

Derby City Council Local Plan – Part 1: Core Strategy

Infrastructure Delivery Plan

December 2015



REVISION SCHEDULE

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1. Introduction

- 1.1 This Infrastructure Delivery Plan (IDP) is a key supporting document for the Derby City Council Local Plan Part 1: Core Strategy. It forms part of the evidence base and has informed the preparation of the plan itself. It sets out the transport, physical, social and green infrastructure required to support the City's future growth over the plan period which is up to 2028.
- 1.2 There will be significant levels of growth in terms of housing and employment and it is essential for the Council and its partners to deliver the services necessary to achieve timely, sustainable and effective infrastructure to meet the needs of all residents in the future.
- 1.3 The information in this document has been produced in collaboration with the Council's HMA partners and various infrastructure providers operating in the City and the methodology is discussed in more detail in Section 3.
- 1.4 Local Plans should be supported by an adequate, up-to-date and relevant evidence base about the economic, social and environmental characteristics. The National Planning Policy Framework¹, paragraph 162, states in relation to infrastructure that:
- Local planning authorities should work with other authorities and providers to:*
- *Assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and*
 - *Take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.*
- 1.5 The 2008 Planning Act² and subsequent regulations defines infrastructure as including roads and other transport facilities, flood defences, schools and other

educational facilities, medical facilities, sporting and recreational facilities, open spaces and affordable housing. This list is not exhaustive, and other types on infrastructure will be considered as part of this document.

- 1.6 The publication of this IDP will help the Council meet the Core Strategy's twelfth Spatial Objective which aims:
- To make the best use of existing infrastructure and to fully integrate and coordinate new development with investment in and provision of new infrastructure, taking into account changes to our population including the needs of older people, children and young people.*
- 1.7 Successful implementation of the City Council's Core Strategy depends therefore not only on the actions of the Council but upon the co-ordinated and sustained action from a wide range of other organisations. This requires shared objectives, and involves ensuring related strategies are consistent with the plan and that there is co-ordinated action to effectively deliver essential physical, social, environmental and economic infrastructure on time.
- 1.8 This IDP:
- sets out the main infrastructure issues
 - provides an overview of the action required to deliver the Core Strategy
 - Identifies who is responsible for delivery; and
 - gives a broad indication of phasing, costs and funding mechanisms
- 1.9 The IDP establishes a starting point for current infrastructure capacity and help to identify initial infrastructure needs associated with further growth. It has also improved the understanding of a wide range of organisations of infrastructure issues and encouraged partnership working, with the focus on delivery. The range of facilities required to support development in the Core Strategy has been identified and used to develop an infrastructure schedule.

2. Scope of the Infrastructure Delivery Plan

- 2.1 The aim of the IDP is to establish what infrastructure needs to be delivered, when and by which provider to support future development. In addition, it also considers what the priorities for delivery are. Where appropriate, the source of funding and the possible cost of infrastructure is provided. The costs are based on the best available information at the time of publication and may be subject to change.
- 2.2 The IDP has been integrated and co-ordinated with a range of national, regional and local plans and programmes that impact on spatial planning.
- 2.3 Derby cannot accommodate all of its growth within its administrative boundary and has been working with its HMA partners, Amber Valley Borough Council and South Derbyshire District Council, to ensure that growth occurs in a sustainable manner. This has resulted in proposals for of a number of sustainable extensions to the City, primarily in South Derbyshire. The IDP recognises that development outside of the administrative boundary will have an impact, and require additional infrastructure in the City. Accordingly, Derby City Council has been working with its HMA partners to ensure a consistent approach to infrastructure provision.
- 2.4 The IDP will be the focus for meeting the infrastructure priorities of Derby. It should not be seen as a shopping list of priorities but as a tool to ensure that the Core Strategy and the strategic sites are deliverable and every effort is being made to make the Core Strategy viable. Therefore, a scheme to classify the priorities has been implemented. The following classification states the importance of each scheme to the delivery of the plan:

| | |
|---------------|---|
| High | Fundamental to development, without which the strategy would not be deliverable |
| Medium | Identified as a priority, which would make the strategy sustainable |
| Low | Full range of infrastructure required to create a sustainable place, that would assist in ensuring sustainability of the strategy |

¹ <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

² <http://www.legislation.gov.uk/ukpga/2008/29/contents>

3. Methodology

- 3.1 At the beginning of the process, a Derby City Partnership Infrastructure Planning Group was established. Membership of the group comprised of representatives from:
- Derby City Council (Transport, Highway Engineers, Education, Leisure Services, Regeneration, Planning and Climate Change)
 - Lightspeed Derby
 - Derby Hospitals
 - Severn Trent Water
 - Derbyshire Constabulary
 - Derbyshire Fire and Rescue
 - Derby College
 - Derby Community Safety Partnership
 - Derby City Partnership
 - Environment Agency
 - NHS Derby PCT (latterly NHS England and the Southern Derbyshire Clinical Commissioning Group)
 - Rigby & Co (representing the City Growth Group)
 - University of Derby
 - Derbyshire Mental Health Services NHS Trust
- 3.2 In addition, a Derby HMA Infrastructure Group was established to ensure consistency between each IDP and Derbyshire County Council's adopted Infrastructure Plan. An officer from Erewash Borough Council also attended meetings to ensure there was consistency between this IDP and the Greater Nottingham HMA Infrastructure Delivery Plan.
- 3.3 The process began as a desk-based study to determine existing provision, plans and strategies for each infrastructure provider.
- 3.4 Alongside this, a review of existing planned capital and infrastructure investment, as detailed in various plans and strategies for each infrastructure category, was undertaken to identify existing plans for

infrastructure investment and improvement within the City.

