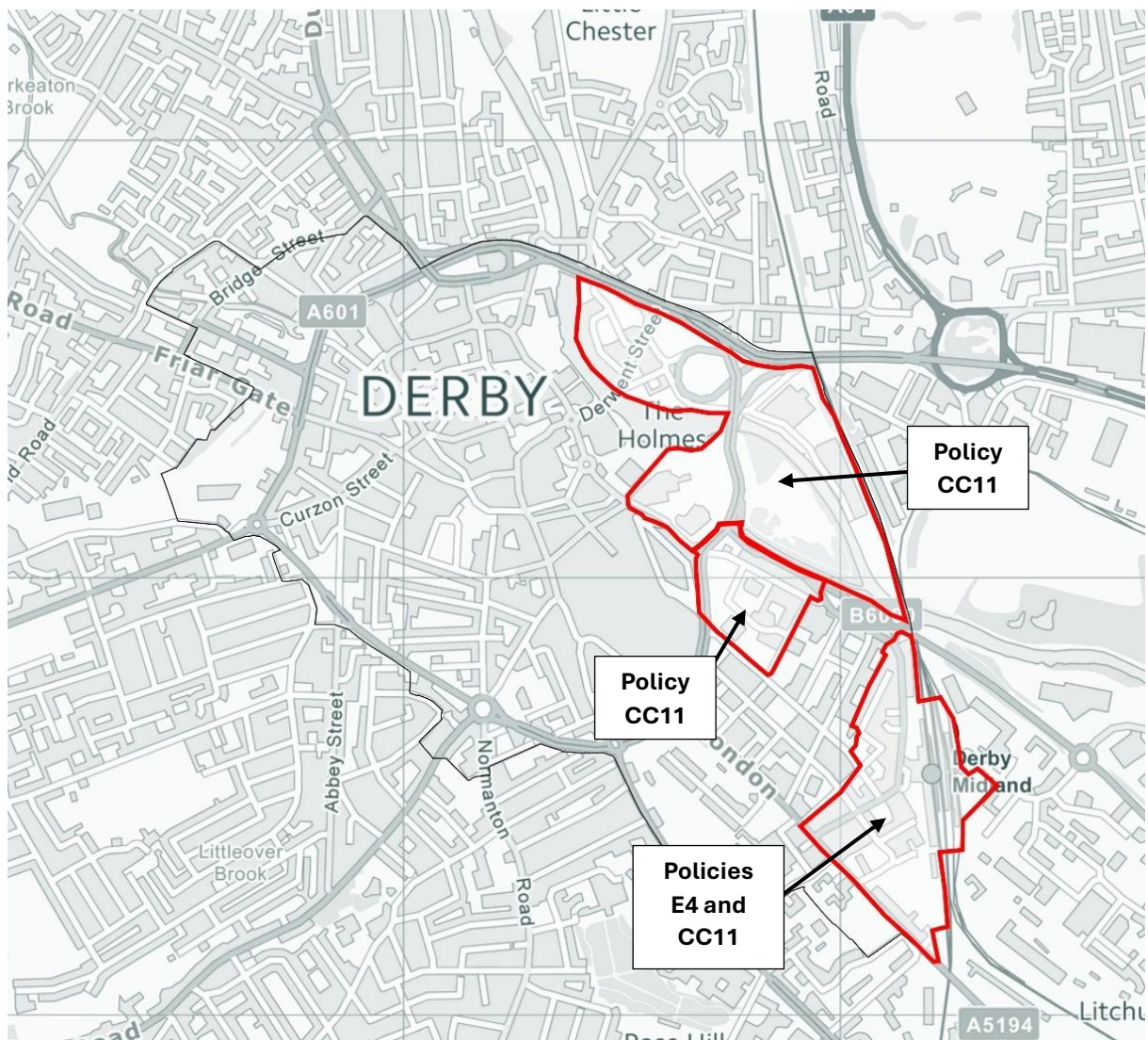


Figure 52: New and Enlarged Communities in the City Centre

Supporting Text

670. Making the City Centre an attractive place to live is a crucial part of our vision for its transformation, not just because it will contribute to meeting housing needs, but it will also generate more activity and vibrancy, helping to support the economy.
671. Derby has not traditionally had a large City Centre residential market, but this has been changing over recent years, with significant delivery since the start of the plan period. This is projected to continue with over 1,600 new homes with planning permission yet to be completed.
672. In addition to the homes that have already been completed and have planning permission, there are opportunities to create new and enlarged communities in strategic locations within the City Centre. It is acknowledged that the residential led regeneration of these areas is ambitious and that development of the full transformational vision may run beyond this plan period. Therefore, the Council is only assuming that a proportion of the potential full capacity of these areas will be delivered within the plan period through the development of catalyst sites. Site specific site allocations for these areas are set out in Policies CC11, CC13 and CC14.
673. There is capacity for a minimum further 2,000 new homes to be built as part of residential led, mixed-use allocations, detailed in Policy CC4.
674. There is also likely to be significant capacity for the creation of new homes through the conversion of under-utilised upper floors in the City Centre. The Council is keen to explore this potential further and will work proactively with landlords to identify opportunities to intensify the use of existing buildings.
675. Evidence indicates that within the City Centre only 5-8% affordable housing is likely to be realistically viable. However, other key infrastructure is likely to be required in the City Centre, including the delivery of a new Primary School. Taking account of viability, the Council will seek up to 5% affordable housing in the defined City Centre.

Table 4: City Centre Housing Supply at April 2026

Source	Dwellings
Past completions 2023-2026	1,491
Major sites with planning permission at April 2026	1,510
Small sites with planning permission at April 2026	97
New and expanded neighbourhoods (minimum)*	1,500
Residential Led, Mixed-use allocations (minimum)*	1,074
Total:	5,672

*Excludes planning permissions and past completions

Policy CC4: Residential Led, Mixed Use Site Allocations

In addition to the creation of new and enlarged neighbourhoods at Derby Riverside (see Policy CC11), the Railway Station Quarter (see Policy CC13) and North Castleward (see Policy CC14), there are opportunities to regenerate key brownfield sites in the City Centre for mixed-use development, providing a minimum of 2,000 new dwellings.

Whilst the regeneration of these sites will largely be for residential uses, their sustainable location also makes them appropriate for a range of other uses, helping to provide a vibrant mix and activate the street scene. Other uses could include offices / workspace, retail, food and drink, leisure and education, subject to other relevant plan policies.

Residential led, mixed use site allocations include:

- a) Land at the former Friar Gate Goods Yard, including the Bonded Warehouse – The site is allocated to deliver 276 new homes. The Bonded Warehouse provides opportunities for complementary uses that would help to secure a viable use for the listed asset. This could include E uses – subject to complementing and not directly competing with the offer in the Primary Shopping Area (see Policies E9 and CC8).
- b) Remaining land at the former Full Street police station – This site is allocated to deliver 195 new homes. It should be ensured that active uses are maintained at ground floor level, helping to activate and animate the open space at Cathedral Green.
- c) Northern Gateway – This area includes the former Queen Street Leisure Centre, Chapel Street multi storey car park (and surrounding buildings) as well as the Cathedral Court student accommodation block and adjacent surface level car park. The area has the potential to deliver a significant number of dwellings (minimum 200), whilst also providing other uses such as offices and food and drink, leisure and education. A new multi-modal hub (see Policy T1) should be delivered as a replacement for Chapel Street MSCP. In developing the area, there is a need for a comprehensive approach to ensure that development potential is not undermined, and the significance of heritage assets is protected and enhanced. Key community assets such as the two public houses should be retained and appropriate consideration given to the potential for archaeological remains (see Policies HE1 and HE6).
- d) Bradshaw Way – This site provides an opportunity for high density residential development, delivering 478 new homes across a series of blocks, stepping up in height, with the opportunity for a tall building (subject to Policy CC6) on the London Road frontage. There are opportunities to enhance connectivity with the

Nightingale Quarter and Castleward through ‘taming’ of the inner ring road in this location (see Policy T1).

- e) The Eagle Quarter – The former Eagle Market site provides an opportunity for high density residential development, delivering 674 new homes, with the opportunity for a tall building to help terminate views along the Morledge (subject to Policy CC6). There are opportunities to enhance connectivity with Derby Riverside, North Castleward, to provide active ground floor uses and to significantly improve the setting and entrance to Derby Theatre.**
- f) Abbey Street Car Parks – The two car parks (east and west) provide opportunities for regeneration and should include the provision of a new multi-modal hub (see Policy T1) to serve the west side of the City Centre. The western car park has potential for a tall building (subject to Policy CC6) fronting the inner ring road. In addition to the potential for a multi-modal hub, the two sites should provide a minimum of 50 new homes.**
- g) Babington Lane Car Park – This key gateway location is currently underutilised as surface level parking and a garage. It has potential to deliver a minimum of 150 new homes, as well as active ground floor uses, helping to animate the streetscene along Babington Lane.**
- h) Remaining Land at Becketwell – This site has already successfully delivered 259 new homes, as well as the new performance venue. There remains significant potential to deliver further development, which could include more residential, new office space, hotels and leisure. Appropriate consideration should be given to the potential for archaeological remains (see Policies HE1 and HE6).**

The Council will work with partners to ensure that regeneration of these sites is delivered in a comprehensive manner, aligned with policy requirements. Proposals that would undermine this approach or prejudice development potential will be resisted. The Council will use compulsory purchase powers if necessary to ensure coordinated and comprehensive delivery.

Supporting Text

676. In addition to the creation of new and enlarged neighbourhoods in the City Centre, there are opportunities to redevelop other brownfield land where its potential and wider sustainability benefits are not currently being fully optimised. This includes sites such as the Former Friar Gate Goods Yard and the remaining land at the former police station on Full Street, both of which have planning permission and in the case of the former Friar Gate Goods Yard, are being actively built out.

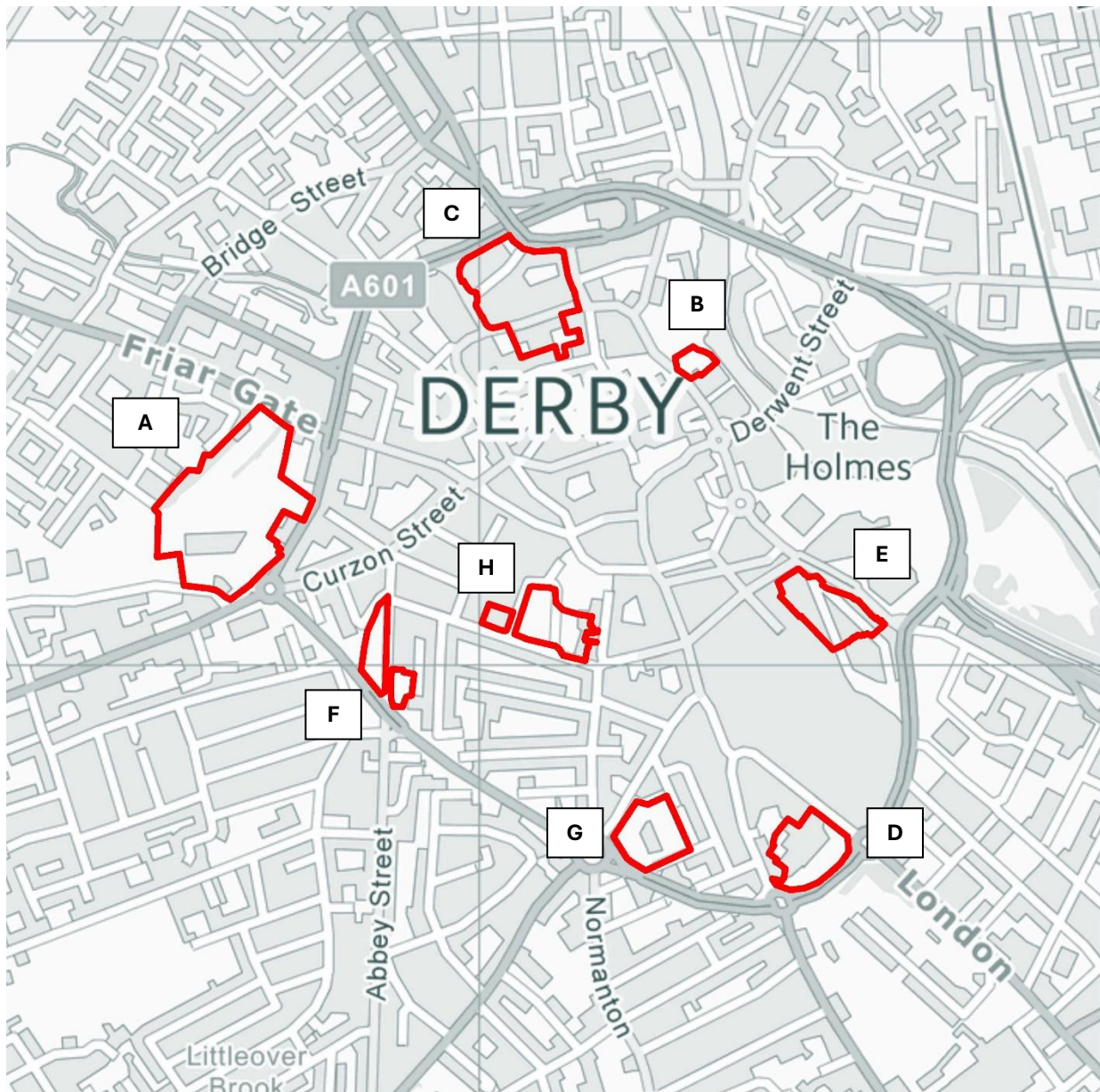


Figure 53: Residential Led, Mixed Use Site Allocations

677. The Council is working with development partners, Vinci and Ion Developments to bring forward proposals for the Northern Gateway site which incorporates the former Queen Street Leisure Centre and Chapel Street multi-storey car park. The scheme will be residential led, but may also include other main town centre uses, adding to the vibrancy of the area, complementing existing assets such as the pubs and community buildings. There is an opportunity to replace Chapel Street multi-storey car park with a new multi-modal hub, providing modern parking alongside other onward transport options reflecting the findings of the City Centre Parking Study. There are also opportunities for further regeneration to the south of Cathedral Road, including the potential to re-use / redevelop the site of Cathedral Court student accommodation and the adjacent surface level car park. The future of these two areas should be considered comprehensively.

Table 5: Residential Capacity of Mixed-Use Allocations

Residential Led, Mixed Use Allocations	Dwellings (Minimum)
Former Friar Gate Goods Yard	276*
Former Full Street Police Station	195*
Northern Gateway	200
Bradshaw Way	476*
The Eagle Quarter	674
Abbey Street Car Parks	50
Babington Lane Car Park	150
Remaining Land at Becketwell	0
Total:	2,021

*Sites allocated but with planning permission at April 2026

678. Bradshaw Way and Eagle Quarter are schemes being promoted by the owners of the Derbion Shopping Centre. There is an opportunity to rationalise existing retail floorspace in these locations to enable redevelopment for high density living. The Bradshaw Way site has planning permission for 478 new homes, whilst there is a resolution to grant planning permission (subject to S106) for a mixed-use scheme at the Eagle Quarter (the site of the former Eagle Market) which includes 674 new homes.
679. Abbey Street car parks are unlikely to be needed in their current form in the medium to longer term. There is an opportunity to provide parking in a more efficient format on the western car park through the creation of a multi-modal hub to serve the west side of the City Centre. This reflects the findings and approach set out in the Council's City Centre Parking Study. Redevelopment for a multi-modal hub could create opportunities for other development alongside, potentially circa 50 dwellings across the two sites.
680. Babington Lane car park is in a gateway location with frontage onto the Inner Ring Road. Current use of the site for surface level parking and a garage is inefficient and does not capitalise on the potential or sustainability credentials of the site. The Council is keen to work with the landowner to bring forward a comprehensive scheme for this important site.
681. The Becketwell area has already delivered 259 new dwellings at the Condor development, Springwell Square open space and is also home to the 'Vaillant Live' arena. The Council will continue to work with its development partner, St James Securities to bring forward additional phases which include the former Duckworth Square site and surface level parking to rear of properties on Green Lane. Future phases could incorporate a range of uses, including more residential, office space, hotels and leisure, reflecting the flexible outline planning permission covering the site.

Policy CC5: Non-Residential Regeneration Opportunities

- a) **The Market Place - The former Assembly Rooms and multi-storey car park provide a major regeneration opportunity in the heart of the City Centre, alongside the sensitive restoration of the Guildhall Theatre and Market Hall. Regeneration of this area should deliver a mix of vibrant uses, including a cultural anchor, offices, hotel, food and drink and other leisure uses. There is an opportunity to animate the Market Place through the inclusion of active ground floor uses and an overhaul of the existing public realm. Development should take account of the sensitive context, in terms of location within the City Centre Conservation Area and proximity to listed buildings and the Derwent Valley Mills World Heritage Site.**
- b) **Derby Museum, Art Gallery and former Central Library building provide a significant opportunity for cultural led regeneration, breathing new life into underutilised assets. There is an opportunity to improve existing buildings and the spaces around them, which could include enlargement of the museum to provide new gallery space, learning studios, an enlarged café and other ancillary uses.**

Regeneration should deliver integration of existing buildings into a single complex, providing a much-improved visitor experience. There may also be an opportunity to re-orientate the main entrance onto Museum Square, creating a new signature entrance, adding vibrancy to the Wardwick and improving the relationship between the buildings and the streetscene.

In addition to enhancements to Museum Square, there is an opportunity to re-think the wider public realm in this area, helping to enhance the setting of heritage assets and further adding to the overall visitor experience.

- c) **University of Derby City Centre Hub (see Policy CC12).**

Supporting Text

- 682. The regeneration and transformation of the City Centre cannot simply rely on the introduction of new residential uses, if we are to succeed in enhancing overall vibrancy. There is a need for these to be complemented by a whole ecosystem of other uses, such as culture, leisure, education and offices, helping to drive footfall.
- 683. The areas identified in this policy provide opportunities to enhance the offer in the City Centre, in terms of non-residential uses, taking advantage of their location and proximity to similar uses.
- 684. The Council is currently working with its development partners, Vinci and Ion Developments, to deliver exciting new plans for the former Assembly Rooms site and wider Market Place. Plans are still evolving but are likely to include a mix of uses such as offices, leisure, culture and potentially a hotel. The Council is also working on plans to bring the Guildhall Theatre back into use.