- 3.5 This research and review process will continue following the publication of the Core Strategy. It is intended that information will be collected from service providers continuously, particularly in respect of specific sites and areas where development may be allocated.
- 3.6 In preparing the Core Strategy, the Council has engaged in discussions with infrastructure providers. Whilst in some instances it has been difficult to gain a response, all reasonable attempts have been made to contact them. The steps taken to engage with infrastructure providers are contained in the Council's Duty to Co-operate Statement.
- 3.7 This IDP will be updated to take account of development proposals contained within the Council's Part 2 Local Plan and, where necessary, the development strategy contained in our HMA partners Part 2 Local Plans.

4. Delivery Mechanisms

- 4.1 For successful implementation of the IDP, a number of challenges need to be overcome:
- The need for a strong commitment to delivery across a wide range of organisations
 - The need for partner organisations and stakeholders to have greater integration and co-ordination of the investment decisions
 - The need for improved management of existing physical infrastructure assets and the way new assets are delivered
 - The need for additional infrastructure to meet not only the challenges of growth but also that of deficiencies in existing infrastructure.
- 4.2 There has already been considerable engagement with relevant agencies, infrastructure providers, landowners and developers in the background work which has informed the IDP and helped the Council meet the Duty to Co-Operate. To ensure continued successful engagement with key agencies, stakeholders and partners, a strong level of communication will be required.

- 4.3 With public sector financial cuts and changing funding schemes, it is less certain what resources will be available to spend on infrastructure in the future. Notwithstanding this, there are still some possible streams that can be utilised to help deliver infrastructure projects, including:
- Large Sites Infrastructure Programme
 - New Homes Bonus
 - Business rates and Tax Increment Financing (TIF)
 - Growing Places Fund implemented by D2N2³
 - European Union Structural and Investment Fund Strategy and European Regional Development Fund implemented by D2N2
 - Service-specific grants
 - Utility funding
 - Developer contributions (Section 106 and/or the Community Infrastructure Levy)
- 4.4 A reduction in the Council's Budget will have a significant impact on local service delivery. This IDP therefore provides an important means of co-ordinating resources between partners, the Council and developers to ensure timely and efficient delivery of infrastructure to support development.
- 4.5 Policy MH1: Delivering Infrastructure in the Core Strategy explains the role of developer contributions. The IDP will inform what contributions towards infrastructure may be sought from development. At present, these are secured through Section 106 Agreements or the Community Infrastructure Levy. In all instances Planning Obligations should be:
- Necessary to make the development acceptable in planning terms
 - Directly related to the development
 - Fairly and reasonably related in scale and kind to the development.
- 4.6 It should be noted that, at this stage, no decision has been made by the Council regarding the implementation of CIL and additional work is being

³ <http://www.d2n2lep.org/>

undertaken to ascertain the viability of its implementation.

5. Monitoring and Review Process

5.1 This is Derby City Council's first IDP and its development has helped to forge new, and strengthen existing, partnerships between agencies operating in the City.

5.2 The IDP is a living document and will be required to respond to a number of changing factors. Therefore, it will be updated on an annual basis to ensure that new information about plans and programmes feed into the IDP, to ensure that development continues to remain viable and that infrastructure issues are continuously updated.

5.3 The baseline position in this IDP will allow the Council, through the HMA Infrastructure Planning Group and its partners to prioritise investment, decisions and address funding gaps as the Core Strategy is implemented.

5.4 Later iterations of this document will set out in more detail the mechanisms needed to monitor the impact of the IDP. These mechanisms are being established to ensure:

- Risks are managed
- Reports on the delivery of the Infrastructure Schedule are produced at regular intervals
- Annual updating of the Infrastructure Schedule
- Inclusion of performance results in the Annual Monitoring Report

5.5 A review should not just be about updating this document, but it will help to meet the Duty-to-Cooperate and promote partnership working.

6. The Development Strategy for Derby

6.1 The City Council considers that 11,000 dwellings can be delivered in its administrative boundary between 2011 and 2028. Priority is given to brownfield sites but there will be a release of some greenfield sites to meet the target and ensure a deliverable supply of housing. In addition to development within the City's boundary, around 7,000 dwellings will be built as

urban extensions in Amber Valley and South Derbyshire to help meet Derby's needs.

6.2 In planning for 11,000 dwellings in the City, the Council needs to take account of the following:

| Housing Supply Components | Number of dwellings |
|--|---------------------|
| Completions 2011 to 2015 | 1,509 |
| Estimated Completions (2015 to 2016) | 391 |
| Developable Planning Permissions* | 587 |
| Strategic Allocations† | 6,655 |
| Windfall Sites | 900 |
| Losses | -336 |
| Sites to be identified through the Part 2 Plan | 1,294 |
| Total Supply | 11,000 |

* Excludes permissions on sites which are allocated in the Plan

† There are 6,975 dwellings on Strategic Sites. However 320 dwellings have already been completed or are expected to be completed in 2015-16. These dwellings are therefore included in the Completions/Estimated Completions components and deducted from the Strategic Allocations component.

6.3 Table 2 indicates the strategic sites allocated for housing in the Core Strategy.

| Site | Number of dwellings | Local Plan Policy |
|-----------------------------------|---------------------|-------------------|
| City Centre | 1,000 | AC1 |
| Castleward | 800 | AC6 |
| Former Derbyshire Royal Infirmary | 400 | AC6 |
| Osmaston Regeneration Area | 600 | AC14 |
| Wragley Way, Sinfin* | 180 | AC18 |

| Site | Number of dwellings | Local Plan Policy |
|------------------------------------|---------------------|-------------------|
| Manor Kingsway | 700 | AC19 |
| Rykneld Road, Littleover* | 900 | AC20 |
| Hackwood Farm, Mickleover* | 400 | AC21 |
| Onslow Road, Mickleover | 200 | AC22 |
| Former Mackworth College | 220 | AC22 |
| Boulton Moor East* | 800 | AC23 |
| Boulton Moor West | 200 | AC23 |
| South Chellaston sites* | 100 | AC24 |
| Brook Farm, Chaddesden | 275 | AC25 |
| Land South of Mansfield Road | 200 | AC26 |
| Total Strategic Allocations | 6,975 | |

* site is part of a wider cross-boundary allocation

6.4 Sustainable urban regeneration and economic growth are key priorities for the Council and the Core Strategy is central to help deliver this. To help deliver the City's economic strategy, 199 (gross) hectares of land has been identified for new employment uses. Table 3 shows these sites.

| Site | Local Plan Policy |
|------------------------------------|-------------------|
| The Central Business District | CP11 & AC2 |
| The Derwent Triangle | AC11 |
| Derby Commercial Park, Raynesway | AC12 |
| Land south of Wilmore Road, Sinfin | AC15 |

6.5 In addition to the development of new employment land, the Local Plan supports the retention, intensification and consolidation of land currently identified in the City of Derby Local Plan Review, Policy EP11.

6.6 The Strategy also identifies a regeneration priority sites which may also come forward for significant development during the plan period. The delivery of these is uncertain at present but they could form important parts of the City's future housing or employment supply.

6.7 Sections 8 to 16 summarises the main infrastructure issues in Derby and lists the projects the Council considers are essential to these levels of future growth.

7. The Next Steps

7.1 As discussed above, this IDP is a live document. In practice this means that as discussions continue with infrastructure providers, the most up-to-date information will be included in the IDP. A refreshed IDP will be published on a regular basis, particularly to take account of the allocations in the Council's Local Plan Part 2 and the development strategy, where necessary, of our HMA partners.

8. Water and Flooding

| Background to Water and Flooding | |
|---|--|
| Providers/Partners | Derby City Council, Severn Trent Water & the Environment Agency |
| Existing capacity and recent provision | <p>The Derwent Valley Aqueduct is a 200-kilometre fresh water supply pipeline in the East Midlands which supplies water to the cities of Nottingham, Derby and Leicester and via the Riven Tunnel to Sheffield.</p> <p>The major reservoirs in the Derwent and Dove valleys and several river abstractions provide the majority of water supplying the area occupied by the Derby HMA. Derby lies within the Strategic Grid Zone, the largest water resource grid in Severn Trent's area; and it is the Strategic Grid Zone which faces the greatest pressures over the next 25 years. As a result of abstraction changes, there will be a net reduction of deployable output to the Strategic Grid of up to 75 MI/d (Megalitres per day⁴); in addition, further abstraction limitations across the zone due to environmental concerns will amount to a further 5MI/d. To offset this loss of deployable output, the Company is proposing to continue in its programme to reduce leakages, reducing demand for water and to find new, and improve existing, water supply sources.</p> <p>The Environment Agency's Catchment Abstraction Management Strategies (CAMS) shows that the East Midlands resource situation is significantly constrained. The Derby Housing Market Area Water Cycle Study (2010) shows that the vast majority of resource management units in the study area have no water available, are over licensed or over abstracted. Severn Trent has published a new Water Resources Management Plan⁵ (WRMP). The WRMP looks at new issues which have arisen considers how the company will supply water in a sustainable way over the next 25 years.</p> <p>The City Council's Level 1 Strategic Flood Risk Assessment (SFRA1)⁶ highlights flooding from a number of sources in the City. Fluvial flooding from the River Derwent and other watercourses in the City was highlighted along with surface water and sewer flooding.</p> <p>The City Council's Level 2 Strategic Flood Risk Assessment (SFRA2)⁷ considers in more detail the risk of flooding on three sites in the City: North Riverside, Derwent Triangle and Castleward.</p> <p>The Derby HMA Outline Water Cycle Study⁸ indicated that the Raynesway Waste Water Treatment Works has capacity to accommodate future development. However, the Study did highlight current capacity issues in the sewer infrastructure, particularly to the south of the City. As a result, Severn Trent are exploring ways improve the existing sewer network to increase capacity and reduce the risk from flooding.</p> <p>The Outline Water Cycle Study also highlighted water quality issues, particularly from elevated nutrient levels; these are likely to be a result of agricultural/urban run-off as well as sewage discharge.</p> |
| Underlying demand trend | <p>The Outline Water Cycle Study identified that the demand for fresh water will increase over the plan period but recognises that measures will be put in place to reduce overall demand. Severn Trent's WRMP 2014 considers the challenges the company is facing over the next 25 years. Of note is Severn Trent's long term water resources strategy which highlights that there may be a significant supply shortfall as a result of the need to reduce abstraction from unsustainable sources and the potential impacts of climate change. Reflecting the company's current plan, reducing both leakage and demand is key to addressing the supply shortfall. In the long-term however, Severn Trent are looking at alternative supply sources such as re-commissioning the Belper Meadows Borehole.</p> <p>The amount of waste water received by the treatment plants will increase over the plan period. The requirements of the Water Framework Directive put an onus on the water companies to improve water quality.</p> |

⁴ A Megalitre is the equivalent of 1,000,000 litres

⁵ <http://www.severntrent.com/future/future-plans-and-strategy/water-resources-management-plan>

⁶ <http://www.derby.gov.uk/environment-and-planning/planning/planning-evidence-base-9%20jan-2015/#water%20and%20flooding>

⁷ <http://www.derby.gov.uk/environment-and-planning/planning/planning-evidence-base-9%20jan-2015/#water%20and%20flooding>