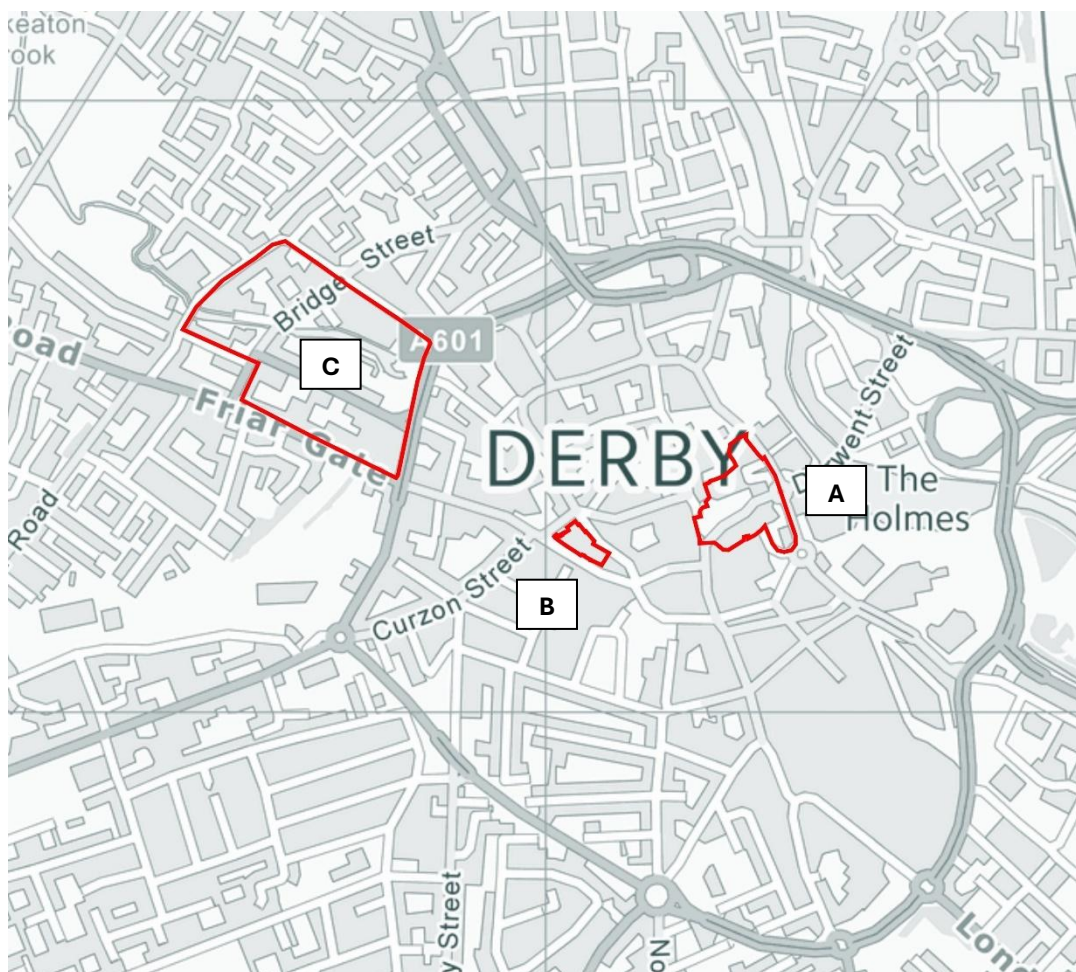


Figure 54: Non-Residential Regeneration Opportunities

685. Following on from the success of the Museum of Making, there are aspirations to improve the existing Museum and Art Gallery, located on the Strand / Wardwick. Initial feasibility work suggests that there may be opportunities to expand and enhance the current facility, improving its relationship with the streetscene and integration into the wider City Centre.
686. Identification of these opportunities in the Local Plan provides an indication of current and future priorities but also supports efforts to secure external funding to make these aspirations a reality.
687. The University's plans for a City Centre Hub are a further opportunity for non-residential led regeneration in the City Centre. Further information in relation to these plans is referenced in Policies IC4 and CC12.

Policy CC6: Tall Buildings

The Council recognise that tall buildings are likely to have an increasingly important role in helping Derby accommodate growth as well as supporting the legibility and vibrancy of the City Centre.

To ensure tall buildings are sustainably developed in appropriate locations, and are of the required design quality, proposals will be required to demonstrate consistency with the following criteria:

- a) Proposals must be submitted with as much detail as possible, to ensure that impacts can be fully assessed and understood. Where proposals are submitted in outline, they should be accompanied by a comprehensive design code detailing specific design principles that can be secured through condition;
- b) Are located within areas of the City Centre identified as having potential for tall development on the Policies Map and Figure 55. Proposals outside of these identified areas will generally be resisted unless a clear rationale and justification for the location can be demonstrated and potential impacts on heritage assets and skyline have been thoroughly assessed, with harm avoided or minimised;
- c) Exhibit exemplary architectural design and well-articulated response to context, contributing positively to placemaking and providing a human scale street environment;
- d) Exhibit an elegant and well-articulated architectural form with clear compositional elements (including base, middle and crown), hidden roof plant, well considered materiality and detailing, including appropriate depth and reveal to avoid buildings looking 'flat';
- e) Exhibit sustainability credentials, through innovative and efficient design;
- f) Take account of and avoid or minimise harm to the significance of Derby's heritage assets, including their setting;
- g) Make a positive contribution to important views and skyline of Derby;
- h) Form part of comprehensive development proposals / master planned approach, avoiding stark contrasts in height. Where clusters of tall buildings are proposed, there should be clear differentiation in heights with an obvious apex;
- i) Provide a mix of uses and where possible, provide active ground floor frontage with public access and positive interface;

- j) Provide high quality public realm and public spaces in and around the development, with consideration given to the lighting of spaces and the buildings surrounding them;**
- k) Positively contribute to way finding and legibility;**
- l) Take account of impacts on micro-climate, including wind, daylight, sunlight penetration and temperature surrounding the building;**
- m) Avoid canyonisation and support the effective dispersion of air pollutants;**
- n) Provide satisfactory levels of amenity for residents and surrounding uses and contribute to neighbourhood creation;**
- o) Provide for appropriate servicing, parking and management arrangements**
- p) Provide appropriate safety and security including the use of laminated glazing where necessary;**
- q) Be maintained and managed in a manner to maintain the quality and safety of the building;**
- r) Have regard to Policy T7 relating to the proximity of East Midlands Airport;**
- s) Have regard to fire safety and means of escape, in line with Building Regulations.**

All proposals for tall buildings should be reviewed using the Council's 3D model, taking account of verified views to be agreed with the Council and take account of cumulative impacts.

Due to their exceptional nature, in addition to standard validation requirements, it may be necessary for tall building proposals to be supported by additional information to enable robust assessment. This could include:

- t) Survey plan and calculations;**
- u) Tall building statement;**
- v) Viability assessment;**
- w) Visual impact assessment study;**
- x) Heritage statement, including statement of significance and heritage impact assessment;**
- y) Physical impact assessment study;**
- z) Movement statement;**
- aa) Building services strategy;**
- bb) Sustainability Statement.**

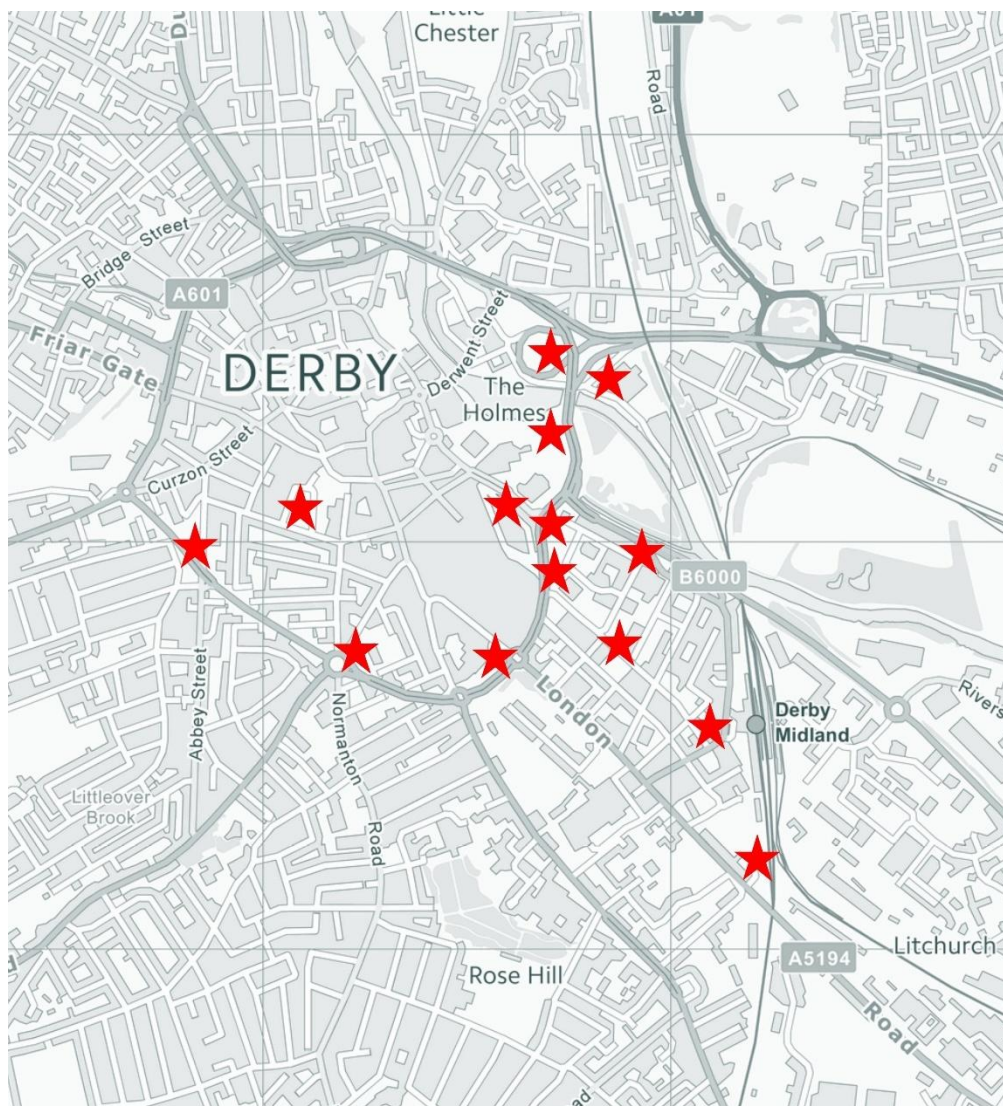


Figure 55: Potential Tall Building Locations

Supporting Text

688. Tall buildings by virtue of their scale and height can bring significant change to a place's skyline, its townscape and character. A tall building, in the right location and of high quality, can be transformative and have a lasting positive impact on the character and identity of a place. However, if it is in the wrong location or of poor quality, it can become an eyesore, be resented by the community and detract from a place's character and identity.
689. This policy seeks to help shape both the location, proliferation and design quality of tall buildings in the City Centre, to ensure a planned and coordinated approach, but also to provide confidence around their potential acceptability.
690. A 'tall building' is a relative term and should be considered in relation to local context. For example, what is considered 'tall' in one area may be different to what would be tall in another area. This reflects the approach taken in the Council's Tall Building Study which was published in 2021 and was informed by the City Skyline and Significant Views Study, published in 2019. In the context of Derby City Centre, tall buildings are defined by the

Council's Tall Buildings Study as those which are at least twice (2x) the prevailing context height.

691. The context height of an area is the height that an observer would read as the typical or defining height of a particular area. In places that are consistent in height, the context height may be the most commonly occurring building height. In more varied places, the context height may be a middle point that buildings fluctuate around. The Tall Buildings Study provides further information in relation to the general context heights of different areas of the City Centre.
692. The acceptability of a tall building proposal will often be associated with its design quality. It's therefore important that tall building proposals are submitted with as much detail as possible, including comprehensive parameter massing to enable robust assessment of potential impacts. The Council therefore encourage tall building proposals to be submitted in 'full' as opposed to outline wherever possible.
693. The locations identified as having potential to accommodate tall buildings are based on the assessment included in the Tall Buildings Study, which takes account of potential impacts on heritage assets, as well as the need to support regeneration activities. Proposals outside of these areas will generally be resisted. The Tall Buildings Study also provides guidance in relation to indicative height parameters, within which proposals are more likely to be considered acceptable.
694. Given their exceptional nature, it's critical that tall building proposals exhibit high quality design and are fully justified, taking account a range of factors listed in the policy.
695. To enable robust assessment of tall building proposals, it will often be necessary for them to be supported by additional information, over and above standard validation requirements, based on the specifics of sites and proposals. However, this could include, but is not limited to the following:
- Survey plan and calculations that illustrate the heights of the proposed building in its surrounding context to determine the context height ratio and if the buildings has a proportional relationship with its surrounding;
 - Tall building statement that evaluates the benefits and justifications for a tall building on the proposed site;
 - Viability study to demonstrate that the viability and appropriateness of lower rise options of high-density development have been explored;
 - Visual impact assessment (VIA) study to illustrate the impact on the context, especially on heritage assets and significant views. This should include a computer-generated zone of visual influence and the impact on local, medium and long distant views which should be done through accurate visual modelling of proposals (buildings fully rendered) from relevant assessment points defined by the Council. Proposals should be shown in daylight and night conditions and in different seasons;
 - Heritage statement that identifies the heritage assets that the proposal has taken into account. This should demonstrate how the tall building proposal has responded to these heritage assets and their respective significance, and how the proposal has mitigated its potential adverse impact to avoid or minimise harm to the heritage asset

and its setting. This should cross reference to the VIA as necessary. Where appropriate, the heritage statement should have regard to the UNESCO Toolkit 'Impact Assessments in a World Heritage Context' as well as the Council's Skyline and Significant Views Study;

- Physical impact assessment study to illustrate the impact on micro climatic conditions (wind tunnel studies, sun path studies, overshadowing, heat island and glare studies), privacy and overlooking, telecommunications, air quality and subterranean service infrastructure;
- Movement statement that provides a traffic impact assessment, including car parking, pedestrian movement and public transport needs, and a servicing strategy;
- Building services strategy, including building systems and enclosure, energy consumption and efficiency, lighting (day and night-time), waste storage and disposal, and maintenance;
- Sustainability statement outlining how the building will apply best sustainable practices, including energy management and production, resource conservation, materials specification and waste management. A recognised method of sustainability assessment should be used.

696. The greater the scale, impact and complexity of the proposals, the more detailed and comprehensive the statements should be. Applicants should be aware that applications submitted without the above supporting information may lead to a planning refusal on the grounds of insufficient information to allow the application to be fully and effectively assessed.

Policy CC7: Business, Creativity and Learning

A more vibrant and diverse office market is needed in the City Centre, alongside the creation of other workspaces to support the creative industries sector. More people working and learning in the City Centre will help to drive footfall, support other businesses and generate vibrancy.

The Council will:

- a) encourage and support investment in the existing City Centre office stock to ensure that it is fit for purpose, meets modern needs and is resilient to climate change;**
- b) direct investment in new office floorspace into the defined Central Activity Area (CAA) in the first instance, in line with Policy E4. The CAA is the sequentially preferable location for new office development within the city. Investment in new office floorspace associated specifically with the rail industry will also be encouraged in the Railway Station Quarter (see Policies E4 and CC13);**

- c) support the principle of introducing a more varied range of uses within workspaces in the City Centre where they would contribute to vibrancy and animation of the streetscene;
- d) continue to seek opportunities to expand the portfolio and offer provided by Connect Derby, in terms of serviced office provision.

The CAA should also be the focus for the creative industries, providing opportunities for unique workspaces, incubator space, workshops and make and trade type uses, leveraging synergies and creating critical mass with other businesses and the University.

The Council will also:

- e) continue to work closely with partners in the higher and further education sectors, such as Derby College and Derby University to ensure that the City Centre is strengthened as a hub for learning, recognising the synergies with established businesses, particularly the creative industries sector. Opportunities for co-location of business and academic uses will be supported in principle;
- f) seek to ensure that a new City Centre Primary School is delivered as part of the regeneration of Derby Riverside (see Policy CC11);
- g) More generally, proposals that help to establish the City Centre as a centre for learning and innovation will be supported in principle, including the University's plans for a City Centre Hub (see Policy CC12).

Supporting Text

697. The City Centre does not currently have a strong office market or sufficient academic presence from key institutions.
698. This policy seeks to direct investment in new office space into the Central Activity Area (CAA), which covers much of the Cathedral and St Peters Quarters. Directing investment in new office space into this defined area will help to create a critical mass of offices, whilst supporting other businesses and providing synergies with the University's plans for the Agard Street area.
699. The CAA provides opportunities for new Grade A office stock at prestige locations such as Becketwell and the Market Place, as well as providing significant capacity for the re-use and conversion of upper floors.
700. Whilst outside of the CAA, the Railway Station Gateway (see Policy CC14) provides opportunities for investment in new office floorspace associated with the rail industry, linking with the cluster of rail related industries already located on Pride Park and the Railway Technical Centre (RTC) to the south.

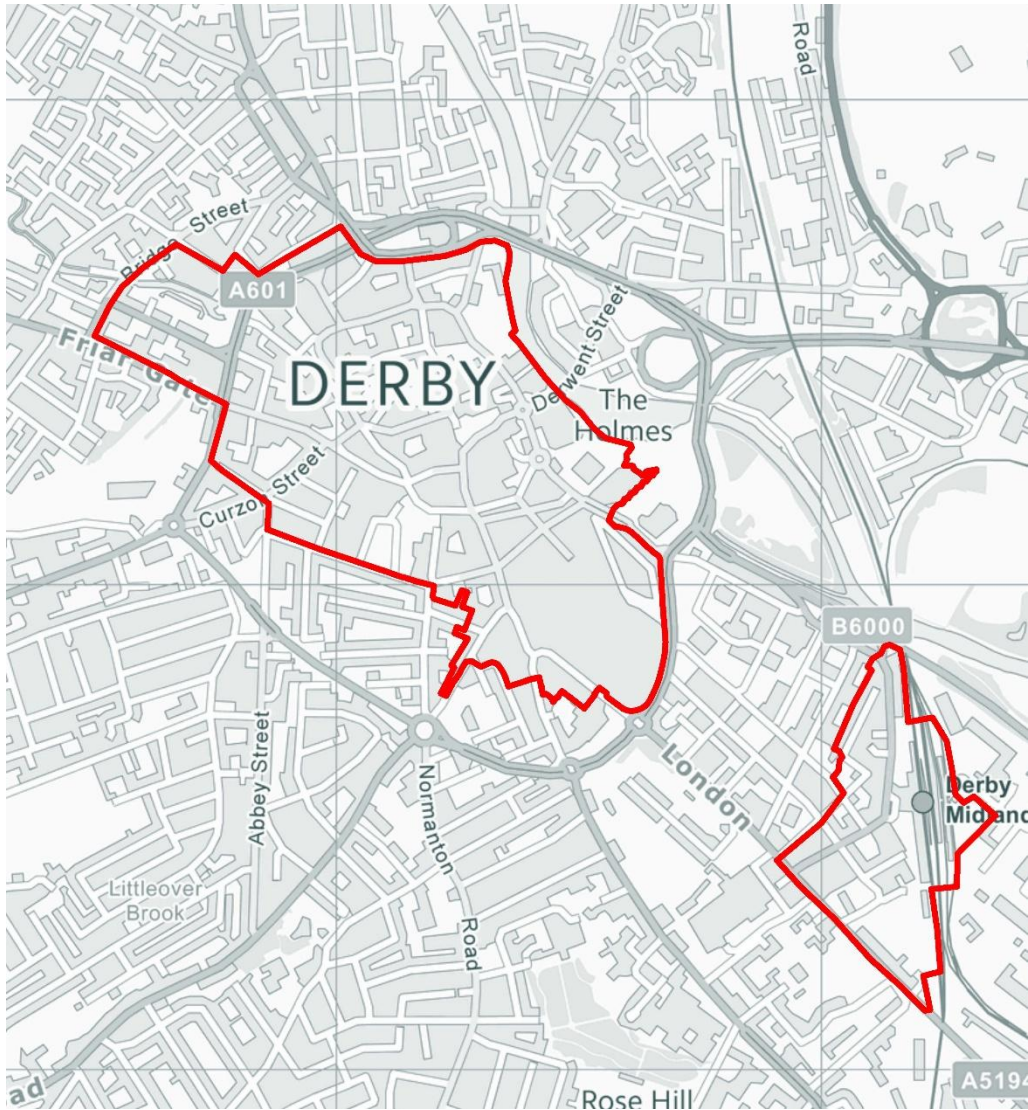


Figure 56: Central Activity Area (CAA) and Railway Station Quarter

701. The CAA is also a logical location to direct investment in the creative industries, providing opportunities to link with the University, support existing businesses and potentially breathe new life into underutilised heritage assets within this area.
702. The Council acknowledge that the nature of workspaces, particularly in City Centres, is evolving, with greater focus on overall employee experience and the expectation for a greater mix of ancillary and complementary type uses within workspaces. This can include (but is not limited to) cafés, bars and gyms. The Council will generally support a more varied mix of uses within individual planning units, where it would contribute to vibrancy and would be consistent with other policies.
703. It is acknowledged that parts of the CAA are also designated as active and inclusive frontages (see Policy CC9). Where this is the case, the Council will generally seek to resist proposals that result in dead frontage at ground floor. Therefore, office development will generally be supported in principle at first floor and above.

704. The introduction of the E use class, which brings together a range of previously separate commercial uses into a single use class, provides greater flexibility for uses of buildings to change without the need for planning permission. This has reduced the extent to which Local Planning Authorities (LPAs) can curate the location and mix of different uses within centres. Notwithstanding this, where there are opportunities to help shape the City Centre, it is important that the Council still has a strategy for directing growth and investment.

Policy CC8: Shopping, Eating and Drinking

The City Centre should continue to be the main destination in Derby for shopping and leisure activities such as eating and drinking, maintaining its sub-regional importance.

Investment in new retail floorspace should be directed into the defined Primary Shopping Area (PSA) in the first instance (see Policy E9), concentrating similar uses into a focussed area and enhancing the vibrancy of the heart of the City Centre. The PSA is the sequentially preferable location for new major non-food retail uses within the city. Proposals which seek to extend the PSA beyond the defined boundaries will be resisted.

Across the PSA, the Council will work with partners:

- a) to deliver mixed-use regeneration opportunities (see Policy CC4);**
- b) to enhance permeability for pedestrians between the northern and southern parts of the PSA;**
- c) to promote the Market Hall and wider Cathedral Quarter as the anchor destination for shopping and leisure outside of Derbion;**
- d) to develop a clear vision and enhancement strategy for St Peter's Street, as the key north / south spine linking Derbion and the Cathedral Quarter;**
- e) to reduce the number of vacant units;**
- f) to ensure that active and inclusive ground floor uses are maintained along key streets (see Policy CC9);**
- g) to ensure that development within one part of the PSA is complementary to its wider function, in terms of vitality and viability;**
- h) to support proposals that increase the diversity of uses, particularly where they would address long term vacancy, subject to other relevant policies in this Plan;**
- i) to support proposals for temporary and meanwhile uses, where they would boost vibrancy, subject to other relevant policies in this Plan.**

New leisure uses, including food, drink and entertainment will be supported across the City Centre, as defined by Policy CC1, but will be encouraged to locate within the Central Activity Area (CAA), in the first instance, helping support key regeneration

activities. In areas of the City Centre outside of the CAA, late night opening hours will generally be restricted to 12:30am to respect the residential amenity and character of these areas.

The Council will continue to work with partners to support the early evening and nighttime economy, promoting vibrancy and safety and seek to ensure that Purple Flag status is maintained.



Figure 57: The Primary Shopping Area

Supporting Text

705. The NPPF requires LPAs to define the extent of Primary Shopping Areas (PSA) in Local Plans, as part of a positive strategy for the future of centres. The NPPF defines PSAs as the defined area where retail development is concentrated.
706. Whilst the retail footprint is shrinking, there is an increasing need to focus retail uses into a defined area to support vibrancy, create critical mass and support linked trips.

Therefore, the PSA is the sequentially preferable location for investment in retail floorspace. This means that opportunities to fill existing retail units or develop on sites within the PSA should be explored, before opportunities outside of this area will be permitted, in line with the provisions of the sequential approach detailed in Policy E9 and the NPPF. This will generally be the case for comparison / non-food retailing, where catchment areas are likely to include the City Centre, as opposed to convenience / food retailing where catchments can be more localised.

707. It is acknowledged that within the PSA and outside of the Derbion Shopping Centre, there are several important independent retailers that are destinations, helping to drive footfall and generate vibrancy in areas such as the Cathedral Quarter and St Peter's Quarter. These include the likes of Brigdens, Canopy, RF Potts, Foulds and Hunters to name just a few. It is important to ensure that these established businesses are able to continue to thrive and are supported by maintaining the integrity and coherence of key streets and the wider PSA.
708. As acknowledged elsewhere, the E use class provides much greater flexibility for uses of buildings to change without the need for planning permission, reducing the extent to which Local Planning Authorities (LPAs) can curate the location and mix of different uses within centres. Notwithstanding this, where there are opportunities to help shape the City Centre, it is important that the Council still has a strategy for directing growth and investment. Therefore, the Council's aim is to direct investment in new leisure uses, such as food and drink into the CAA, in the first instance, helping to concentrate similar uses into a defined area to support vibrancy and reduce fragmentation.
709. There is a need to strike an appropriate balance between the needs of commercial uses that support the evening and nighttime economy, against the need to significantly intensify residential development within the City Centre. Noise pollution can have significant adverse impacts on people's health and mental well-being. It is therefore important to ensure that people's living conditions are not disturbed by excessive noise and nuisance.
710. The approach set out in this policy seeks to focus uses that have the potential to create nighttime disturbance into the Central Activity Area (CAA). Such uses include pubs, bars, nightclubs, takeaways, casinos, adult entertainment centres and other uses with the potential to generate noise and disturbance in the evening and late night. Outside of the CAA, the Council will apply stricter limitations on opening hours for new developments, to mitigate potential noise and disturbance issues.
711. Residential development will continue to be promoted within the CAA, including the conversion of upper floors. In such cases, particular scrutiny will be required to ensure that appropriate living conditions can be created for future residents, taking account of the nature of surrounding uses and that the operation of evening and nighttime uses are not prejudiced by the introduction of more sensitive uses. The Council will follow the 'agent of change' principle to ensure that unreasonable restrictions or burdens are not placed on existing operations, with the emphasis for mitigating potential issues on the new use being introduced.

Policy CC9: Active and Inclusive Frontages

The Council is committed to sustaining and enhancing the vitality and viability of the Primary Shopping Area (PSA). It is recognised that key streets within the PSA can no longer rely on retailing alone to sustain their vibrancy and that a more varied range of uses is needed, with both horizontal and vertical mixing.

Whilst a more varied and diverse range of uses is welcomed within the PSA, there is a need to ensure that active and inclusive uses are maintained at ground floor level on key streets, providing coherence and consistency in the street scene and supporting vibrancy.

The streets where active and inclusive ground floor frontages should be maintained are identified on the Policies Map and Figure 58.

Within these frontages, the Council will seek to resist proposals that would introduce 'dead' frontage during the daytime either through the nature of the use or the opening hours. Uses within these areas should be open to the public and maintain a shop front and / or display of visual interest.

The Council will also seek to resist proposals within these frontages that would introduce uses that cannot be accessed by all of Derby's communities during the daytime.

Uses specifically excluded from these frontages include:

- a) Bookmakers;
- b) Casinos;
- c) Adult Gaming Centres;
- d) Bars, pubs and clubs that are either not open during the daytime and / or restrict entry to under 18's during the daytime;
- e) Takeaways, where closed during the daytime and subject to the provisions of Policy E12;
- f) Adult Entertainment Venues.

Where open ended E use class proposals are submitted, the Council will seek to impose conditions where appropriate to restrict uses within the use class, to ensure that the potential for dead frontage is minimised.

Supporting Text

712. There are several uses that generally seek in-centre locations that fall outside of the E use class, and which require greater management in terms of their location and proliferation due to their potential impacts. These uses are listed in the policy and are generally considered to be 'sui generis' in terms of the use class order, meaning that change of use of existing units to these uses will generally require planning permission.

713. Due to the nature of the uses listed in the policy, the Council wishes to direct them away from the key streets that have been defined as requiring active and inclusive ground floor frontages. Ground floor units that form part of these key streets should provide active frontages to support vibrancy and placemaking objectives and should be open to all members of the community during daytime hours (9am-5pm).
714. The types of use the Council wishes to resist in these locations generally contribute less to the streetscene during the daytime than uses within the E use class, for example, by the nature of licensing regulations which limit the visual permeability of gambling establishments, or through the opening hours of takeaways. Gambling establishments and some bars, clubs and pubs are also not inclusive during daytime hours as they solely provide for over 18s. Where such uses seek to or are required to discriminate based on age, they should be located away from the key streets that are considered critical to the vibrancy and identity of the City Centre.

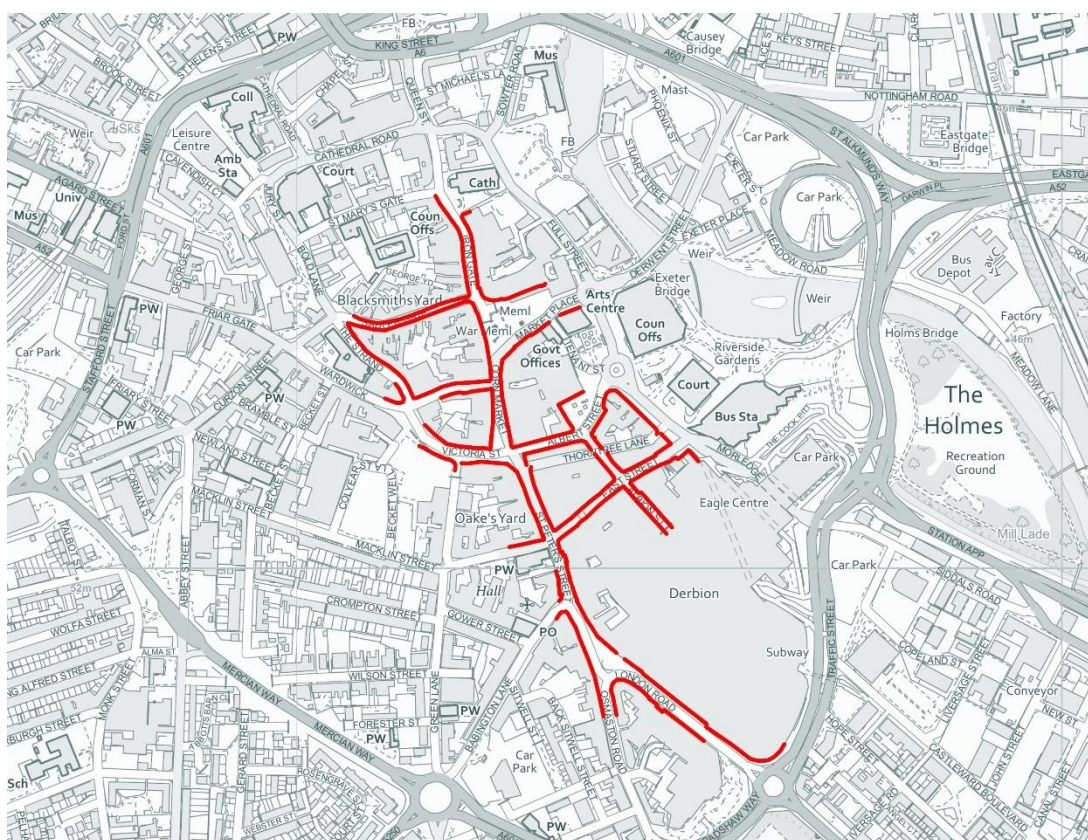


Figure 58: Active and Inclusive Frontages

715. Whilst concerns are regularly raised about the proliferation of other uses and occupiers, such as vape shops and off licenses, these generally fall within the E use class and are therefore unlikely to require planning permission for change of use in the majority of cases.
716. Where appropriate, the Council will seek to impose conditions to restrict uses within the E use class, where they could result in the creation of dead ground floor frontage within defined frontages. This could include the exclusion of office uses for example.

Policy CC10: Streets and Spaces

The Council will work with partners to embark on an ambitious programme of regeneration and renewal of the public realm, enhancing existing assets and creating new spaces and features, ensuring that the public realm network meets the needs of an evolving and modern City Centre.

Where appropriate, major development within the City Centre should contribute to transformation of the public realm, including through the provision of new, and enhancement of existing streets and open spaces, in-line with the recommendations of the Council's Public Realm Strategy, Railway Station Quarter Interim Planning Guidance (IPG) and OCOR programme.

In the case of major residential development proposals in the defined City Centre, where enhancements to the public realm network are not provided directly as part of a scheme, the Council will, where appropriate, seek contributions towards public realm enhancements as an alternative to contributions towards amenity green space.

Public realm interventions in the City Centre should:

- a) create attractive and holistic streets;
- b) provide appropriate lighting that enhances the overall experience of the City Centre;
- c) provide welcoming and active open spaces, as part of a coordinated network;
- d) be designed for the human scale;
- e) create a positive sense of enclosure;
- f) improve connections to nature, including through tree planting;
- g) be designed to be inclusive and accessible to all;
- h) form part of a clear hierarchy of streets that promote active travel;
- i) encourage activity and animation, including the introduction of play facilities and water features and facilitating the hosting of events;
- j) integrate soft landscaping, including SuDs where appropriate;
- k) utilise complementary surface materials;
- l) provide well designed seating and uncluttered street furniture;
- m) contribute to clear wayfinding and legibility, through for example, the use of public art and emphasising key landmarks, including heritage assets;
- n) be designed to minimise maintenance.

Innovative solutions which increase the quality and quantity of open space in the City Centre as part of the wider public realm network will be supported, reflecting the high-

density nature of the City Centre. In the case of new open spaces, the Council will expect developers to provide for its ongoing, long-term maintenance to an agreed standard.

Supporting Text

717. The quality of public realm directly affects perception of place. If that perception is poor, then the performance of the place will be directly affected. People avoid unattractive and unsafe streets and as a result, footfall declines, values fall, and places begin to fail. Alone, public realm cannot deliver a socio-economic revolution, but, combined with events, policing, management and targeted property improvements it can improve confidence. Significant investment in good quality public realm in the City Centres is therefore essential to its transformation and future success.
718. This policy highlights the importance of public realm as part of the overall regeneration strategy, ensuring that major developments contribute to this objective and setting out design principles that should be adhered to. These generally reflect the overarching design principles relating to public realm as set out in the Council's emerging Design Guidance. The policy also specifically seeks contributions towards public realm enhancements from major residential development projects in the City Centre, instead of contributions towards amenity green space. This reflects the importance enhancing the public realm network as part of efforts to make the City Centre a residential location of choice.
719. The programme of renewal will provide the canvas within which the private sector can invest, stimulating the market and creating a City Centre that places people at the centre.
720. A City Centre Public Realm Strategy has been developed through engagement with stakeholders and the public. The strategy identifies seven priority locations where enhancements and interventions should be focussed. These include:
- Station Arrival – creating a connected and uplifting arrival experience between the core City Centre and the railway station.
 - The Civic Heart – rebalancing the public realm to offer space to dwell, interact and enjoy being in the city centre, creating a destination park by the River Derwent.
 - Living Heritage – Celebrating the city's heritage assets, creating a public space for all to enjoy.
 - The Cultural Core – Stitching together a cluster of vibrant cultural and community destinations.
 - High Street to Green Street - Creating a green and uplifting high street encouraging visitors to dwell.
 - Re-imagining Willow Row – Creating a playful arrival route that tells the story of the city.
 - Abbey Street Arrival – Animating a key arrival point and movement route.

721. In addition to the measures set out in the Public Realm Strategy, public realm enhancements will be key to the regeneration of the Railway Station Quarter. Opportunities for public realm enhancements are set out in the Railway Quarter Interim Planning Guidance (IPG). The Council is also working with development partners to deliver enhancements to the Market Place, as part of the wider redevelopment of the former Assembly Rooms site as well as implementing public realm enhancements as part of work to deliver the OCOR programme.
722. The Council's Open Space Assessment has highlighted the deficit of open space within the City Centre. The delivery of significant residential growth within the City Centre will exacerbate this deficiency as the population increases. Consequently, measures to deliver various types of new open space as part of major new development are encouraged.

Policy CC11: Derby Riverside

Building on the ongoing implementation of the Our City Our River (OCOR) programme, the Council will encourage and support the comprehensive, mixed-use regeneration of Derby Riverside, unlocking the untapped potential of the area.

The area is a significant brownfield regeneration opportunity with potential to create a new residential neighbourhood within the City Centre. The regeneration of this area provides the opportunity to re-establish the relationship between the City Centre and the River Derwent, whilst improving connectivity to Bass' Recreation Ground, the most significant area of open space in the City Centre.

Significant intervention will be needed from the Council and partners to ensure that the area is redeveloped comprehensively and responds appropriately to the constrained location.

More specifically, the overarching aims for the regeneration of Derby Riverside are:

- a) the delivery of a minimum of 600 high quality new homes within the plan period, as part of a longer-term vision for the delivery of circa 1,500 homes;**
- b) the successful implementation of OCOR, providing new and improved flood defences and flood conveyance corridor (see Policy CL2);**
- c) utilisation of the River Derwent and riverside for recreational routes and the creation of new and improved pedestrian and active travel links to the Primary Shopping Area (PSA);**
- d) provision of active ground floor uses to animate and activate the riverside;**
- e) the creation of new public spaces and enhanced public realm, shaped by buildings. The delivery of OCOR provides the opportunity to create new green spaces along the riverside as part of the floor conveyance corridor;**

- f) to address the severance and negative placemaking impacts associated with the proximity and design of the Inner Ring Road, including Darwin Loop, significantly improving access to Bass' Recreation Ground, North Castleward and the railway station;**
- g) the provision of a new Primary School to serve the City Centre;**
- h) the rationalisation of existing surface level car parking and the provision of a new, high quality multi modal hub integrated into the redevelopment proposals.**

In delivering on the aims above, new development within the area should:

- i) be of the highest architectural and urban design quality;**
- j) provide development of a scale that optimises the potential of the area as a sustainable location, well related to public transport interchanges;**
- k) respect the historic environment, including the setting of the nearby Derwent Valley Mills World Heritage Site, historic buildings (designated and non-designated), nearby Conservation Area and archaeological potential. The Council will require applicants to avoid or minimise harm to the significance of heritage assets. Where harm arises from proposals, this will require clear and convincing justification. In considering harmful proposals the Council will take into account any public benefits that might arise from the proposals;**
- l) where possible, listed buildings and other buildings of historic interest should be positively integrated into proposals;**
- m) in the case of proposals for tall buildings, have regard to Policy CC6;**
- n) provide homes across a mix of types and tenures;**
- o) not detract from the vitality and viability of the wider City Centre, particularly the Primary Shopping Area (PSA) and Central Activity Area (CAA) through the creation of E use class floorspace that will directly compete;**
- p) demonstrate exemplary sustainability credentials, as a vanguard for development close to public transport hubs;**
- q) provide enhancements to the public realm network;**
- r) make a significant contribution to the greening of the City Centre, through landscaping, and tree planting as part of the development of building plots, including through the provision of amenity green space, but also enhancements to public realm;**
- s) where appropriate, make provision for the incorporation or relocation of existing uses, including existing residential uses;**
- t) provide safe access and egress arrangements in the event of the flood defences being breached;**

- u) improve surface water management through the provision of high-quality SuDs;
- v) in the case of residential proposals, create a satisfactory living environment, taking account of noise and air quality issues associated with the Inner Ring Road;
- w) have regard to the nature conservation and landscape value of the River Derwent, including its role as a Wildlife Corridor (See Policies EN1 and EN8);
- x) where appropriate, make financial contributions to additional primary and secondary school capacity, to be kept under review.

The Council will work with partners to ensure that regeneration is delivered in a comprehensive manner, aligned with the policy requirements above. Proposals that would undermine this approach or prejudice development potential will be resisted. The Council will use compulsory purchase powers if necessary to ensure coordinated and comprehensive delivery.