⁸ <http://www.derby.gov.uk/environment-and-planning/planning/planning-evidence-base-9%20jan-2015/#water%20and%20flooding>

| Background to Water and Flooding | |
|--|--|
| | <p>It is predicted that the occurrences of severe flooding events from watercourses will increase due to the impact of climate change. In addition, the occurrences of flooding from sewers and surface water run-off will increase.</p> <p>Severn Trent's Water Business Plan 2015 – 2020⁹ sets out the mechanisms the company will use to reduce water use over their plan period. This includes reducing leakage and assisting customers to reduce their usage.</p> |
| Specific Provision initiatives | <p>To help improve system resilience and meet future demand, Severn Trent Water is duplicating the Derwent Valley Aqueduct which will provide additional deployable output for the East Midlands.</p> <p>The Our City, Our River Masterplan¹⁰ aims to reduce the risk of flooding in the City by pulling back the River Derwent's flood defences. When completed, this fifteen year project will improve the flow of water through the City and, when combined with other mitigation measures upstream, will reduce the threat of flooding in the City. In addition, the project will assist in providing sustainable transport measures through superconnected cycling improvements.</p> <p>The Core Strategy, through Policy CP2, encourages the use of Sustainable Drainage Systems (SuDS) to reduce the amount of surface water flooding.</p> |
| Non-developer funding sources | Various Public and Private bodies that are involved in the sector and D2N2 ¹¹ |
| Developer funding arrangements in place | Individual negotiations from planning applications |

| Infrastructure Delivery Schedule for Water and Flooding | | | | | | | | | | |
|--|---|---|-------------|--------------------|--------------------|--------------------------------|-------------------|-------------------------|---------------|---|
| Infrastructure Requirement | Evidence Base | Costs | Funding Gap | Phasing/ Timescale | Delivery Partners | Link to Core Strategy Policies | Level of Priority | Funding Source | | Notes |
| | | | | | | | | Developer Contributions | Onsite/ Other | |
| Derwent Valley Aqueduct from Oakwood to Hallgates. A new 33km main to duplicate the existing Derwent Valley Aqueduct to increase capacity by 60 million litres per day | Severn Trent Water Resource Management Plan 2010 to 2035 | £30.22m Capital | None | Committed 2016 | Severn Trent Water | CP1(a) CP2 MH1 | High | N/A | N/A | The Outline Water Cycle Study found that water resources are restricted and this scheme would help to relieve the issues. |
| Improvements to the sewer network to free up capacity | Derby HMA Outline Water Cycle Study Derby City Council's Level 1 SFRA Discussions with Severn | Unknown at the time of publication but Severn Trent have set aside £1.9m to address the issue | None | 2014 to 2028 | Severn Trent Water | CP1(a) CP1(b) CP2 MH1 | High | N/A | N/A | The Outline Water Cycle Study and the Level 1 SFRA highlighted issues regarding the capacity of the existing sewer network. Discussions with Severn Trent indicated that improvements to the existing network will be undertaken to improve capacity to accommodate |

⁹ http://www.stwater.co.uk/upload/pdf/Our-2015-2020-business-plan_1.pdf

¹⁰ <http://www.ourcityourriver.co.uk/>

¹¹ <http://www.d2n2lep.org/>

| Infrastructure Delivery Schedule for Water and Flooding | | | | | | | | | | |
|--|--|---|--|--------------------------------------|--|---|-------------------|-------------------------|---------------|---|
| Infrastructure Requirement | Evidence Base | Costs | Funding Gap | Phasing/ Timescale | Delivery Partners | Link to Core Strategy Policies | Level of Priority | Funding Source | | Notes |
| | | | | | | | | Developer Contributions | Onsite/ Other | |
| | Trent Water Derby HMA Water Topic Paper | | | | | | | | | new development. |
| Lower Derwent Flood Alleviation Scheme (Our City Our River) | Our City, Our River Masterplan Derby City Council's Level 1 Strategic Flood Risk Assessment | £90.2m | £42.6m | Committed 2014 to 2029 | Derby City Council is the lead organisation working in partnership with the Environment Agency | CP1(a) CP2 CP14 CP16 CP19 CP20 AC9 AC7 AC8 AC10 MH1 | High | ◆ | ◆ | The OCOR Masterplan Was adopted by the Council in July 2012. Awarded Growth Funding in Growth Deal 1. A hybrid planning application (full and outline) has been submitted to the Council and will be determined by the autumn of 2015. The scheme is split into three packages and is likely to take 15 years to complete. |
| Infinity Park Derby: Flood alleviation works in line with Planning consent comprising balancing pond and re-routing of a small watercourse | Planning application and submission for Growth Point Funding | £775,000 | None | 2015 to 2016 | Derby City Council | CP1(a) CP2 CP3 CP9 CP10 CP16 AC15 MH1 | High | N/A | N/A | Awarded Growth Funding in Growth Deal 1. Implementation will deliver 150,000 cubic metres of flood alleviation facility. |
| Provision of Sustainable Drainage Measures | Derby City Council's Level 1 SFRA & Outline Water Cycle Study Derby City Council's Preliminary Flood Risk Assessment Derby HMA Water Topic Paper | This is mandatory under Schedule 3 of the Flood & Water Management Act. Cost is taken account of in site viability. | Unknown (to be determined on a site-by-site basis) | To be delivered over the plan period | Derby City Council Developers | CP1(a) CP2 MH1 | High | ◆ | ◆ | Derby City's SFRA1 and the Outline Water Cycle Study identified surface water flooding issues. The Outline Water Cycle Study stated that SuDS should be introduced. Would reduce the pressure on existing drainage systems as well as providing amenity and environmental benefits. |

9. Transport

| Background to Transport | |
|---|--|
| Providers/Partners | Highways England, Department of Transport, Network Rail, Derby City Council, public transport providers & commercial parking providers. |
| Existing capacity and recent provision | <p>The key road infrastructure within the City is the A52, A38, A61, A6 and A511. Outside of the City the A50 and the M1 are also important.</p> <p>The Local Transport Plan¹² states that in a typical day Derby's transport network carries around:</p> <ul style="list-style-type: none"> • 660,000 car trips • 55,000 bus passenger trips • 2,548 bus services on a network of 33 routes • 38,000 children travelling to 103 schools • 18,000 heavy goods vehicles trips that carry goods to and from Derby <p>Since 1996 the number of households who do not own a car has decreased significantly. The 2011 Census indicated that just over 54,000 households did not have a car or a van, 1000,641 households had one car or van and nearly 90,000 household had two or more cars or vans.</p> <p>Traffic levels, congestion and travel patterns in the Derby HMA generally follow national, regional and local travel trends. However, there are congestion hotspots in the City around, for example, the A38, A52 and the A514 primarily during the morning and evening traffic peak. It is anticipated that future growth will inevitably increase congestion.</p> <p>Derby City Council runs 13 car parks providing 1852 spaces. Currently, there are two Park and Ride schemes in the City, located at the Meteor Centre which provides 250 spaces and at Pride Park which provides 1100 spaces. In addition, pay and display on-street parking is available in the City Centre. A further six car parks are operated by commercial parking providers, delivering a further 4143 spaces in the City.</p> <p>There are three railway stations in the City – the main station at Railway Terrace and two smaller stations at Pear Tree and Spondon.</p> <p>High Speed Two (HS2) is the proposed high speed rail link between London and the north of England. The first phase will link the Capital and Birmingham while the second phase will continue to Leeds via the East Midlands. Current proposals suggest that a station will be situated at Toton, approximately 10 miles to the east of the City. However, alternatives that may provide better road and rail connectivity are also being considered, potentially allowing HS2 to intersect with Midland Main Line. The City Council, while continuing to promote the benefits for the station in Derby, is committed to working constructively with adjoining authorities to explore all of the options, to understand the implications of proposals and the relative economic, environmental and transport benefits of any such location.</p> <p>Derby has one bus station, located adjacent to the Morledge, as part of the Riverlights development which was opened in March 2010. Derby has a reasonably strong local bus network provided by a number of commercial operators.</p> <p>There are only footpaths and bridleways recorded on the Definitive Map and Statement areas, which cover the City. The public rights of way network is approximately 45 km in length. There are approximately three kilometres of public bridleways in the City with the majority of that length being situated in the Sinfin Moor and Chellaston areas. All the stretches of bridleway are located close to the City boundary and lead out of the City. The bridleways are supplemented by the Council's own dedicated multi-user paths, some of which allow horse riding.</p> <p>The City Council currently require developer contributions from developments of 10 dwellings and over for highways and transportation. The current Financial Contribution Matrix¹³ sets out the requirements.</p> |

¹² <http://www.derby.gov.uk/transport-and-streets/transport-policy/planning-transport-policy/>

¹³ <http://www.derby.gov.uk/environment-and-planning/planning/planning-policy/>

| Background to Transport | |
|--|---|
| Underlying demand trend | <p>There is a general underlying trend of increased congestion around the City.</p> <p>Congestion is already an issue on many of the City's roads and development of the strategic sites proposed in the Core Strategy will exacerbate this situation. An extensive, area wide, programme of transport modelling has been undertaken to support the development of the Core Strategy. This has provided evidence about the potential impact of the associated package of strategic mitigation measures. Further modelling to support planning applications will allow the agreement of additional site specific mitigation measures, for example relevant junction improvements and highway design.</p> <p>It is anticipated that the growth strategy proposed by the Core Strategy will increase pressure on existing car parks.</p> |
| Specific Provision initiatives | <p>Network Rail, in its CP5 Enhancement Delivery Plan¹⁴, explored the electrification of the Midland Mainline which connects London St Pancras to Sheffield. The programme of works included realigning and replacing of tracks, the remodelling of stations, the reconstruction of bridges, the lengthening of platforms and improving signalling. It was expected that the project will be completed by 2020. However, in a Ministerial Statement on 25 June 2015¹⁵, it was announced that the electrification programme of the Midland Mainline would be 'paused' while a better service is developed. A subsequent review of the CP5 Enhancement delivery Plan was announced by Network Rail on 26 June 2015.</p> <p>Highways England undertook a consultation in February 2015 where the views of the public were sought on their proposals to cut congestion on the A38; specifically the three existing roundabout junctions at A38/ A61 Little Eaton, A38/ A52 Markeaton and A38 / A5111 Kingsway. It is expected that this scheme will be complete by 2025¹⁶.</p> <p>D2N2 recognise the importance of the transport network in their Strategic Economic Plan and propose to build in the Local Transport Board's priorities.</p> <p>The A52 scheme aims to reduce congestion and improve access to the Wyvern Retail Park and Pride Park. It will strengthen links between residential, employment and retail areas as well as improving links between the City, Nottingham and the wider strategic road network. In addition to the road improvements, a replacement foot and cycle bridge will link Meadow Lane to the Wyvern Retail Park, again to improve access from residential areas to employment and retail opportunities.</p> <p>In August 2012 the Council was awarded £4.922m grant funding from the Department for Transport's Local Sustainable Transport Fund (LSTF). The aims of the LSTF are to enable the delivery of sustainable transport solutions that support sustainable economic growth whilst reducing carbon emissions from transport. This is achieved by providing a range of creative and innovative behavioural change projects, in addition to more traditional transport infrastructure investments, that encourage travel by sustainable modes including walking, cycling, car sharing, using public transport and flexible working. These aims are embedded into the Core Strategy, principally Policies CP23: Delivering a Sustainable Transport Network and CP24: Strategic Implementation. Policy CP23 provides the policy framework for promoting smarter choices. Specifically Policy CP24 sets out a number of schemes which, through working with partners, the Council aim to deliver over the plan period; projects such as the creation of a new road between Wilmore Road and the A514 (more commonly known as T12) and the South Derby Integrated Transport Link.</p> <p>In July 2014 the Department of Transport awarded the Council £961,000 to help contribute towards the "Connected Keeping Derby Moving" scheme. This amount is match funded by D2N2 will help support sustainable economic growth through a package of infrastructure, business support, marketing and travel behavioural change activities. Taken together, these measures will avert congestion that would otherwise be associated with economic growth, and help to keep Derby moving.</p> |
| Non-developer funding sources | Department for Transport, Highways England, Derby City Council, Network Rail, Single Growth Fund, Regional Growth Fund, Pinch Point Funding, National Roads Budget and D2N2 |
| Developer funding arrangements in place | Individual negotiations from planning applications in terms of Section 106. Some have been committed to CIL by Derbyshire County Council if a Charging Schedule is adopted. |