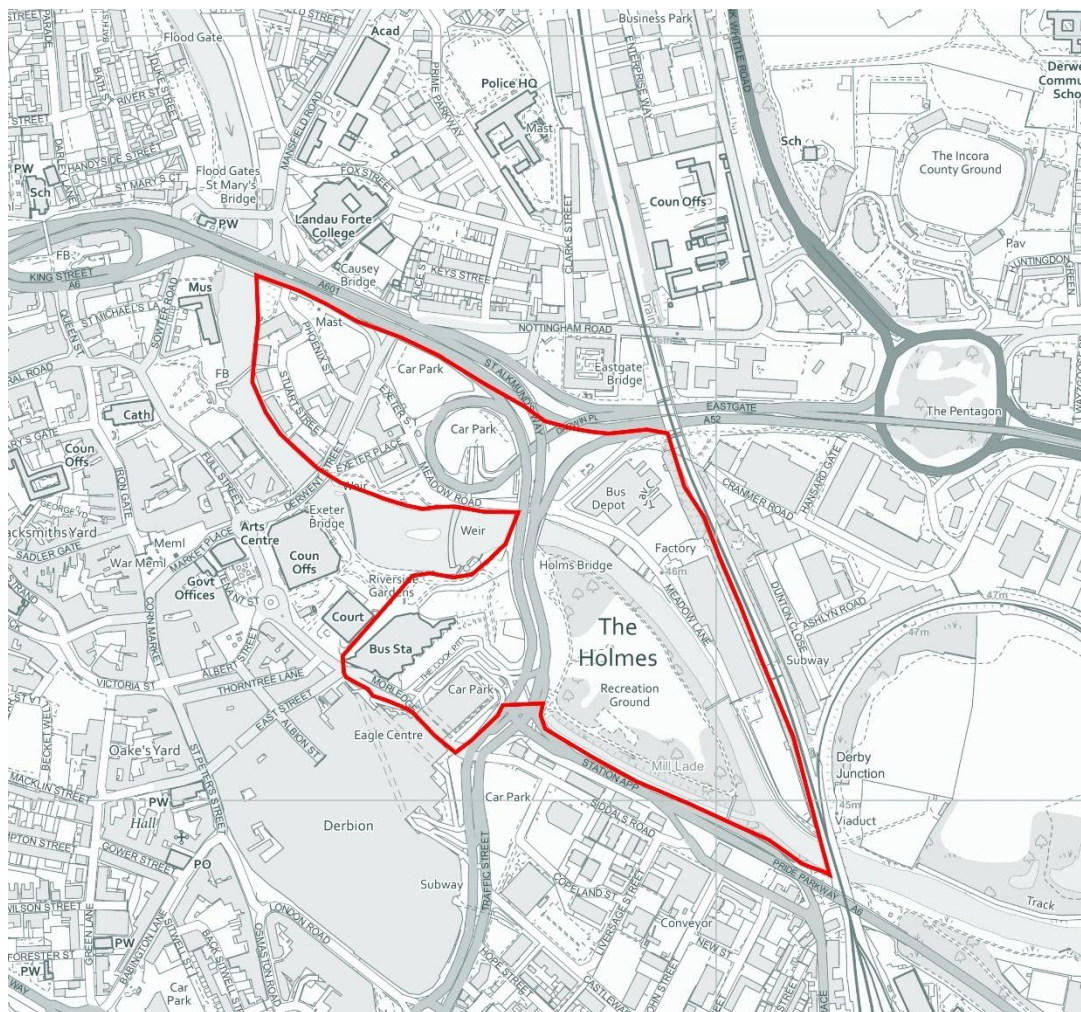


Figure 59: Derby Riverside

Supporting Text

723. Derby City Centre has for too long turned its back on the River Derwent, weakening the relationship between its people and the primary environmental asset that is so central to the history and culture of the city.
724. There is an opportunity to re-establish this relationship through the comprehensive regeneration of the Derby Riverside area, providing new homes and creating a new riverside neighbourhood within the City Centre. This will re-animate the riverside and bring much needed vibrancy to the area through a mix of complementary uses.
725. The area has its challenges, notably flood risk associated with the River Derwent, but also the proximity of the inner ring road and Derwent Valley Mills World Heritage Site. The delivery of package II of the OCOR programme (see Policy CL2) will help to address flood risk issues, whilst high quality and contextual placemaking will ensure that new development addresses issues associated with the inner ring road and responds appropriately to heritage assets. Notwithstanding the new defences, early engagement with the Environment Agency in relation to flood risk is encouraged, with particular focus on safe access and egress in the event of a breach.
726. Building on the concept plan that was developed to support the OCOR programme, further work is being progressed to fully explore the significant opportunities and understand how development within this area can coordinate with the growing community in Castleward, planned development at the Eagle Quarter and improve connectivity with areas such as Bass' Recreation Ground. Further work is also needed to fully understand how the bus station can be incorporated / enhanced through development proposals in this area.
727. Initial work indicates that the area could accommodate circa 1,500 new homes, however it is likely that circa 600 homes can be delivered on catalyst sites within the plan period.
728. The sustainability benefits of the area are not currently exploited, with the area accommodating poor quality, inefficient uses such as surface level parking. The Council will work proactively with existing operators to ensure that where necessary, beneficial uses are successfully relocated or incorporated into development proposals. The Council's City Centre Parking Study indicates that parking provision in this area could be rationalised and into a new multi-modal hub to be integrated into wider redevelopment proposals.
729. The Derby Riverside area is the largest of the new City Centre neighbourhood allocations and is likely to have most potential to accommodate a new Primary School which will be needed to serve the development and the wider growth in residential uses across the City Centre.
730. The Council will work with partners to further develop plans for this area, enabling it to be developed for high quality living opportunities, including high density development where it would not adversely impact on heritage assets including the Derwent Valley Mills World Heritage Site.
731. The Council is committed to the delivery of new homes in this area. If necessary, and as a last resort, the Council may utilise compulsory purchase powers to ensure delivery.

Policy CC12: University of Derby, City Centre Hub

The University of Derby is committed to the creation of a new centrally located campus, as part of its drive to shift its centre of gravity towards the city centre.

The new City Centre Campus will include the existing Markeaton Street and Britannia Mill sites to the west and an expanded presence around Agard Street, Markeaton Brook and Bridge Street, forming the eastern component, coalescing around the Cavendish Building and existing purpose-built student accommodation.

Creating a new vibrant community for students, staff and partners will enable Derby to realise its ambitions as a UNESCO City of Learning, creating opportunities to share knowledge and develop lifelong learning opportunities in the city centre.

More specifically, the overarching aims for the creation of the eastern component of the City Centre Campus include the provision of:

- a) collaborative learning and research spaces that are flexible and adaptable;
- b) new high quality office space for staff and commercial use, aligned with the University's strategy as an applied University to embed business within its core teaching sites;
- c) ancillary and complementary uses of an appropriate scale;
- d) environmental improvements, including new public realm and landscaping;
- e) the enhancement of connectivity between the new eastern component of the City Centre Campus and facilities at Markeaton Street and Kedleston Road. Markeaton Brook provides an opportunity to create an active travel corridor linking these facilities, utilising the Markeaton Green Wedge and integrating with nature.

In delivering on the objectives above, new development within the area should:

- f) be of the highest architectural and urban design quality, with a strong focus on sustainability and innovation;
- g) contribute to a strong sense of place and identity, that is clearly defined as the University District;
- h) be part of a clear and comprehensive masterplan for the regeneration of the area;
- i) provide a safe and inclusive environment for all users;
- j) respect the historic environment including the setting of historic buildings (designated and non-designated) and the Friar Gate Conservation Area. The Council will require applicants to avoid or minimise harm to the significance of heritage assets. Where harm arises from proposals, this will require clear and convincing justification. In considering harmful proposals the Council will take

into account any public benefits that might arise from the proposals do not detract from the vitality and viability of the wider city centre, particularly the Primary Shopping Area (PSA) through the creation of E use class floorspace that will directly compete;

- k) contribute to safe and seamless movement of staff, students and visitors between University sites;
- l) make a significant contribution to the greening of the city centre, through landscaping, and tree planting as part of the development of building plots, including through the provision of amenity green space, but also enhancements to public realm;
- m) explore opportunities to enhance connectivity to the Primary Shopping Area, through for example, 'taming' of the inner ring road, in line with Policy T1;
- n) respect the nature conservation value of Markeaton Brook;
- o) take account of flood risk associated with Markeaton Brook;
- p) improve surface water management through the provision of high-quality SuDs;
- q) explore opportunities to integrate with decentralised energy networks and deliver on-site or near site energy generation;
- r) promote active travel through, for example, the provision of a mobility hub (see Policy T6).

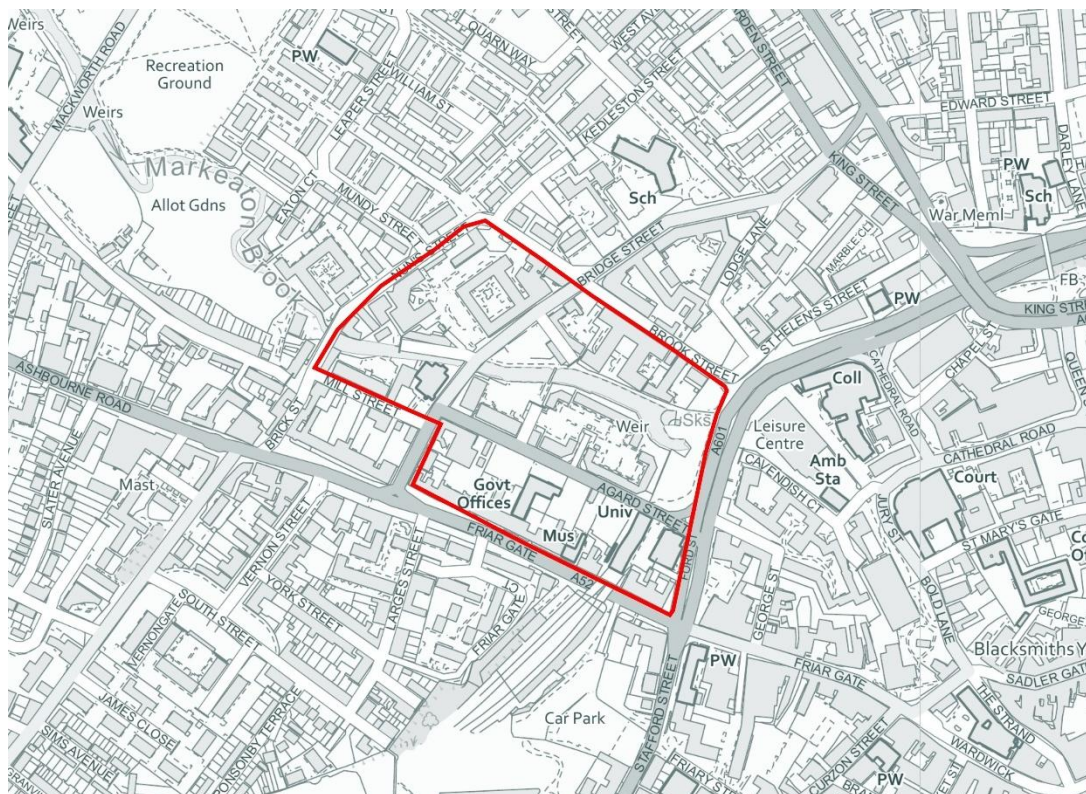


Figure 60: The University City Centre Hub

Supporting Text

732. The Council supports the University's plans to bring greater presence to the City Centre, particularly through comprehensive regeneration of land around Agard Street, building on the success of the Cavendish Building.
733. The area provides opportunities to introduce greater academic presence and other complementary uses such as offices, community and leisure facilities, and small-scale commercial. This will open opportunities for collaborative learning, cutting-edge research, and industry engagement. Facilities should be designed to support innovative teaching methods and evolving technological innovation, ensuring that the university remains competitive and relevant. It is not currently anticipated that redevelopment will include additional residential uses.
734. This policy provides specific support to the delivery of plans for the eastern part of the City Centre Campus. The existing Markeaton Street site forms the western part of the campus. This policy should be read in conjunction with Policy IC4 which provides more general support to higher and further education establishments, specifically identifying the University District as well as the Kedleston Road and Markeaton Street campus sites.
735. The opportunity to enhance active travel links between facilities is a key objective and the potential to utilise the route of Markeaton Brook through the associated Green Wedge is an interesting concept supported by the Council and the University, but which requires further exploration in terms of feasibility.
736. Parts of the area are subject to flood risk associated with Markeaton Brook. For proposals in these areas, early engagement with the Environment Agency in relation to flood risk is encouraged.

Policy CC13: Railway Station Quarter

As a strategic gateway to the city, the Railway Station Quarter offers the potential to create a safe and welcoming place to live and work, with a strong sense of arrival and good onward connections to the core City Centre and beyond.

There is an opportunity for heritage led placemaking, with the historic environment acting as a catalyst for regeneration, enabling the creation of a new residential community with a strong sense of place.

Throughout the plan period, the Railway Station Quarter will be transformed into a vibrant new urban district, building on the success of the nearby Castleward area and leveraging the benefits of Derby being at the centre of the UK rail network.

Significant intervention will be needed from the Council and partners to ensure that the area is redeveloped comprehensively and to a standard befitting of the historic significance of the area.

More specifically, the overarching aims for the regeneration of the Railway Station Quarter are:

- a) the delivery of a minimum of 500 high quality new homes within the plan period, as part of a longer-term vision for the delivery of circa 1,500 homes;
- b) rationalisation of existing surface level car parking and the provision of a new, high quality multi modal hub on Pride Park, having regard to the significance and setting of heritage assets such as the Roundhouse. The new multi modal hub provides an opportunity to enhance the railway station entrance and associated facilities on Pride Park;
- c) significant enhancements to the sense of arrival at the railway station, including improvements to the station building itself, the creation of a new public square fronting Railway Terrace and the refurbishment / redevelopment of the block directly opposite, providing enhanced connectivity to Castleward Boulevard and the wider City Centre beyond. The creation of a new urban interchange provides opportunities to introduce new, small scale commercial uses (E use class) to serve the growing residential community and enhance public transport and cycling facilities, through the creation of a new active travel hub;
- d) the creation of new workspace for rail related industries, taking advantage of the proximity to the railway station and concentration of rail related industry already operating from Pride Park and the Railway Technical Centre (RTC) to the south (see Policy E4);
- e) opportunities to improve the townscape of parts of London Road through selective redevelopment and infill;
- f) improved public realm, particularly in front of the railway station, along Midland Road and routes through to Castleward Boulevard, helping to breathe new life into key streets;
- g) improvements to east / west permeability, linking Pride Park to the City Centre via the Railway Quarter;
- h) integration and prioritisation of sustainable travel connections to enhance safe, direct and attractive walking and cycling routes, improve access to public transport, and provide high quality facilities such as secure cycle parking.

In delivering on the objectives above, new development within the area should:

- i) be of the highest architectural and urban design quality;
- j) provide development of a scale that respects the character and context of the area, but which optimises the potential of the area as a sustainable location, well related to public transport interchanges. Where tall buildings are proposed, they should have a meaningful rationale and be fully justified in terms of visual impact and impacts on heritage assets (see Policy CC6);

- k) respect the historic environment of the Station Quarter, the setting of historic buildings (designated and non-designated) and the Railway Conservation Area. The Council will require applicants to avoid or minimise any harm to the significance of heritage assets. Where harm arises from proposals, this will require clear and convincing justification. In considering harmful proposals the Council will take into account any public benefits that might arise from the proposals;
- l) not result in a net increase in the number of public parking spaces, unless additional spaces are robustly justified and supported by enhancements to active and sustainable travel opportunities;
- m) provide homes across a mix of types and tenures;
- n) not detract from the vitality and viability of the wider City Centre, particularly the Primary Shopping Area (PSA) and Central Activity Area (CAA) through the creation of E use class floorspace that will directly compete;
- o) demonstrate exemplary sustainability credentials, as a vanguard for development close to public transport hubs;
- p) where appropriate, provide enhancements to the public realm network, in line with the Railway Station Quarter Interim Planning Guidance (IPG);
- q) make a significant contribution to the greening of the City Centre, through landscaping, and tree planting as part of the development of building plots, including through the provision of amenity green space, but also enhancements to public realm;
- r) where appropriate, make financial contributions to additional primary and secondary school capacity, to be kept under review;
- s) improve surface water management through the provision of high-quality SuDs.

Development within this area should have regard to the principles set out above and the more detailed Station Quarter Interim Planning Guidance (IPG) document, which has been endorsed by the Council as a material consideration.

The Council will work with partners to ensure that regeneration is delivered in a comprehensive manner, aligned with the policy requirements above and the more detailed IPG. Proposals that would undermine this approach or prejudice development potential will be resisted. The Council will use compulsory purchase powers if necessary to ensure coordinated and comprehensive delivery.

Supporting Text

737. For many, the experience of the City Centre begins at the railway station.

738. The area around Derby Station has considerable unrealised development potential. There is no immediate sense of arrival and low-quality land uses prevail in what should be a vibrant part of the City Centre. There is fragmented land ownership and connections

between the station, the City Centre and Pride Park are sub-optimal. The Council has delivered new and improved walking and cycling routes to upgrade these linkages but there is still much more work to be done.

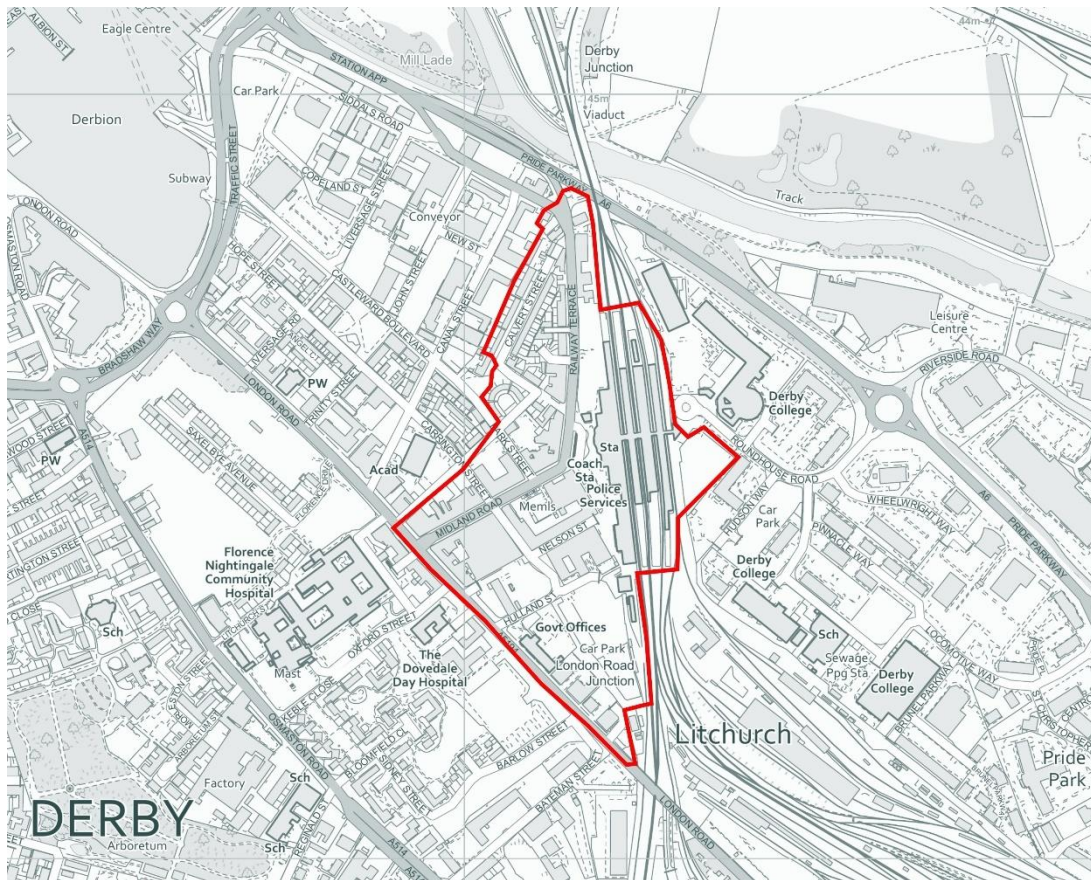


Figure 61: The Railway Station Quarter

739. Increasing densities and development around well-connected railway stations is strongly supported by the NPPF and this likely to be further strengthened through future changes to national policy. The Council's vision seeks to create the conditions which will facilitate the sustainable, residential-led regeneration of this neglected area, through improved connections and delivery of transformational development opportunities. We want to create a revitalised Station Quarter which has an improved relationship with the City Centre and Pride Park.
740. The Station Quarter is one of the most accessible and sustainable parts of the City Centre. There is an opportunity to rationalise and make better use of existing station car parks to unlock catalyst development sites. This will require existing parking to be relocated to Pride Park. The creation of net additional parking spaces at the railway station will generally be resisted, unless a fully justified case can be made and the additional spaces would be supported by enhancements to active and other sustainable travel options.
741. Initial work completed as part of the Interim Planning Guidance (IPG) for the area indicates that the area could accommodate circa 1,500 new homes, however it is likely that circa 500 homes can be delivered on catalyst sites within the plan period. This could

include opportunities for tall development at the southern extent of the area, subject to further assessment of potential heritage impacts.

- 742. The Council will seek to encourage high-quality new development which will complement and enhance the historic character of the area, acting as a benchmark for design quality and helping to address climate change. This will include the delivery of high-quality market and affordable homes, which will help to attract and retain talent in the city.
- 743. Alongside new housing, the regeneration of the area west of the station will be a first step in encouraging a westward shift of office occupiers from Pride Park back towards the City Centre. There is potential for an enhanced rail-related cluster, which will encourage innovation, technology, and education partnerships, and provide infrastructure to encourage small and start-up businesses to thrive. In doing so, we will bolster the local economy and support surrounding employment, education and community uses.
- 744. There is also a need for facilities at the railway station to be upgraded as part of the overall enhancement of the passenger experience. An ambitious active travel strategy, with better connectivity and integration with surrounding land uses and onward destinations is critical to the transformation of this area. Strengthening sustainable travel networks is essential to reducing car dependency, improving air quality, and creating a well-connected, vibrant gateway to the city that supports both everyday movement and long-term economic growth.
- 745. The Council will continue to work with partners to further develop plans for this area and is committed to the delivery of new homes. If necessary, and as a last resort, the Council may utilise compulsory purchase powers to ensure delivery.

Policy CC14: North Castleward

The North Castleward area provides the opportunity for high-density, mixed-use development, mediating between Castleward urban village and the railway station and the primary shopping area to the north and west.

Throughout the plan period, the area will be transformed into a thriving community, as an extension to the established Castleward area, completing the original comprehensive vision.

Significant intervention will be needed from the Council and partners to ensure that the area is redeveloped comprehensively and successfully integrates with the existing community in the wider Castleward area.

More specifically, the overarching aims for the regeneration of North Castleward are:

- a) the delivery of a minimum of 400 high quality new homes within the plan period, as part of a longer-term vision for the delivery of circa 1,000 homes;**
- b) the creation of new and improved pedestrian and active travel links from Castleward Boulevard to the planned Eagle Quarter, taking advantage of opportunities to ‘tame’ the Inner Ring Road (see Policy T1);**

- c) the creation of new and improved pedestrian and active travel links from Castleward to Bass' Recreation Ground;
- d) provision of active ground floor uses to animate and activate key streets;
- e) the creation of new public spaces and enhanced public realm, shaped by buildings;
- f) the delivery of a landmark building on the Traffic Street frontage marking the gateway location and enhancing legibility;

In delivering on the objectives above, new development within the area should:

- g) be of the highest architectural and urban design quality;
- h) provide development of a scale that optimises the potential of the area as a sustainable location, well related to public transport interchanges;
- i) respect the historic environment, including the setting of the Derwent Valley Mills World Heritage Site, historic buildings (designated and non-designated) and the Railway Conservation Area. The Council will require applicants to avoid or minimise any harm to the significance of heritage assets. Where harm arises from proposals, this will require clear and convincing justification. In considering harmful proposals the Council will take into account any public benefits that might arise from the proposals;
- j) in the case of proposals for tall buildings, have regard to Policy CC6;
- k) result in a decrease in public parking spaces;
- l) provide homes across a mix of types and tenures;
- m) not detract from the vitality and viability of the wider City Centre, particularly the Primary Shopping Area (PSA) and Central Activity Area (CAA) through the creation of E use class floorspace that will directly compete;
- n) demonstrate exemplary sustainability credentials, as a vanguard for development close to public transport hubs;
- o) provide enhancements to the public realm network;
- p) make a significant contribution to the greening of the City Centre, through landscaping, and tree planting as part of the development of building plots, including through the provision of amenity green space, but also enhancements to public realm;
- q) where appropriate, make provision for the incorporation or relocation of existing uses;
- r) where appropriate, make financial contributions to additional primary and secondary school capacity, to be kept under review;

- s) improve surface water management through the provision of high-quality SuDs.

The Council will work with partners to ensure that regeneration is delivered in a comprehensive manner, aligned with the policy requirements above. Proposals that would undermine this approach or prejudice development potential will be resisted. The Council will use compulsory purchase powers if necessary to ensure coordinated and comprehensive delivery.

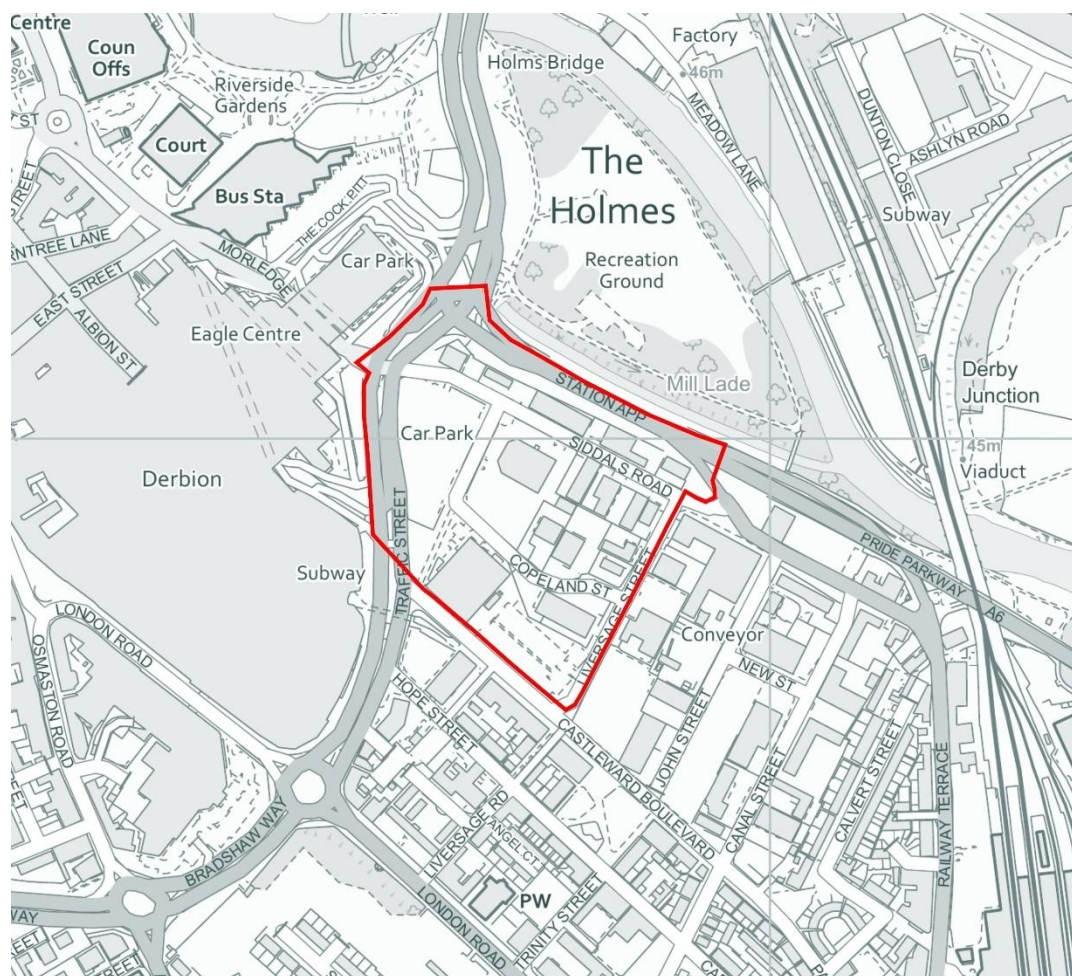


Figure 62: North Castleward

Supporting Text

746. Building on the successful regeneration of the former Derbyshire Royal Infirmary site (the 'Nightingale Quarter') and the ongoing transformation of the Castleward area, there is an opportunity to complete the original comprehensive vision for this area through the redevelopment of land between Liversage Street, Traffic Street and Station Approach, known as 'North Castleward'.
747. The area is centrally located within a short walking distance of the bus and railway stations. The sustainability benefits of the area are not currently exploited, with the area accommodating poor quality, inefficient uses such as surface level parking, as well as large footprint leisure uses that would be more appropriately located elsewhere within the

city. The Council will work proactively with existing operators to ensure that beneficial uses are successfully relocated. The Council's City Centre Parking Study identifies that there is no quantitative or qualitative need to maintain public parking in this location. Spaces should be re-provided elsewhere in multi-modal hubs, to the north, east and west of the City Centre.

748. The Council will work with partners to further develop plans for this area, enabling it to be developed for high density living, whilst providing improved links to the proposed Eagle Quarter and to Bass' Recreation Ground. The Tall Buildings Study identifies opportunities for scale within this location.
749. Initial work indicates that the area could accommodate circa 1,000 new homes, however it is likely that circa 400 homes can be delivered on catalyst sites within the plan period. The Council is committed to the delivery of new homes in this area and to the completion of the vision for the Castleward urban village. If necessary, and as a last resort, the Council may utilise compulsory purchase powers to ensure delivery.

750. This policy focuses on the successful delivery of new development in the period until 2043, in line with the vision and objectives of the plan, coordinated with housing market area authorities, stakeholders, development partners and infrastructure providers.
751. The successful implementation of the Local Plan will depend on the actions and contributions of a wide range of organisations and bodies including the private, public and third sectors.
752. The Council considers that any one of the following circumstances would require a review of the Plan to commence or sustainable alternative / additional sites to be brought forward, as appropriate:
- a) A failure of strategic policies in the Plan when assessed against the Plan objectives and in particular a failure to deliver the amount of development required by policy H1 or E1 and E2
 - b) Evidence established through another LPA Local Plan process that its unmet strategic requirements can only be accommodated within Derby City.
 - c) Changes in national planning policy or Ministerial Statements that mean one or more of the Plan's policies can no longer be effectively applied.
 - d) Evidence in the Authorities' Monitoring Report that one or more Plan policies are not achieving the Plan's objectives or are working contrary to the effective planning of Derby City.
 - e) Failure to maintain a rolling 5-year supply of deliverable housing sites.
 - f) Should delivery in the first part of the plan period significantly exceed the annualised housing requirement, and capacity constraints remain evident, the Council will seek to make an equivalent reduction to the housing requirement in the latter part of the plan period through a stepped trajectory, to be introduced at review.

Policy M1: Monitoring and Review

The Council will monitor the effectiveness of the policies in this Plan and will report the results on an annual basis through the Authority Monitoring Report, based on the monitoring indicators included in this plan.

Not later than five years after the adoption of this plan, the Council will prepare and submit a new Local Plan in line with the provisions for plan-making set out in the Levelling Up and Regeneration Act 2023. The new plan will secure levels of growth that accord with government policy. The Plan may be based on a wider geography due to the proposals for local government reorganisation at the end of the 2020s.

Appendix 1: Monitoring Indicators

Policy reference	Policy Performance Indicators
Policy GD1: Placemaking Principles	Not applicable.
Policy GD2: Character and Context	Not applicable.
Policy GD3: Amenity	Not applicable.
Policy GD4: Accessible Places	Not applicable.
Policy GD5: Community Safety and Resilient Places	Not applicable.
Policy GD6: Health and Wellbeing	Not applicable.
Policy GD7: Comprehensive and Coordinated Development	Not applicable.
Policy GD8: Enforcement	Not applicable.
Policy GD9: Infrastructure and Developer Contributions	Not applicable.
Policy GD10: Advertisements	Not applicable.
Policy GD11: Shopfronts	Not applicable.
Policy H1: Housing Delivery	Net number of new dwellings provided. Supply of deliverable housing sites (5-year supply).
Policy H2: Residential Development – General Criteria	Not applicable.

Policy H3: House Extensions	Not applicable.
Policy H4: Affordable Housing	Number of affordable dwellings delivered in the city. Number of affordable dwellings delivered in the City Centre. Financial contributions secured through Planning Obligations for affordable housing provision.
Policy H5: Looked after Children and Vulnerable People	Not applicable.
Policy H6: Communal Living Accommodation	Not applicable.
Policy H7: Accommodation for Older People and People with Disabilities	Number of Extra Care rooms delivered. Number of residential care home rooms delivered.
Policy H8: Proposals which would Create a New House in Multiple Occupation	Not applicable.
Policy H9: Intensification of Existing Houses in Multiple Occupation	Not applicable.
Policy H10: Student Accommodation	Number of new student bed spaces provided.
Policy H11: Self-Build, Custom Build and Community Build Homes	Number of self-build or custom build dwellings approved.
Policy H12: Gypsies, Travellers and Travelling Showpeople	Not applicable.
Policy HA1: Rykneld Road, Littleover	Number of new dwellings completed. Provision of new primary school. Publicly accessible open space provided. New Local Centre uses provided.

Policy HA2: Brook Farm, Chaddesden	Number of new dwellings completed. Publicly accessible open space provided.
Policy HA3: East of Moorway Lane, Littleover	Number of new dwellings completed. Provision of Local Centre within the site. Publicly accessible open space provided.
Policy HA4: Royal Hill Road, Spondon	Number of new dwellings completed. Publicly accessible open space provided.
Policy HA5: The Hollow, Mickleover	Number of new dwellings completed. Publicly accessible open space provided.
Policy HA6: Kingsway Boulevard	Number of new dwellings completed.
Policy HA7: Stoney Lane, Spondon	Number of new dwellings completed. Publicly accessible open space provided.
Policy HA8: Former Police Station, Cotton Lane	Number of new dwellings completed.
Policy HA9: Bramblebrook House/Humbleton View, Littleover	Number of new dwellings completed.
Policy HA10: Elton Road Works, Osmaston	Number of new dwellings completed.
Policy HA11: Shaftsebury Street	Number of new dwellings completed.
Policy HA12: North of Sinfin Moor Lane	Number of new dwellings completed.
Policy HA13: Former Beaufort Business Centre, Chaddesden	Number of new dwellings completed.
Policy HA14: Kitchener Avenue/Browning Street	Number of new dwellings completed.

Policy HA15: Former Ivy House School	Number of new dwellings completed.
Policy HA16: Gypsy and Traveller Site Allocation	Number of new pitches provided annually.
Policy E1: New Employment Locations	Amount of business and industrial development built on sites identified under Policy E1.
Policy E2: Existing Employment Locations	Amount of business and industrial development built on sites identified under Policy E2.
Policy E3: Local Labour Agreements	Number of Local Labour Agreements finalised.
Policy E4: Office Development	Amount of new office floorspace completed within Central Activity Area (CAA). Amount of new office floorspace completed in out-of-centre locations.
Policy E5: Land South of Wilmore Road (Infinity Park)	Amount of employment land completed.
Policy E6: SmartParc, Spondon	
Policy E7: Indurent Park	
Policy E8: Rolls-Royce Operations	
Policy E9: Defined Centres	Net change in vacant units in defined centres. Net change in proportion of uses within defined centres. Net change in footfall or visitor numbers within the City Centre.
Policy E10: Main Town Centre Uses Outside of Centres	Not applicable.
Policy E11: Tourism and Culture	Net change in footfall or visitor numbers within the City Centre.

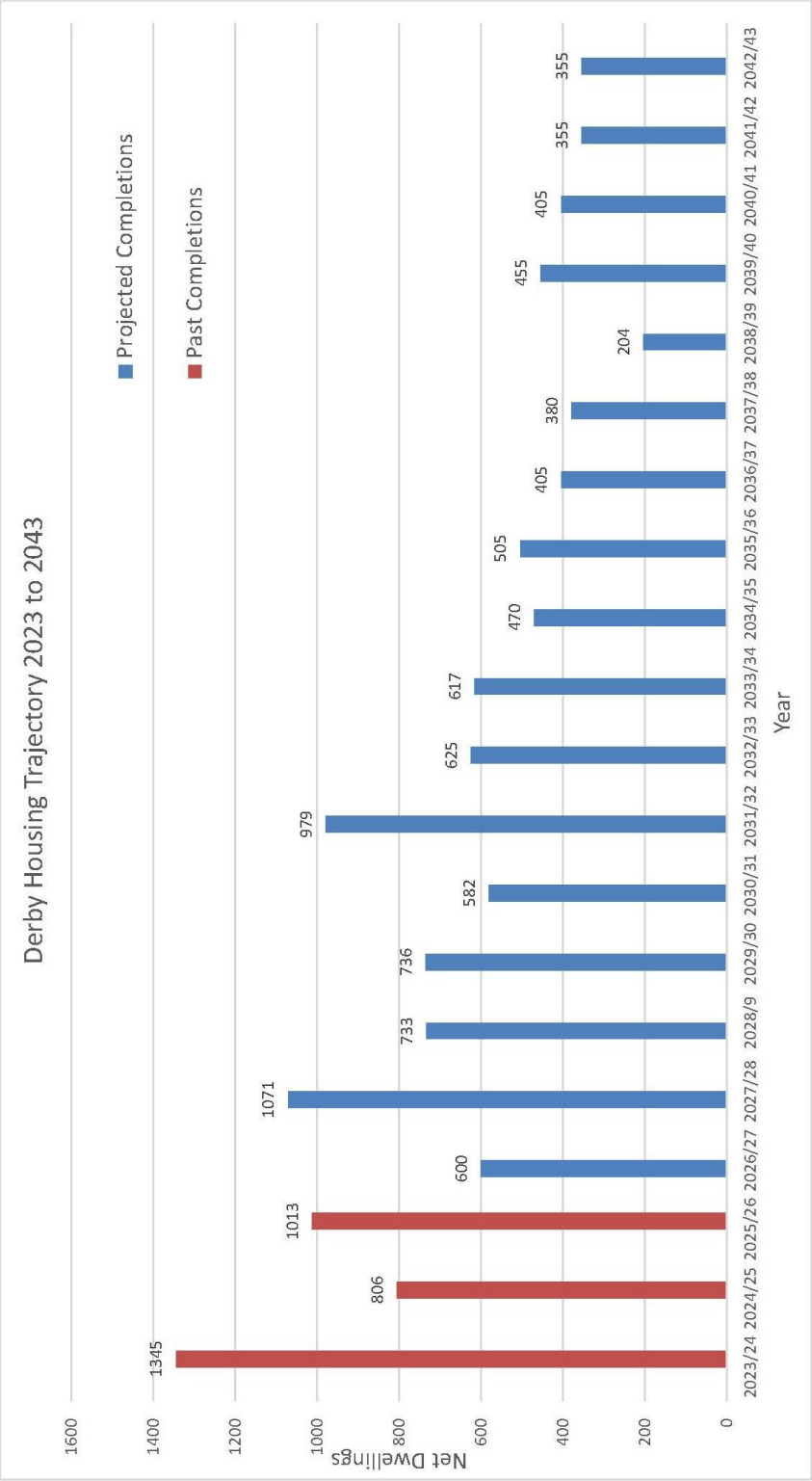
Policy E12: Managing the Proliferation of Specific In-Centre Uses	Net change in the proportion of specified uses within a defined centre.
Policy EN1: Green and Blue Infrastructure	Net change in the amount of Green & Blue Infrastructure in the City.
Policy EN2: Dark Infrastructure	Not applicable.
Policy EN3: Open Space, Sport and Recreation Buildings	Net change in the amount of Green & Blue Infrastructure in the City (broken down by provision of open space, recreational and leisure land and facilities over the plan period).
Policy EN4: Allotments and Community Gardens	Net change in the number of allotments and community gardens.
Policy EN5: Green Belt	The number of 'non-compliant' planning permissions granted within Green Belt. Amount of Green Belt lost in hectares.
Policy EN6: Green Wedges	Amount of Green Wedge land developed in a manner recognised by the Council as being in conflict with the policy.
Policy EN7: Green Gaps	Amount of Green Gap land developed in a manner recognised by the Council as being in conflict with the Policy.
Policy EN8: Biodiversity and Geodiversity	Amount of designated wildlife sites lost through development.
Policy EN9: Trees and Hedgerows	Not applicable.
Policy EN10: Biodiversity Net Gain	Number of applications with approved Gain Plans.
Policy EN11: Air Quality	Not applicable.
Policy EN12: Land Contamination	Not applicable.
Policy EN13: Pollution	Not applicable.