¹⁴ <http://www.networkrail.co.uk/publications/delivery-plans/control-period-5/cp5-delivery-plan/>

¹⁵ <https://www.gov.uk/government/speeches/network-rails-performance>

¹⁶ <http://www.highways.gov.uk/roads/road-projects/a38-derby-junctions/>

| Infrastructure Delivery Schedule for Transport | | | | | | | | | | |
|---|--|--------------------|---|------------------------------------|---|--|-------------------|-------------------------|-------------------------|---|
| Infrastructure Requirement | Evidence Base | Costs | Funding Gap | Phasing/ Timescale | Delivery Partners | Link to Core Strategy Policies | Level of Priority | Funding Source | | Notes |
| | | | | | | | | Developer Contributions | Onsite/ Other | |
| A52 Wyvern/Pride Park Congestion Management and Integrated Transport Scheme | Derby City Council | £12.14m | £3,310,000 | 2016 to 2018 | Derby City Council | CP1(a) CP2 CP23 CP24 MH1 | High | ◆ | ◆ | Prioritised by D2N2. Project includes delivery of highway improvements to relieve congestion and constrained access. |
| A38 Derby Junctions Grade Separation including the Little Eaton, Markeaton and Kingsway roundabouts. | Highways England Derby City Council | £168m | None | 2015 to 2021 | Highways England | CP24 MH1 | Medium | N/A | ◆ | Central Government is committed to funding all Highway England's road schemes as part of this current Spending Review, subject to value for money and deliverability. This includes the A38 Derby Junctions. Current estimates suggest that work on the scheme could begin in the first five years but completion could be in the period beyond 2021. |
| A50 Junction Improvements Core Strategy Mitigation to the south of Derby | Derby City Council | Over £3m | Unknown at the time of publication | Unknown at the time of publication | Highways England Derby City Council Derbyshire County Council | CP1(a) CP1(b) CP2 CP23 CP24 MH1 | Medium | ◆ | ◆ | This is outside the city boundary but has direct influence on the Derby's transport network. A potential scheme is to be agreed with the Highways England. |
| Completion of the T12 Link Road. Construction of a new link road between Holmleigh Way and Wilmore Road | Derby City Council | £15m | None | Completion by the end of 2015 | Derby City Council | CP1(a) CP1(b) CP2 CP23 CP24 AC15 AC16 MH1 | High | N/A | ◆ | Construction underway. Funded through Growth point, the developer and the Council. |
| Southern Derby Integrated Transport Link: Phase 1 | Derby City Council | £11 to £14m | Unknown at the present time. The overall cost of delivery will be met through land gifted by the developer, D2N2 funding and other developer contributions. | Unknown at the time of publication | Developers Derby City Council Derbyshire County Council | CP1(a) CP1(b) CP2 CP23 CP24 AC15 AC18 AC20 MH1 | High | ◆ | ◆ | Integrated transport link from Stenson Road to T12 providing a link for all modes between strategic housing and employment sites. Alignment to be confirmed. |
| Infinity Park Derby: Sustainable Transport | Derby City Council | £5m (2015 to 2021) | Unknown at the time of publication | On-going | Derby City Council | CP1(a) CP1(b) | Medium | N/A | Some match funding from | Range of targeted sustainable transport |

| Infrastructure Delivery Schedule for Transport | | | | | | | | | | |
|---|--------------------|----------|------------------------------------|------------------------------------|--|--|-------------------|-------------------------|---------------|--|
| Infrastructure Requirement | Evidence Base | Costs | Funding Gap | Phasing/ Timescale | Delivery Partners | Link to Core Strategy Policies | Level of Priority | Funding Source | | Notes |
| | | | | | | | | Developer Contributions | Onsite/ Other | |
| Programme | | | | | | CP2 CP9 CP10 AC15 MH1 | | | businesses | <p>infrastructure interventions, aligned closely to current and future travel behaviour changes revenue programmes. Components include:</p> <ul style="list-style-type: none"> • Sustainable Transport Business Grants (match-funded) • Cycle routes improvements • Public transport interchange / bus stop improvements • New and improved cycle parking at key sites and businesses • Way-finding and signage • Real time travel information • Enhanced Smart Ticketing • Development of a city car club • Potential cycle hire scheme • New/Enhanced bus services |
| Multimodal junction Improvements. Boulton Moor and related developments | Derby City Council | £3.75m | Unknown at the time of publication | Unknown at the time of publication | Developers Derby City Council Derbyshire County Council | CP1(a) CP1(b) CP2 CP23 CP24 AC23 MH1 | Medium | ◆ | | Multimodal junction Improvements and public transport enhancements |
| Local transport improvements to provide alternative transport modes to be delivered as part of the Manor Kingsway development | Derby City Council | £223,589 | None | 2015 to 2023 | Highways England Derby City Council Manor Kingsway developer | CP1(a) CP2 CP23 CP24 MH1 | Medium | ◆ | | The A38 works to the Grand Canyon & the Kingsway junction improvements as part of the development are conditioned. No costs attached to these works. |
| Mixture of improvements to the strategic road network | Derby City Council | Over £5m | Unknown at the time of publication | On-going over the plan period | Highways England Derby City Council | CP1(a) CP1(b) CP2 | Medium | ◆ | | Some schemes are currently being implemented |

| Infrastructure Delivery Schedule for Transport | | | | | | | | | | |
|--|---------------------------|--|---|------------------------------------|---|--------------------------------------|-------------------|-------------------------|---------------|--|
| Infrastructure Requirement | Evidence Base | Costs | Funding Gap | Phasing/ Timescale | Delivery Partners | Link to Core Strategy Policies | Level of Priority | Funding Source | | Notes |
| | | | | | | | | Developer Contributions | Onsite/ Other | |
| and local transport improvements such as bus reliability and capacity improvements to Outer Ring Road junctions. Other developments that include Stenson Fields, Rykneld Road and Highfields Farm | | | | | Derbyshire County Council Developers | CP23 CP24 MH1 | | | | |
| Dynamic Congestion management. Network Management: additional intelligence and monitoring equipment and integration of existing traffic control systems and variable message signing to provide information direct to road users | Derby City Council | £2m | None | On-going over the plan period | Derby City Council | CP1(a) CP2 CP23 MH1 | Medium | | ◆ | Strategic traffic management control linking technologies used by all the highway authorities to better manage interaction between traffic on the local and strategic road network |
| Local connections to HS2 | Derby Infrastructure Plan | Unknown until the preferred route of HS2 is revealed | Unknown and will be determined once the route is revealed | Unknown at the time of publication | Derby City Council Derbyshire County Council | CP1(b) CP9 CP23 CP24 MH1 | Medium | | ◆ | |
| Derby Vibrant City Placemaking | Derby City Council | £3.5m | TBC | By March 2018 | Derby City Council | CP1(b) CP2 CP4 | Medium | | ◆ | |
| Derby Vibrant City Placemaking: Connected Cycle City | Derby City Council | £3.0m | TBC | By March 2019 | Derby City Council | CP1(b) | Medium | | ◆ | |
| Our City Our River: Super Connected Cycling | Derby City Council | £2.0m | TBC | By March 2021 | Derby City Council | CP1(b) | Medium | | ◆ | |

10. Education

| Background to Education | |
|---|---|
| Providers/Partners | Derby City Council |
| Existing capacity and recent provision | <p>Both Derby University and Derby College provide further education opportunities in the City and contribute to the City's economy. The University's main campus can be found at Kedleston Road with a further two sites on Markeaton Street and at Britannia Mill. Currently the University has 28,964 students and employs over 300 staff. The University estimates that it contributes over £262 million to the region's economy while its students contribute £100 million to the local economy. The Roundhouse Campus and the Joseph Wright Campus are Derby University's main sites in the City, supported by the Hudson Building and the Johnson Building on Pride Park. In total, Derby College serves around 25,000 pupils and employs 1,500 staff.</p> <p>The Council has a legal duty to ensure there a sufficient school places available.</p> <p>There are 10 adult learning centres in the City.</p> <p>Currently there are 13 Secondary Schools, 70 Primary Schools, one all-through school¹⁷ and six special needs schools in the City. In addition, there are two free schools in Derby.</p> <p>There are eight nursery schools in the City. However, this will decrease to seven nursery schools from 1 September 2015 as Castle Nursery School will close on 31 August 2015.</p> <p>At present, Derby City has a total of 17,756 secondary school places available. This figure includes places at Free Schools and Academies.</p> <p>There are 48 maintained nursery classes and schools, 97 group care providers (which include day nurseries and pre-school playgroups and 189 registered childminders in the City.</p> <p>There are 18 children's centers in Derby where families with children under five years old can go to meet other families in their area.</p> <p>The City Council currently require developer contributions from developments of 50 dwellings and over for the provision of education facilities. The current Financial Contribution Matrix sets out the requirements.</p> |
| Underlying demand trend | <p>The level of growth in and adjacent to the City will have an impact on school places in the City.</p> <p>There is currently an unprecedented growth in the number of primary schools pupils in reception and year one across the City. These higher pupil numbers will feed into secondary schools over future years with an increase of approximately 1,590 secondary aged pupils projected between September 2013 and September 2018, which would take the city wide total to approximately 17,585. The projections do not include anticipated pupil numbers from new housing developments.</p> <p>Some existing secondary schools may be capable of expansion. However, schools will not be able to expand sufficiently to accommodate all pupils numbers from the significant volume of housing proposed around the edge of the City. There will, therefore, be a shortfall in secondary school places to deal with the anticipated housing growth and a strategy for the provision of secondary school places has been developed by City and County Education officers in with the input of HMA Partners and in consultation with head teachers of affected primary and secondary schools. The emerging strategy will need to be delivered, monitored and amended over the plan period but currently includes options for the creation of a new secondary school within the DUA alongside extensions to existing secondary schools. The schools could be located either within Derby City or South Derbyshire. Any new secondary would have to be an Academy and go through a competition process.</p> <p>The level of housing growth 2011-2028 in and around the City (particularly south and east) means that a number of new primary schools will also be required in the City and County on brownfield and large urban extension sites. The individual and collective impact of other sites coming forward may also</p> |

¹⁷ An all-through school provides education provision for primary and secondary pupils on one site.