Policy HE1: Conserving and Enhancing the Historic Environment	Number of heritage assets 'at risk'.
Policy HE2: Derwent Valley Mills World	Number of applications granted in line with WHS partnership and Heritage England advice.
Policy HE3: Darley Abbey Mills Complex	Amount of floorspace bought back into use.
Policy HE4: Listed Buildings and Locally Listed Buildings	Not applicable.
Policy HE5: Conservation Areas	Not applicable.
Policy HE6: Archaeology and Scheduled Monuments	Not applicable.
Policy HE7: Historic Parks, Gardens and Designed Landscapes	Not applicable.
Policy CL1: Flood Risk and Water Management	Not applicable.
Policy CL2: Our City Our River (OCOR)	Length of new flood defences completed.
Policy CL3: Sustainable Design and Construction	Not applicable.
Policy CL4: Renewable and Low Carbon Energy	Number of renewable energy schemes approved.
Policy CL5: Low Carbon Energy Centres	Not applicable.
Policy CL6: Embodied Carbon	Not applicable.
Policy IC1: Social and Community Facilities	Number of applications approved contrary to policy.
Policy IC2: Cemetery	Not applicable.

Policy IC3: Education Provision	Not applicable.
Policy IC4: Higher and Further Education	Not applicable.
Policy IC5: Communication Infrastructure	Not applicable.
Policy T1: Active and Sustainable Transport	Not applicable.
Policy T2: Transport Infrastructure	Not applicable.
Policy T3: Servicing, Accessibility and Parking	Number of applications approved contrary to policy.
Policy T4: Protected Routes	Number of new routes created.
Policy T5: Electric Vehicle Charging Facilities	Not applicable.
Policy T6: Mobility Hubs	Number of Mobility Hubs created. Number of public charging points created.
Policy T7: Safeguarded Areas around Aerodromes (East Midlands Airport)	Number of applications approved contrary to policy.
Policy CC1: City Centre Strategy	Net change in footfall or visitor numbers within the City Centre. Net change in vacant units. Number of planning permissions on identified regeneration sites. Number of new dwellings delivered within the City Centre. Amount of new office floorspace developed. Maintenance of 'Purple Flag' status for City Centre.
Policy CC2: Defining the City Centre	Not applicable.
Policy CC3: City Centre Living	Number of dwellings completed.

Policy CC4: Residential Led, Mixed Use Site Allocations	Number of dwellings completed on allocated sites. Amount of new commercial and leisure floorspace developed on allocated sites.
Policy CC5: Non-Residential Regeneration Opportunities	Not applicable.
Policy CC6: Tall Buildings	Number of developments in accordance with the policy.
Policy CC7: Business, Creativity and Learning	Amount of new office floorspace developed in the Central Activity Area (CAA). Provision of new City Centre Primary School.
Policy CC8: Shopping, Eating and Drinking	Maintenance of 'Purple Flag' status for City Centre.
Policy CC9: Active and Inclusive Frontages	Net change in the proportion of specified uses within identified frontages.
Policy CC10: Streets and Spaces	Delivery of successful public realm enhancement schemes.
Policy CC11: Derby Riverside	Number of dwellings completed. Provision of new City Centre Primary School. Length of new flood defences completed.
Policy CC12: University of Derby, City Centre Hub	Provision of collaborative learning and research space. Increase in office space aligned with the University's strategy. Amount of new public realm and landscaping.
Policy CC13: Railway Station Quarter	Number of dwellings completed. Amount of new public realm completed. Amount of new rail related office space completed.
Policy CC14: North Castleward	Number of dwellings completed. Amount of new public realm completed.
Policy M1: Monitoring and Review	Not applicable.

Appendix 2: Housing Trajectory



LOCAL PLAN FOR DERBY HOUSING ALLOCATIONS

2023/24 2024/25 2025/26 2026/27 2027/28 2028/29 2029/30 2030/31 2031/32 2032/33 2033/34 2034/35 2035/36 2036/37 2037/38 2038/39 2039/40 2040/41 2041/42 2042/43

	Past	Past	Past	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
RYKNIELD ROAD							50	100	100	100	100	100	100	100	100					800
BROOK FARM, CHADDLEDEN						20	40	40	40	40	34									214
EAST OF MOORWAY LANE						10	60	60	60	60	60	25								335
ROYAL HILL ROAD, SPORDON					40	40	10													90
THE HOLLOW, MICKLEOVER																				150
MANOR KINGSWAY BOULEVARD						50	50	50												130
STONEY LANE, SPORDON						20	58	37	15											400
COTTON LANE POLICE STATION						60	60	60	60	60	60	40								102
POLICY HA7									102											90
POLICY HA8 (Has Permission)																				80
BRAMBLEBROOK HOUSE, LITTLEOVER						90														21
ELTON ROAD WORKS									80											39
SHAFTESBURY STREET						21														28
NORTH OF SINFIN MOOR LANE					39															25
FORMER BEAUFORT BUSINESS CENTRE																				18
KITCHENER AVENUE/BROWNING STREET						28		25												600
FORMER IVYHOUSE SCHOOL																				500
DERBY RIVERSIDE																				276
RAILWAY STATION QUARTER																				195
NORTH CASTLEWARD																				200
FORMER FRIAR GATE GOODS YARD									200	100	100	100					100	100		478
FORMER FULL STREET POLICE STATION				73	76	78	49													50
NORTHERN GATEWAY					195															74
BRADSHAW WAY RETAIL PARK													100							25
EAGLE QUARTER									160	160	158									150
LEBBY STREET CAR PARKS																25				60
BRIDGTON LANE CAR PARK																	100	50		150
BECKETWELL																				0
TOTAL	0	0	0	73	368	417	377	372	817	520	512	385	400	300	275	99	350	300	250	6045

Appendix 3: Table of Strategic and Non-Strategic Policies

As set out in the National Planning Policy Framework (NPPF).

“strategic policies should set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision for: housing, employment, retail, leisure, infrastructure, community facilities and preservation of the natural, built and historic environment”...

“Plans should make explicit which policies are strategic policies. These should be limited to those necessary to address the strategic priorities of the area (and any relevant cross-boundary issues), to provide a clear starting point for any non- strategic policies that are needed. Strategic policies should not extend to detailed matters that are more appropriately dealt with through neighbourhood plans or other non-strategic policies”...

“non-strategic policies should be used by local planning authorities and communities to set out more detailed policies for specific areas, neighbourhoods or types of development. This can include allocating sites, the provision of infrastructure and community facilities at a local level, establishing design principles, conserving, and enhancing the natural and historic environment and setting out other development management policies.”

The NPPF Glossary defines strategic policies as “policies and site allocations which address strategic priorities in line with the requirements of Section 19 of the Planning and Compulsory Purchase Act 2004”.

National Planning Policy Guidance sets out that where a local plan contains both strategic and non-strategic policies, the non-strategic policies should be clearly distinguished from the strategic policies.

The following table sets out policies in the Local Plan and identifies whether they have strategic or non-strategic status. The strategic or non-strategic status of policies is of relevance for neighbourhood plans. Legislation requires that neighbourhood plans must be in general conformity with the strategic policies in the adopted local plan for the area, and any other strategic policies that form part of the statutory development plan where relevant. The NPPF states that “neighbourhood plans should support the delivery of strategic policies set out in the local plan or spatial development strategy and should shape and direct development that is outside of those strategic policies.”

Chapter 1: Introduction

No policies.

Chapter 2: Spatial Portrait

No policies.

Chapter 3: Vision and Objectives

No policies.

Chapter 4: Spatial Strategy

No policies.

Policy Number	Policy Title	Strategic or Non-strategic
GD1	Placemaking Principles	Strategic
GD2	Character and Context	Strategic
GD3	Amenity	Strategic
GD4	Accessible Places	Strategic
GD5	Community Safety and Resilient Places	Strategic
GD6	Health and Wellbeing	Strategic
GD7	Comprehensive and Coordinated Development	Strategic
GD8	Enforcement	Strategic
GD9	Infrastructure and Developer Contributions	Strategic
GD10	Advertisements	Non-strategic
GD11	Shopfronts	Non-strategic
H1	Housing Delivery	Strategic
H2	Residential Development – General Criteria	Strategic
H3	House Extensions	Non-strategic
H4	Affordable Housing	Strategic
H5	Looked after Children and Vulnerable People	Non-Strategic
H6	Communal Living Accommodation	Non-strategic
H7	Accommodation for Older People and People with Disabilities	Non-Strategic
H8	Proposals which would Create a New House in Multiple Occupation	Non-Strategic
H9	Student Accommodation	Non-Strategic
H10	Self-Build, Custom Build and Community Build Homes	Non-Strategic
H11	Gypsies, Travellers and Travelling Showpeople	Strategic
HA1	Rykneld Road, Littleover	Strategic
HA2	Brook Farm, Chaddesden	Strategic
HA3	East of Moorway Lane, Littleover	Strategic
HA4	Royal Hill Road, Spondon	Strategic
HA5	The Hollow, Mickleton	Strategic
HA6	Kingsway Boulevard	Strategic

Policy Number	Policy Title	Strategic or Non-strategic
HA7	Stoney Lane, Spondon	Strategic
HA8	Former Police Station, Cotton Lane	Strategic
HA9	Bramblebrook House/Humbleton View, Littleover	Strategic
HA10	Elton Road Works, Osmaston	Strategic
HA11	Shaftesbury Street	Strategic
HA12	North of Sinfin Moor Lane	Strategic
HA13	Former Beaufort Business Centre, Chaddesden	Strategic
HA14	Kitchener Avenue/Browning Street	Strategic
HA15	Former Ivy House School	Strategic
HA16	Gypsy and Traveller Site Allocation	Strategic
E1	New Employment Locations	Strategic
E2	Existing Employment Locations	Strategic
E3	Local Labour Agreements	Non-Strategic
E4	Office Development	Non-Strategic
E5	Land South of Wilmore Road (Infinity Park)	Strategic
E6	SmartParc, Spondon	Strategic
E7	Indurent Park	Strategic
E8	Rolls-Royce Operations	Strategic
E9	Defined Centres	Strategic
E10	Main Town Centre Uses Outside of Centres	Strategic
E11	Tourism and Culture	Non-Strategic
E12	Managing the Proliferation of Specific In-Centre Uses	Strategic
EN1	Green and Blue Infrastructure	Strategic
EN2	Dark Infrastructure	Non-Strategic
EN3	Open Space, Sport and Recreation Buildings	Strategic
EN4	Allotments and Community Gardens	Non-Strategic
EN5	Green Belt	Strategic
EN6	Green Wedges	Strategic
EN7	Green Gaps	Strategic
EN8	Biodiversity and Geodiversity	Strategic
EN9	Trees and Hedgerows	Non-Strategic
EN10	Biodiversity Net Gain	Strategic
EN11	Air Quality	Strategic
EN12	Land Contamination	Strategic

Policy Number	Policy Title	Strategic or Non-strategic
EN13	Pollution	Strategic
HE1	Conserving and Enhancing the Historic Environment	Strategic
HE2	Derwent Valley Mills World Heritage Site	Strategic
HE3	Darley Abbey Mills Complex	Strategic
HE4	Listed Buildings and Locally Listed Buildings	Strategic
HE5	Conservation Areas	Strategic
HE6	Archaeology and Scheduled Monuments	Strategic
HE7	Historic Parks, Gardens and Designed Landscapes	Strategic
CL1	Flood Risk and Water Management	Strategic
CL2	Our City Our River	Strategic
CL3	Sustainable Design and Construction	Non-Strategic
CL4	Renewable and Low Carbon Energy	Non-Strategic
CL5	Low Carbon Energy Centres	Non-strategic
CL6	Embodied Carbon	Non-strategic
IC1	Social and Community Facilities	Strategic
IC2	Cemetery	Non-Strategic
IC3	Education Provision	Non-Strategic
IC4	Higher and Further Education	Non-Strategic
IC5	Communication Infrastructure	Non-Strategic
T1	Active and Sustainable Transport	Strategic
T2	Transport Infrastructure	Strategic
T3	Servicing, Accessibility and Parking	Non-Strategic
T4	Protected Routes	Strategic
T5	Electric Vehicle Charging Facilities	Non-Strategic
T6	Mobility Hubs	Non-Strategic
T7	Safeguarded Areas around Aerodromes (East Midlands Airport)	Strategic
CC1	City Centre Strategy	Strategic
CC2	Defining the City Centre	Strategic
CC3	City Centre Living	Strategic
CC4	Residential Led, Mixed Use Site Allocations	Strategic
CC5	Non-Residential Regeneration Opportunities	Strategic
CC6	Tall Buildings	Non-Strategic
CC7	Business, Creativity and Learning	Strategic
CC8	Shopping, Eating and Drinking	Strategic

Policy Number	Policy Title	Strategic or Non-strategic
CC9	Active and Inclusive Frontages	Non-Strategic
CC10	Streets and Spaces	Non-Strategic
CC11	Derby Riverside	Strategic
CC12	University of Derby, City Centre Hub	Strategic
CC13	Railway Station Quarter	Strategic
CC14	North Castleward	Strategic
M1	Monitoring and Review	Strategic

Appendix 4: Guidance on Parking Provision

The standards shown are a guide. In situations where it is considered that parking provision should differ from that given, evidence should be submitted in support for example, Census statistics, parking beat surveys, tenure, accessibility scores, first principles based on similar development elsewhere et cetera.

Use Class B2/B8

Parking spaces for non-residential employees and customers (non-operational)

Use Class B2

All	1 space per 85m ²
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Use Class B8

All	1 space per 215m ²
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Use Class C1/C2/C2a

Parking spaces for non-residential employees and customers (non-operational)

Use Class C1 Hotels

Guests	1 space per bedroom
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Where appropriate arrangements should be made with existing local public/private car park operators. Coach parking should be individually assessed.

Use Class C2/C2a

Staff normally on duty	1 space per 2 members of staff
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Residents	1 space per 4 bed spaces. Spaces for setting down and picking up of residents to minimum dimensions of 7.2m and 3.5m
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Student Accommodation	1 space per 4 students' resident in student halls
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At least 1 space per 15 bed spaces or less should be for ambulance or mini-bus parking and indicated as parking for disabled people

Use Class C1/C2/C2a

Operational Parking Areas for Use Class C1 and C2/C2a: Car parking spaces for vehicles used for business purposes only and space to allow for loading and un-loading within the site.

The following operational parking areas should be used as guidelines only

Use Class C1 Hotels

Staff	1 space per 2 staff normally present plus 1 space for setting down and picking up of guests
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Use Class C2/C2a

Staff	1 space per 2 members of staff
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Hostels

Staff	1 space per 2 members of staff
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Other	1 space per 4 bed spaces
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Use Class C3

1-2 bed – 1 car space
 3 bed – 2 spaces
 4-5 bed – 3 spaces
 6+bed – Discuss with Highway Authority

Use Class C4 and sui generis HMOs

7 bed – 2 spaces
 8-10 bed – 3 spaces
 11-12 bed – 4 spaces
 12+ bed – Discuss with Highway Authority

Visitors – 1 space per 5 residential units (where there is no on-street parking available due to parking restrictions).

Use Class E

Use Class E(a) (Gross Floorspace)

Up to 1000 m ²	1 space per 25m ²
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1000 m ² and over	Food retail
	1 space per 14m ²
	Non-Food retail
	1 space per 20m ²

Use Class E(b)

Customers	1 space per 5m ²
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Employees	1 space per 4 members of staff normally present in working hours
Use Class E(c)	
All	1 space per 35m2
Use Class E(d)	
Indoor sports and recreation	1 space per 25m2 Transport assessment may be appropriate
Use Class E(e)	
Hospitals	General guide – 1 space per 4 staff 1 space per 3 daily visitors
Surgeries & clinics	1 space per medical staff member and 2 spaces per consulting room
Use Class E(f)	
Crèche, day nurseries and day centres	1 space per 2 employees Transport assessment may be appropriate

Use Class F	
Use Class F1(a)	
Schools	1 space per 2 staff normally on duty
Higher & further education	General guide – 1 space per 2 staff members plus 1 space per 15 students for development over 2500m2. Transport assessment may be appropriate
Use Class F1(b)	
Art Galleries	1 space per 2 staff normally on duty Assessment needed for visitors
Use Class F1(c)	
Museums	1 space per 2 staff normally on duty Assessment needed for visitors
Use Class F1(f)	
Places of worship and church halls	1 space per 2 staff normally on duty Assessment needed for visitors
Use Class F2(c)	
Assembly & leisure (swimming/fun pools, skating rink)	1 space per 25m2 Transport assessment may be appropriate

Stadia: over 1500 seats	1 space per 15 seats Transport assessment may be appropriate
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Sui Generis Uses	
Drinking establishments and hot food takeaways	
Customers	1 space per 5m ²
Employees	1 space per 4 members of staff normally present in working hours
Transport Cafes and Roadside Services – Subject to Transport Assessment	
Cinemas, theatres, music & concert halls	1 space per 5 seats Transport assessment may be appropriate
Amusement arcades/centre	
Up to 1000 m ²	1 space per 25m ²
1000 m ² and over	1 space per 20m ²
Launderettes/Dry cleaners	
Up to 1000 m ²	1 space per 25m ²
1000 m ² and over	1 space per 20m ²
Cash and carry premises	
Operational	Minimum 100m ² standing space per 1000m ² gross floor space plus 50m ² per 1000m ² additional space
Non operational	Staff – 1 space per 2 staff plus Customers – 1 space per 25m ² gross trading floor space.
Petrol filling station, garages, service station	
Operational	1 space for breakdown of towing vehicle if needed plus 4 spaces (or 4 lorry spaces in the case of commercial vehicle service stations) per each service bay
Non operational	1 space per 2 employees or 1 space per 40m ² gross floor space whichever is the lesser provision Petrol stations must provide adequate queuing facilities clear of the public highway
Taxi and private hire businesses	To be considered on their merits. Applicants are advised to consult the City Council before drawing up detailed plans.

Scrap yards, car breakers and mineral depots	To be considered on their merits. Applicants are advised to consult the City Council before drawing up detailed plans
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Cycle Parking			
The cycle parking guidance is based on Department for Transport guidance note LTN 1/20 Short stay cycle parking is within high turnover areas, generally under 2 hours, making use of Sheffield stands Long stay cycle parking is secure, sheltered and enclosed long stay storage for residents or employees/staff members			
Land Use Type	Sub-category	Short stay requirement	Long stay requirement
All	Parking for adapted cycles for disabled people	5% of total capacity co-located with accessible car parking.	5% of total capacity co-located with accessible car parking.
Retail E(a)	Small (<200m ²)	1 per 100m ²	1 per 100m ²
	Medium (200-1,000m ²)	1 per 200m ²	1 per 200m ²
	>1,000m ²	1 per 250m ²	1 per 500m ²
Employment	Office/Finance (E(c)/E(g)(i))	1 per 1000m ²	1 per 200m ²
	Industrial/Warehousing (B2/B8)	1 per 1,000m ²	1 per 500m ²
Leisure and Institutions	Leisure centres, assembly halls, hospitals and healthcare	Greatest of: 1 per 50m ² or 1 per 30 seats/capacity	1 per 5 employees
	Educational Institutions		Separate provision for staff and students. Based on Travel Plan mode share targets, minimum: Staff: 1 per 20 staff Students; 1 per 10 students

Residential	All except sheltered/elderly housing or nursing homes		1 per bedroom
	Sheltered/elderly housing/ nursing homes	0.05 per residential unit	0.05 per bedroom
Public Transport Interchange	Standard stop	Upon own merit	
	Major interchange	1 per 200 daily users	

Powered Two-Wheeler Parking

1 space per 10 car spaces, with a minimum provision of 1 space

Where practicable, parking for powered two wheelers should facilitate high levels of security either in secure areas or to allow the vehicles to be locked to an anchoring point.

Accessible Parking

The Council will seek a proportion of accessible parking bays as follows:

1. Where up to 25 spaces are provided, a minimum of 1 accessible parking bay
2. From 25-100 spaces, 1 space per 25 or part thereof
3. Above 100 spaces, 4 spaces plus 1 space per additional 100 or part thereof

In each case, these spaces should be close to the principal entrance.

Appendix 5: Open Space Standards

Open Space Type	Accessibility Standard
City Park	10-minute drive time/public transport (circa 8000m).
District Park	15-minute walk time (circa 1200m).
Neighbourhood Park	10-minute walk time (circa 800m).
Natural and Semi-Natural Greenspace	10-minute walk time (circa 800m).
Children's Play Area	10-minute walk time (circa 800m).
Facilities for Young People	15-minute walk time (circa 1200m).
Allotments	15-minute walk time (circa 1200m).
Outdoor Sports Facilities	Not applicable.

Appendix 6: List of Wildlife Sites and Locally Important Geological Sites

DE001	Chaddesden Wood LNR.
DE002	Acordis Lagoons.
DE003	Markeaton Brook System.
DE004	Mickleover Railway Cutting.
DE005	Nutwood & Darley Abbey Wildlife Site.
DE006	Friargate Station.
DE007	River Derwent.
DE008	Sewage Farm Lagoons.
DE011	Allestree Park LNR.
DE012	Alvaston Stream.
DE013	Boulton Moor Hedges.
DE014	Bramble Brook and margins.
DE015	Breadsall Railway Cutting.
DE016	Bunkers Wood.
DE017	Chellaston Brickworks.
DE018	Acordis Effluent Beds.
DE020	Derby Canal.
DE021	Derby Moor Community School Meadow.
DE022	The Sanctuary LNR.
DE023	High View South Community School Nature Reserve.
DE024	Kedleston Road Hedge.
DE025	Kedleston Road Marsh.
DE026	Ladybank Wood.
DE027	Lees Brook.
DE028	Lime Lane Wood.
DE032	Moor Plantation.
DE033	Nooney's Pond.

DE034	Sunnydale Park.
DE035	Convent Meadows.
DE036	Radbourne Lane Hedge.
DE037	Raleigh Depot.
DE038	Former Rykneld Hospital Grounds.
DE040	Sinfin Golf Course Pond.
DE041	Sinfin Moor Lane Meadows.
DE042	Sinfin Moor Lane Stream.
DE044	Former Spondon Power Station Meadow.
DE045	West Park Meadows LNR.
DE047	Watermeadows Ditch.
DE048	Wilmore Road Meadow.
DE053	Alvaston Scrub.
DE055	Beech Wood.
DE057	Chaddesden Brook and Mossey Yard Plantation.
DE063	Cuttle Brook.
DE064	Darley Park.
DE067	Elm Wood.
DE068	Elvaston Castle LNR (part of).
DE074	Markeaton Park.
DE075	Meadow Lane Bank.
DE076	Mickleover School Meadow.
DE083	Orchard, Coleman Street.
DE086	Rolls-Royce Land.
DE089	Sinfin Moor Park.
DE093	Woodlands School Hedges.
DE094	Mickleover - Etwall Trail (Derby).
DE095	Porters Lane hedge.
DE096	Royal Hill Road hedge.
DE097	Inglewood Avenue Meadow.
DE098	Porter's Lane Pond.
DE099	Sinfin Tannery.
DE100	Markeaton Lane Meadow.
DE101	Dale Road Park Pond.
DE102	Alvaston Community Nature Area.

DE103	Millennium Wood.
DE104	Derwent Meadows.

Locally Important Geological Sites (LIGS)

153	University of Derby.
154	New Housing Estate, Broadway.
155	Sinfin Moor.
156	Nutwood Landslip.
157	Holme Nook, Derby.
158	Croft Wood.
159	Crown Inn, Allenton.
161	Oakwood Road Cutting.
162	Stoker Flat, Alvaston.
163	Lees Brook, Spondon.
165	Allestree Park.

Appendix 7: Superseded Policies

Replacement of the existing development plan

On adoption, the Local Plan for Derby (2023–2043) will supersede in its entirety the Derby City Local Plan Part 1 - Core Strategy (2017) and all the remaining 'saved' policies of the City of Derby Local Plan Review (2006). From the date of adoption, the superseded policies will no longer form part of the development plan and will no longer be a relevant consideration in the determination of planning applications.

The adopted Local Plan for Derby, together with the policies of the Derby and Derbyshire Minerals Local Plan and the Derby and Derbyshire Waste Local Plan (which are not affected by this Plan), will comprise the development plan for the City of Derby

Glossary

Active Travel

An approach to travel and transport which focusses on physical activity such as walking and cycling.

Affordable Housing

Non-market housing that includes Social Rented, Affordable Rented and Intermediate Housing (such as shared ownership) for those eligible households whose needs are not met by normal housing market. Properties are often managed by Housing Associations.

Air Quality Management Area (AQMA)

An area designated by the local authority because it is not likely to achieve national air quality objectives by the relevant deadlines.

Artificial Light at Night (ALAN)

Any human-made light produced during the nighttime hours, including that which is produced by outdoor signage, streetlights, and vehicle headlights. ALAN serves as a range of essential functions, including providing safety, enhancing visibility, and encouraging nighttime productivity.

Archaeological Alert Area

An identified area that acts as a trigger to alert planning officers to possible archaeological disturbance caused by proposed new development. Development in an area of archaeological potential is likely to require archaeological evaluation and possible mitigation work in advance of building commencing.

Article 4 Direction

A direction where the Local Planning Authority has withdrawn permitted development rights typically granted under the General Permitted Development Order. As a result, planning permission is required before carrying out particular developments. Article 4 directions are usually used when the character of an area of acknowledged importance could be threatened without this additional control.

Biodiversity

Encompasses the whole natural world and living things, including plants, animals, micro-organisms and bacteria from all ecosystems. This includes diversity within species, between species and of ecosystems.

Biodiversity Net Gain (BNG)

An approach to development which ensures that habitats are left in a measurably improved state than they were prior to development. In England, BNG is mandatory under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). Biodiversity value is measured in standardised biodiversity units, based upon habitat size, quality, location, and type. Developers are required to deliver a minimum net gain of 10%.

Blue Infrastructure

A network of water-based features within a landscape, including both natural and engineered systems. These include rivers, lakes, ponds, canals, wetlands, and drainage systems.

BREEAM

Building Research Establishment Environmental Assessment Method is an environmental assessment method and rating system for buildings. It sets the standard for best practice in sustainable building design, construction and operation.

Brownfield Land

A general term used to describe land which has been previously developed or built upon. (See Previously Developed Land).

Buildings at Risk

Historic buildings or sites which have been identified as being at most risk of being lost as a result of neglect, decay or inappropriate development.

Building Regulations

The minimum technical standards set by the government to ensure that buildings are safe, healthy, energy-efficient and accessible for people.

Central Activity Area (CAA)

A mixed-use area within a city that is a concentration of commercial activities, including main town centre uses.

Circadian Rhythms

The 24-hour internal biological clock that regulates cycles of sleep and wakefulness by responding to light changes in an environment.

City Centre

This is the highest level of centre and embraces a wide range of activities and is the sub-regional focus for commerce, culture, leisure and the visitor economy.

Climate Change

Long-term change in weather patterns and increased global temperatures, largely caused by an increase in greenhouse gases as a result of human activities altering natural climate cycles.

Coalescence

The merging or coming together of separate towns or villages to form a single entity.

Co-Living

A modern residential model where individuals rent private bedrooms within a shared property while accessing communal spaces and amenities, fostering community, convenience, and affordability.

Community Facilities

Facilities used by the local community for leisure and social purposes including community centres and meeting places, local shops, sports venues, leisure centres, cultural buildings, public houses, places of worship and play areas.

Community Infrastructure Levy (CIL)

The Community Infrastructure Levy (CIL) is a levy that local authorities in England and Wales can choose to charge on new developments in their area. In areas where a Community Infrastructure Levy is in force, landowners and developers of any development, not subject to exemptions must pay the levy to the local council. The charges, set by the local council and independently examined, are based on the size and type of the new development. This charge can replace or supplement Section 106 development contributions.

The Levy is not currently operating in the city, as Section 106 contributions are sought instead as a key method of acquiring developer contributions, however the potential to introduce a levy may be considered in the future.

Comparison Retail

Items not obtained on a frequent basis and include clothing, footwear, household and recreational goods.

Conservation Areas

A conservation area is an area of special architectural or historic importance, the character of which it is desirable to preserve or enhance.

Convenience Goods

Basic goods or services which people may need on a weekly, if not daily, basis including food, drinks, newspapers, magazines and confectionery.

Dark Infrastructure

Interconnected networks of natural, semi-natural and urbanised spaces, which are managed to maintain low levels of artificial light at night (ALAN) to preserve natural periods of darkness to protect nocturnal species, restore wildlife corridors, and aid human health. Dark infrastructure illustrates a method through which the environmental and physiological impacts associated with light pollution can be managed.

Decentralised Energy Production

The generation of electricity near to where it is consumed, thereby avoiding reliance on centralised power stations to cut transmission losses and increase efficiency.

Defined Centres

The structured hierarchy of retail and service locations designated to meet the needs of the city's population. In Derby, this comprises of the City Centre, District Centres and Neighbourhood Centres, each serving different scales of demand and services.

Deliverable Housing Use

To be considered deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years.

In particular:

- a) sites which do not involve major development and have planning permission, and all sites with detailed planning permission, should be considered deliverable until permission expires, unless there is clear evidence that homes will not be delivered within five years (for example, because they are no longer viable, there is no longer a demand for the type of units or sites have long term phasing plans).
- b) where a site has outline planning permission for major development, has been allocated in a development plan, has a grant of permission in principle, or is identified on a brownfield register, it should only be considered deliverable where there is clear evidence that housing completions will begin on site within five years.

Density

The intensity of development within a given area, usually measured for housing in terms of dwellings per hectare.

Designated Heritage Asset

A World Heritage Site, Scheduled Monument, Listed Building, Registered Park and Garden or Conservation Area designated as such under the relevant legislation or UNESCO Convention.

Derby Housing Market Area (HMA)

Sub-regional policy area designated within the revoked Regional Spatial Strategy to reflect the functional housing market across local authority boundaries. The Derby HMA is made up of Amber Valley Borough Council, Derby City Council and South Derbyshire District Council. The HMA provides a framework to coordinate housing requirements, land supply and strategic planning.

Derby Urban Area (DUA)

The urban area of Derby and planned extensions to it in the administrative boundaries of Derby City, South Derbyshire and Amber Valley.

Developer Contributions

Financial and non-financial obligations and works provided by developers to support the delivery of infrastructure, to mitigate the impacts of new development. Developers may be asked to provide these contributions in several ways. This may be by way of the Community Infrastructure Levy and/or through planning obligations in the form of Section 106 agreements; and by Section 278 highway agreements. Developers will also have to comply with any conditions attached to their planning permission.

Development

Defined in the 1990 Town and Country Planning Act as “the carrying out of building, engineering, mining or other operation in, on, over or under land; or making of any material change on the use of any building or land”.

Development Management

The process by which Local Planning Authorities assess and determine planning applications submitted by developers, homeowners, businesses, and other applicants. Decisions are made in accordance with the development plan, national planning policy and guidance, and any other ‘material considerations.’ Where permission is granted, it may include conditions that must be met to make the proposal acceptable. The development can commence once these requirements have been fulfilled. If the application is successful, planning permission will be granted, sometimes with conditions and the development may go ahead.

District Centres

Provide a key role to providing services to the City’s neighbourhoods including shopping, commercial, leisure, public and community functions, ensuring that residents can access such services easily.

Diurnal

A form of behaviour characterised by activity during the daytime and sleeping or inactivity at night.

East Midlands Investment Zone (EMIZ)

Focusing on clean energy and advanced manufacturing, the EMIZ will provide various incentives to businesses located within its area, such as grants, business rates retention and tax incentives, aimed at driving economic growth and generating thousands of high-quality jobs. The East Midlands Combined County Authority (EMCCA) is the accountable body for EMIZ and will oversee and manage the implementation of the initiative.

EMCCA

The East Midlands Combined County Authority (EMCCA) was formed in March 2024 as a strategic regional authority, covering the four local authority areas of Derbyshire, Nottinghamshire, Derby and Nottingham. EMCCA works across these areas to coordinate decision-making on key issues such as transport and economic development.

Employment Land Review

An Employment Land Review (ELR) is a local planning document that assesses the amount, quality, and suitability of land for different types of employment uses (like offices, industrial, and distribution) within a specific geographical area, like a town or borough.

Employment Uses

Categories of development that provide jobs and support economic activity. These include a range of commercial, industrial, and business-related activities as defined under the Town and Country Planning (Use Classes) Order 1987:

- a) Offices (Use Class E(g)(i));
- b) Research and Development (Use Class E(g)(ii));
- c) Industrial processes which can be carried out in any residential area without causing detriment to the amenity of the area (Use Class E(g)(iii));
- d) General Industry (Use Class B2);
- e) Storage and Distribution (Use Class B8).

Energy Hierarchy

A classification of energy options prioritised to assist progress towards a more sustainable energy system. The most favoured option is energy saving followed by energy efficiency, sustainable energy production, low impact energy production and concluding with high impact energy production.

Environment Agency

Public Body with the principle aims to protect and improve the environment and to promote sustainable development.

Environmental Infrastructure

Physical features and natural resources of the environment that provide services or support to society, encompasses Green Infrastructure (see definition below).

Evening Economy

Uses and activities which include bars, cafes, nightclubs, restaurants and leisure activities, providing opportunities for people to enjoy and socialise in the evening and nighttime.

Examination

Formal examination of the Local Plan and supporting documents by an independent inspector appointed by the Secretary of State. The purpose of examination is for the Inspector to determine whether the plan is legally compliant and sound, meaning it is positively prepared, justified, and consistent with national policy.

Extra Care Living

A specialist type of housing for older people which usually allows for care and support to be provided on-site and includes supporting ancillary facilities. Extra care living gives people the opportunity to live independently in a home of their own, whilst receiving services, including 24-

hour emergency support, rehabilitation services, day centre activities, and a meal provision on site when required.

Flood Plain

Generally flat areas adjacent to watercourses or the sea where water flows in time of flood or would flow but for the presence of flood defences.

Flood Risk Assessment

An assessment required at planning application stage, in specified circumstances to identify and assess the risks of all forms of flooding to and from the development, and how these risks will be managed.

Flood Zone 1

Land having a less than 1 in 1000 annual probability of river or sea flooding.

Flood Zone 2

Land having between a 1 in 100 and 1 in 1000 annual probability of river flooding; or land having between a 1 in 200 and 1 in 1000 annual probability of sea flooding.

Flood Zone 3a

Land having a 1 in 100 or greater annual probability of river flooding; or land having a 1 in 200 or greater annual probability of sea flooding.

Flood Zone 3b

This zone comprises land where water has to flow or be stored in times of flood. Local planning authorities should identify in their Strategic Flood Risk Assessments areas of function flood plain and its boundaries accordingly, in agreement with the Environment Agency.

Fluvial Flooding

Occurs when rivers or watercourses overflow and burst their banks.

Geodiversity

The natural range (diversity) of geological features (rocks, minerals, fossils, and structures), geomorphological features (landforms and processes), soil features, as well as geological features in waterways that make up the landscape.

Glare

The uncomfortable brightness of a light source when viewed against a darker background.

Green Belt

A statutory designation of land, which the fundamental aim of is to prevent urban sprawl by keeping land permanently open. The five purposes of Green Belt as set out in the National Planning Policy Framework are:

- a) To check the unrestricted sprawl of large built-up areas;
- b) To prevent neighbouring towns merging into one another;
- c) To assist in safeguarding the countryside from encroachment;
- d) To preserve the setting and special characteristics of historic towns; and
- e) To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Green Infrastructure

The network of protected sites, green spaces and linkages which provide for multi-functional uses relating to ecological services, quality of life and economic value.

Green Gaps

Green Gaps offer the same protection as green wedges against development, but don't have an uninterrupted link to the countryside outside of the city.

Green Wedges

Areas of predominantly open land that link the city to the surrounding countryside, providing separation between the different neighbourhoods and land uses within the city. They are a distinctive part of Derby's character and are a long-standing local policy objective.

Grey Belt

For the purposes of plan-making and decision-making, 'grey belt' is defined as land in the Green Belt comprising previously developed land and/or any other land that, in either case, does not strongly contribute to any of purposes (a), (b), or (d) in paragraph 143 of the NPPF. 'Grey Belt' excludes land where the application of the policies relating to the areas or assets in footnote 7 (other than Green Belt) would provide a strong reason for refusing or restricting development.

Gypsies and Travellers

Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

Gypsy and Traveller Accommodation Assessment (GTAA)

The appraisal of accommodation needs for a broader definition of Gypsies and Travellers than defined above; the GTAA will include the needs of travelling showpeople or circus people (whether or not travelling together as such).

Habitats Regulations Assessment

This assessment is required to ensure that:

- A strategy or plan either alone or in combination with other plans or projects, would not have a significant effect on a European site, and
- Where the plan being produced is not directly connected with the management of the site for nature conservation.

Health Inequalities

Systematic, avoidable and unfair differences in health outcomes between different population groups, often associated with deprivation, income, ethnicity, disability, age or geographic location.

Hectare (Ha/ha)

An area of 10,000 sq. metres or 2.471 acres.

Heritage Asset

An element of the historic environment that has a degree of significance. Heritage assets may be found in a variety of forms such as buildings; standing, buried or submerged remains; settlements, places and landscapes.

Heritage assets may be designated under relevant legislation or UNESCO Convention. These designations include World Heritage Sites, Scheduled Monuments, Listed Buildings, Conservation Areas and Registered Parks & Gardens.

Heritage assets may be designated locally, or they may not be designated; they may be identified only at the pre-application stage of a development proposal. Nevertheless, the desirability of sustaining and enhancing their significance is a material planning consideration.

Heritage Impact Assessment (HIA)

A Heritage Impact Assessment (HIA) is a document that evaluates the significance of a heritage asset (like a building, landscape, or archaeological site) and analyses how a proposed development or works could affect its historic value. It outlines potential negative and positive impacts, suggests ways to avoid / minimise harm or enhance the asset, and helps decision-makers determine if the proposals are appropriate.

Heritage Statement

A Heritage Statement is a document that assesses and describes the significance of a heritage asset (like a building, site, or landscape) and its setting when a development proposal might impact it. Its purpose is to show an understanding of the asset's historical and architectural interest, to inform the planning decision, and to guide how any changes can protect its special character in a sustainable way.

House In Multiple Occupation (HMOs)

A property rented by at least three people who are not from the same household and share facilities like a kitchen or bathroom.

Housing Need

Assessment of the suitability of present housing, the ability of households to afford market priced housing and requirements of future housing requirements.

Housing Market Area

A geographical area used to strategically plan for housing needs across administrative boundaries. This area reflects the functional areas in which people both live and work, and are therefore based upon commuting patterns, household migration and the market dynamics affecting housing demand.

Housing Strategy

A Housing Strategy is produced by every Council and sets out the key housing priorities that the Council feels need to be addressed in order to meet the housing needs and aspirations of the local population.

Housing Trajectory

A planning tool showing past and projected housing delivery over time. It shows how housing completions compare with targets and expected delivery, to allow local authorities to monitor progress.

Infrastructure

The network of communications and utility services such as drains, water, gas, electricity, roads and telecommunications required to enable the development of land. The term is also used to describe social and community services such as schools, public transport, shops, libraries and places of worship.

Infrastructure Delivery Plan (IDP)

A plan identifying the necessary social, physical and green infrastructure required to support the delivery of new development allocated in the Local Plan to create sustainable communities.

Joint Strategic Needs Assessment (JSNA)

Identifies the current and future health well-being needs of the city. Its aim is to support effective strategic planning, priority-setting and commissioning decisions to improve the health and wellbeing of the people of Derby and reduce health inequalities.

Key Diagram

Diagrammatic interpretation of the spatial strategy as set out in the Local Plan showing areas of development opportunity and restraint, and key pressures and linkages in the surrounding area.

Lighting Assessment

A technical assessment of how a proposed artificial lighting scheme may impact the surrounding environment, neighbours and local wildlife. It considers factors such as light levels and light spill in alignment with the Institute of Lighting Professionals guidance.

Light Barriers

Areas or sources of light interrupt otherwise continuous zones of darkness, effectively creating a barrier to movement for nocturnal wildlife. Light barriers can fragment habits, disrupt ecosystem connectivity and deter species that rely on darkness for safe movement, foraging or migration.

Light Spillage

The trespass of light beyond the intended area of illumination.

Lighting Strategy

A document that sets out the design approach and technical details for proposed lighting within a development to meet functional needs whilst minimising impact.

Listed Building

A building of special architectural or historic interest. The Planning (Listed Buildings and Conservation Area) Act 1990 gives the Department of Culture, Media and Sport on advice from Historic England, powers to list buildings of special architectural or historical interest. Listed buildings are graded I, II* or II with Grade I being the highest. Listing includes the interior as well as the exterior of the building, and any buildings or permanent structures (for example, walls within its curtilage).

Local Centre

A group of shops and services which meet the needs for smaller scale retail and services or more localised catchments.

Local Housing Need

The number of homes identified as being needed through the application of the standard method set out in national planning practice guidance.

Local Housing Need Assessment

An assessment of the need for the number and types of new homes required in a local authority area over a period of time, usually including the use of the Standard Method.

Locally Listed Buildings

These are buildings designated by the Council to be of local significance and included in a local list. Although they are not legally protected, in general, close scrutiny will be given to any development affecting them.

Local Nature Recovery Strategy (LNRS)

Strategies which were introduced under the Environment Act 2021 with the aim of achieving national environmental targets by creating spatial plans highlighting areas which require environmental improvement, protection, and prioritisation. An LNRS is comprised of a local habitat map displaying target areas for nature recovery, local nature reserves, and conservation sites. This is further accompanied by a written statement which outlines biodiversity priorities, and the practical actions which must be adopted in order to enhance biodiversity.

The Derbyshire's Local Nature Recovery Strategy was published in the autumn of 2025.

Local Nature Reserve

Places with wildlife or geological features that are of special interest locally. The City and County Councils have the power to acquire, declare and manage Local Nature Reserves.

Local Plan

A Development Plan Document, which plans for the future development within an administrative area, drawn up by local planning authorities in consultation with communities and other stakeholders.

Local Transport Plan (LTP)

An important tool to help the Council, its partners and local communities plan for transport in a way that best meets the needs of the local area. It is a statutory requirement of the Local Transport Act, 2008 to have an LTP. The current third Local Transport Plan (LTP3) for Derby covers the period from April 2011 to March 2026. LTP4 is currently being developed by EMCCA.

Local Wildlife Site

Defined areas identified and selected locally for their nature conservation value. Their selection takes into account the most important, distinctive and threatened species and habitats.

Lux

The unit of illuminance or light intensity.

Main Town Centre Uses

Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

Major Development

For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m² or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

Material Consideration

A legal term describing a matter or subject which is relevant (material) in the determination of a planning application.

Mitigation

Measures to avoid, reduce or offset adverse effects of an external factor.

Mixed-Use Development

A development that comprises a combination of residential, commercial, cultural, institutional or industrial uses, where those functions are physically and functionally integrated.

Mobility Hub

A mobility hub is a place that brings together active travel, shared transport and public transport services. It provides amenities to support a low carbon society and is designed to improve the public realm for all.

Multi Modal Hub

A multi-modal hub (most of which will provide decked parking) is a single, central facility that integrates various public, private, and active transport options, like parking, buses, shared bikes, and electric scooters, to create seamless, sustainable, and efficient journeys for people and goods. These hubs connect different modes of transport, simplifying modal shifts and providing services like EV charging and bike storage to encourage a move away from private car use and foster more connected, environmentally friendly urban environments.

National Planning Policy Framework (NPPF)

The NPPF replaces the majority of national planning policy documents (PPG/PPS) and many circulars, streamlining them all into one document. It sets out the Government's planning policies for England and how these are expected to be applied. It provides a framework within which local and neighbourhood plans can be produced reflecting the needs and priorities of the local area.

NEET

A NEET, an acronym for "Not in Education, Employment, or Training", is a person who is unemployed and not receiving an education or vocational training.

Non-Strategic Policies

Non-strategic policies are those which set out detailed policies for specific areas, neighbourhoods or types of development. This can include the provision of infrastructure and community facilities at a local level, establishing design principles, conserving, and enhancing the natural and historic environment and setting out other development management policies.

Obtrusive Light

Unwanted or excessive artificial light in areas where it is not required, also known as 'light pollution'.

Our City Our River (OCOR)

An infrastructure programme aimed at reducing flood risk in the River Derwent Corridor by providing improved and realigned flood defences, creating more space for water. It will create significant opportunities for new development along the river corridor by providing appropriate levels of flood protection whilst enhancing the leisure, tourism, ecological and sustainable transport value of the River Derwent and its tributaries.

Out-of-centre

A location which is not within or on the edge of an identified retail centre.

Outstanding Universal Value (OUV)

Cultural and/or natural significance which is so exceptional as to transcend national boundaries and to be of common importance for present and future generations. An individual Statement of Outstanding Universal Value is agreed and adopted by the UNESCO World Heritage Committee for each World Heritage Site.

Part-night Lighting

A lighting strategy wherein lights are switched off or dimmed in an area for part of the night.

Permitted Development Rights (PD)

Certain building works and land use changes that can be made without requiring a full planning permission application from the local planning authority.

Placemaking

A process and philosophy which promotes bringing all those involved in shaping the quality of a place together in an inclusive and multi-dimensional manner, in order to create sustainable communities and high-quality places. Placemaking capitalises on a local community's assets, inspiration, and potential, ultimately creating places that people feel proud of and have a stake in.

Planning Condition

A requirement or restriction imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order. Conditions are used to make a development acceptable, and must be discharged before works begin, during construction or after completion of the development.

Planning Obligation

A legally enforceable obligation entered into under Section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal where they cannot be adequately addressed through planning conditions.

Planning Permission

A written consent to the carrying out of 'Development' issued by a local planning authority or, on appeal, by a Planning Inspector or the Secretary of State. The permission is normally subject to conditions and will lapse if the development is not started within a stated period of time.

Planning permission for buildings may be in outline where the principle is approved, subject to the later submission of further applications for the approval of reserved matters.

Plots and Pitches (Gypsy and Traveller)

A 'pitch' means an area on a 'Gypsy and Traveller' site developed for a family unit to live. A 'plot' is an area on a 'travelling show peoples' site (often called a "yard") developed for a family unit to live. This terminology differentiates between residential pitches for 'Gypsies and Travellers' and mixed-use plots for 'travelling show people', which may/will need to incorporate space or to be split to allow for the storage of equipment.

Powered Two-Wheeler (PTW)

A category of powered vehicles, which feature two wheels, and have a design speed of more than 25km/h. Two common examples include mopeds and motorcycles. These motorised two-wheeled vehicles aim to offer a more economical transport approach, whilst also offering several other benefits: they reduce congestion, and their compact size makes them easy to

manoeuvre. Additionally, they can improve mobility for individuals who do not have access to a car or have limited public transport routes available to them.

Previously Developed Land (or brownfield land)

Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes; land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended in the landscape in the process of time.

Primary Shopping Area (PSA)

Defined area where retail development is concentrated.

Public Open Space

All open space of public value, including not just land, but also inland bodies of water such as rivers, canals, lakes and reservoirs which offer important opportunities for sport and outdoor recreation and can also act as a visual amenity.

Public Realm

The space between and surrounding buildings and open spaces that are accessible to the public and include streets, pedestrianised areas, squares and river frontages.

Public Rights of Way

Are routes on which the public have a legally protected right to pass and re-pass.

Regeneration

Development which delivers wider benefits such as economic prosperity, improved environmental conditions and enhanced well-being.

Registered Historic Parks and Gardens

Designed ornamental landscapes which are included in the Register of Parks and Gardens of Special Historic Interest in England, published by Historic England. Parks and gardens on the register are graded in the same manner as Listed Buildings in order to reflect the importance of the garden or park in comparison with others in England (Grades I, II* and II).

Renewable Energy

Energy produced by a sustainable source that avoids the depletion of earth's finite resources. Renewable energy sources include the sun, wind, water energy and biomass.

Residential Care Home

Typically classified as a C2 (residential institution) use, designed for people needing care due to age and disability, or illness, and requiring daily care and support, rather than independent living. The contribution these types of communal living developments make towards meeting housing needs will be based on the number of people living in them as a pro-rata contribution to meeting housing needs as set out in the Government's Housing Delivery Test Rule book or a similar proportion should that be revoked.

Residential Communal Living

A living arrangement where multiple individuals share a living space while maintaining their private areas. This approach is designed to foster a sense of community and cooperation among residents. The contribution these types of communal living developments make towards meeting housing needs will be based on the number of people living in them as a pro-rata contribution to meeting housing needs as set out in the Government's Housing Delivery Test Rule book or a similar proportion should that be revoked.

Rights of Way Improvement Plan (RoWIP)

A document which contains actions that help the Council ensure that the City's Rights of Way network meets the needs of its users as much as possible. It provides guidance to help identify where the Council can improve the network and promote greater use of it.

Safeguarding/Safeguarded

To ensure that a particular feature or area is protected either for its intrinsic value or for a particular purpose.

Scheduled Monuments

A nationally important monument, usually archaeological remains, which enjoy greater protection against inappropriate development through the Ancient Monuments and Archaeological Areas Act 1979.

Secretary of State

The most senior Government Minister responsible for the work of a specific department. The Ministry of Housing, Communities, and Local Government is responsible for planning, and has powers such as determining planning appeals and calling in significant planning applications.

Section 106 Agreements

Section 106 (S106) of the Town and Country Planning Act 1990 allows the Council to enter into a legally binding agreement or planning obligation with a landowner in association with the granting of planning permission. The obligation is termed a Section 106 Agreement. These agreements are a way of delivering or addressing matters that are necessary to make a development acceptable in planning terms. They are entered into between the Council and developers when a planning application requires site-specific mitigation measures and/or community benefits which cannot be secured through planning conditions. They are used to secure either payment in-kind or financial contributions towards the provision of infrastructure.

SEND

Special Educational Needs and Disability.

Sensitive Receptors

Features that are vulnerable to adverse effects from artificial light, such as living organisms, including humans and animals, ecosystems, sensitive habitats and species, and the natural environment.

Settlement

The built framework of Derby excluding areas defined as Green Belt, Green Wedge and Green Gap.

Sequential Test

A planning tool requiring a systematic approach to site selection. It requires certain sites or locations to be fully considered for development before less preferable sites or locations are considered.

Site of Special Scientific Interest (SSSI)

Sites designated by Natural England under the Wildlife and Countryside Act 1981. These sites are identified for their exceptional biodiversity or geology value and are protected to conserve their condition and preserve their ecological and scientific importance.

Skyglow

The brightening of the night sky resulting from the scattering of light pollution.

South Derby Growth Zone

The South Derby Growth Zone is a major development project located along the A50 corridor south of Derby, spanning both Derby City and South Derbyshire District, with the aim of creating new mixed-use developments, jobs, and homes, including the Infinity Garden Village.

Spatial Vision

A brief, aspirational description of how the city will be changed by the end of a plan period.

Specialist Housing

Developed with particular groups of people in mind such as older people (including the frail elderly and those with dementia), people with physical and sensory disabilities, those with learning difficulties or acquired brain injury, young people at risk, people with alcohol or drug dependency, and those requiring refuge from harassment and violence, and others who may, for a variety of reasons, be excluded from the local community. Examples may range from a small scheme of cluster flats with additional facilities for support staff, to much larger extra care schemes enabling older people to live in their own self-contained accommodation but with care and support on-site.

Stakeholder

Anyone with an interest in the city such as a resident, employee, employer, or visitor.

Standard Method Housing Calculation

The Government's required method for calculating a local authority's housing need, as set out in Planning Practice Guidance.

Statutory

A legal requirement.

Strategic Flood Risk Assessment (SFRA)

Assessment used to refine information on areas that may flood, taking into account all sources of flooding and the impacts of climate change. It is used to determine the variations in flood risk from all sources of flooding across and from their area. SFRAs should form the basis for preparing appropriate policies for flood risk management.

Strategic Housing Land Availability Assessment (SHLAA) and Strategic Housing and Economic Land Availability Assessment (SHELAA)

A key component of the evidence base to support the delivery of sufficient land for the housing and employment needs of Derby. The primary role of these two assessments is to:

- a) Identify sites with the potential for housing and economic uses;
- b) Assess the potential of these sites for housing and economic uses;
- c) Assess when these sites are likely to be developed.

Strategic Housing Market Assessment (SHMA)

A key element of the Local Plan evidence base. It analyses the housing market in depth, advising on the types of housing required for different areas, as well as the volume and patterns needed for affordable housing; housing which is provided for sale and rent at prices which fall below the market average.

Strategic Policies

Policies and site allocations are identified in the plan as strategic when they address strategic priorities in line with the requirements of Section 19 of the Planning and Compulsory Purchase Act 2004. Non-strategic policies are still important, but Neighbourhood Plans are not required to be in conformity with them.

Supplementary Planning Documents (SPD)

Documents providing further guidance and information relating to policies in Development Plan Documents.

Sustainability Appraisal (SA)

A systematic review of the City's Local Plan policies in order to evaluate their impacts towards achieving sustainable development. The SA assesses the environmental, economic, and social impacts of the Plan.

Sustainable Communities

Central Government refers to sustainable communities as 'places where people want to live and work now and, in the future'.

Sustainable Development

The Brundtland Report (1987) defines sustainable development as 'Development that meets the needs of the present without compromising the ability of future generations to meet their own needs'. Sustainable Development encompasses social, environmental and economic issues.

Sustainable Drainage Systems (SuDS)

A range of water management practices and facilities designed to drain surface water in a manner that will provide a more sustainable approach than what has been the conventional practice of routing run-off through a pipe to a watercourse.

Sustainable Urban Extension

An extension to the built up area of the City, built in line with sustainable development principles, aimed at creating a mixed and balanced community, integrating the extension with the existing urban fabric, including the provision of, for example, the necessary infrastructure such as public transport, parks and open spaces whilst also providing for the needs of the new community in terms of jobs and social infrastructure such as education.

Sustainable Travel/ Sustainable Transport

Usually means walking, cycling and public transport, which is generally less damaging to the environment than use of the private car.

Tall Building

Any building that is significantly taller than their surroundings and/or has a significant impact on the skyline. In the context of Derby City Centre, tall buildings are those which are at least twice (2x) the prevailing context height.

Transport Assessment

An assessment submitted alongside planning applications for major development, which measures the potential transport impact of proposals and identifies the interventions needed to mitigate these and to encourage access by walking, cycling and public transport.

Travel Plan

A long-term management strategy for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling). They can be submitted as part of a planning application, and or to discharge a planning condition or obligation.

Travelling Showpeople

Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily but excludes Gypsies and Travellers.

Trunk Road

Roads carrying strategic traffic that are under the jurisdiction of National Highways.

UNESCO

The United Nations Educational, Scientific and Cultural Organization (UNESCO) is a United Nations agency that fosters peace by promoting international cooperation in education, sciences, and culture.

Urban Heat Island Effect

Describes the increased temperature of urban air compared with rural surroundings. The term 'heat island' is used because warmer city air lies in a 'sea' of cooler rural air.

Use Class E

Commercial, Business and Service Use, or part use, for all or any of the following purposes:

- a) Shop other than for the sale of hot food;
- b) Food and drink which is mostly consumed on the premises;
- c) the following kinds of services principally to visiting members of the public i. financial services ii. professional services (other than medical services) iii. any other services which it is appropriate to provide in a commercial, business or service locality;
- d) Indoor sport and recreation (not swimming pools, ice rinks or motorised vehicles or firearms);
- e) Medical services not attached to the residence of the practitioner;
- f) Non-residential creche, day centre or nursery;
- g) i. office ii. the research and development of products or processes or iii. any industrial process, (which can be carried out in any residential area without causing detriment to the amenity of the area).

Use Classes Order

The Town and Country Planning (Use Classes Order) 1987 (as amended) specifies the various classes of use for buildings or land. Within each class, the use for another purpose of the same class does not require planning permission.

Viability

In relation to development, this refers to the economic circumstance where the generated value of a development would exceed its costs, enabling the development to occur with sufficient incentive.

Watercourse

Includes rivers, streams, ditches, cuts, rains and sewers (excluding public sewers) through which water flows.

Water Framework Directive (WFD)

Is the European Union directive which commits member states to achieve good qualitative and quantitative status of all water bodies by 2015.

Windfall Sites

Housing sites which are not identified in the development plan, but which come forward for development.

World Heritage Site

An area designated by UNESCO as having 'outstanding universal value' under the United Nations Convention Concerning the Protection of the World Cultural and Natural Heritage.

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Derby City Council

Derby City Council

The Council House Corporation Street Derby DE1 2FS

www.derby.gov.uk