| Background to Education | |
|--|---|
| | <p>necessitate extensions to existing primary schools. The impact of increasing pressure on primary school places is likely to be felt at least through the first few years of the plan (2014-2018) but may continue further into the plan period.</p> <p>The education infrastructure identified below does not identify specific schools for expansion as the local, or normal area school, may change name, convert to an academy or, due to capacity issues, may not be the school that is expanded to meet the need generated by the development at the time it comes forward.</p> <p>Proposals to double the amount of free childcare from 15 to 30 hours will have an impact on providers in the City.</p> |
| Specific Provision initiatives | |
| Non-developer funding sources | Basic Needs Application, Priority Schools Building Fund, Academy Sponsored Funding & D2N2 |
| Developer funding arrangements in place | Individual negotiations from planning applications in terms of Section 106 and CIL. |

| Infrastructure Delivery Schedule for Education | | | | | | | | | | |
|---|--|---------------------------|--|---|--|--|-------------------|-------------------------|---------------|--|
| Infrastructure Requirement | Evidence Base | Costs ¹⁸ | Funding Gap | Phasing/ Timescale | Delivery Partners | Link to Core Strategy Policies | Level of Priority | Funding Source | | Notes |
| | | | | | | | | Developer Contributions | Onsite/ Other | |
| A new secondary school to serve housing growth in and around the southern edge of Derby | School Place Planning and Organisation Team advice | Land + £15-20m build cost | Unknown at the time of publication. Developer contributions are unlikely to cover the total cost. Therefore other funding streams will need to be explored | Dependant on the SDDC element coming forward. | Developers Local Education Authority (City and County Council's) Academy Sponsor | CP1(a) CP1(b) CP6 CP21 AC18 AC21 AC22 AC23 AC24 MH1 | High | ◆ | ◆ | Could serve the following city sites – Fellowlands Way, Woodlands Lane, Boulton Moor, Holmleigh Way and Wragley Way |
| Expansion of Murray Park Community School (Secondary) and City of Derby Academy | School Place Planning and Organisation Team advice | £15 million | Likely to be met by developer contributions depending on which developments feed into which school | Likely to be in the first part of the plan period as may offer an interim solution before a new secondary comes on-stream | Developers Local Education Authority (City and County Council's) Academy Sponsor | CP1(a) CP1(b) CP6 CP21 | High | ◆ | ◆ | Expansion could serve the following sites: Sinfine Lane, Onslow Road, Mackworth College, Hackwood Farm & Wragley Way |
| New primary school to serve Boulton Moor site | School Place Planning and Organisation | Land + £4m build cost | Under negotiation as of 29/01/15 | Likely to be phased to come on-stream upon occupation of Phase 1 | Developers Local Education Authority | CP1(a) CP1(b) CP6 | High | ◆ | ◆ | A primary school secured through the Conjoined |

¹⁸ Current cost estimates are based on the formula and current (2012/2013) charging formula contained within the adopted Planning Obligations SPD until such time as feasibility studies are carried out into the cost of extending individual schools/Academies. These costing are therefore likely to be an underestimate and are included as a guide at this stage.

| Infrastructure Delivery Schedule for Education | | | | | | | | | | |
|--|--|---|---|--|--|--|-------------------|-------------------------|------------------|---|
| Infrastructure Requirement | Evidence Base | Costs ¹⁸ | Funding Gap | Phasing/ Timescale | Delivery Partners | Link to Core Strategy Policies | Level of Priority | Funding Source | | Notes |
| | | | | | | | | Developer Contributions | Onsite/ Other | |
| | Team advice | | | housing due to lack of available existing school places. | Academy Sponsor | CP21 AC23 MH1 | | | | Inquiry site permission will serve the sites within the County. The proposal is for sites at Boulton Moor East to make provision for a new primary school which will also offer places to the development at Fellowlands Way. |
| Fellowlands Way: expansion to local primary school to serve housing site | School Place Planning and Organisation Team advice | £670,950 | None | 2015 to 2020 | Developers Local Education Authority | CP1(a) CP1(b) CP6 CP21 AC23 MH1 | High | N/A | N/A | |
| New primary school to serve the Hackwood Farm (City and South Derbyshire elements) and Onslow Road sites | School Place Planning and Organisation Team advice | Land + £4m build cost | No contributions secured at the time of publication Need to secure the full amount | 2015 to 2020 | Developers Local Education Authority (City and County Council's) Academy Sponsor | CP1(a) CP1(b) CP6 CP21 AC21 AC22 MH1 | High | ◆ | ◆ | School to be located on Hackwood Farm Site (City element) |
| New primary school to serve the Rykneld Road site | School Place Planning and Organisation Team advice | Land + £4m build cost | No contributions secured at the time of publication Need to secure the full amount | 2015 to 2020 | Developers Local Education Authority Academy Sponsor | CP1(a) CP1(b) CP6 CP21 MH1 AC20 | High | ◆ | ◆ | |
| Rykneld Road: expansion to local secondary school to serve housing site | School Place Planning and Organisation Team advice | £1,418,400 | No contributions secured at the time of publication Need to secure the full amount | TBC | Developers Local Education Authority | CP1(a) CP1(b) CP6 CP21 AC20 MH1 | High | ◆ | | |
| Castleward and DRI- new primary school on Castleward Site. | School Place Planning and Organisation Team advice | To be delivered by the developer as part of the regeneration scheme | None | 2017 to 2020 To start delivery at the start of Phase 3 | Developers Local Education Authority Academy Sponsor | CP1(a) CP6 CP21 MH1 | High | ◆ | ◆ | May also serve other City Centre sites |
| Castleward and DRI - expansion to local secondary school to serve | School Place Planning and Organisation Team advice | £4.41m | None | 2015 to 2020 | Developers Local Education Authority | CP1(a) CP6 CP21 MH1 | High | N/A | N/A | |

| Infrastructure Delivery Schedule for Education | | | | | | | | | | |
|---|--|---------------------|-------------|-----------------------|--|--|-------------------|-------------------------|------------------|--|
| Infrastructure Requirement | Evidence Base | Costs ¹⁸ | Funding Gap | Phasing/ Timescale | Delivery Partners | Link to Core Strategy Policies | Level of Priority | Funding Source | | Notes |
| | | | | | | | | Developer Contributions | Onsite/ Other | |
| sites | | | | | | | | | | |
| Sinfin Lane: expansion to local primary school to serve housing site | School Place Planning and Organisation Team advice | £2.05m | None | 2015 to 2020 | Developers Local Education Authority | CP1(a) CP6 CP21 MH1 AC17 | High | N/A | N/A | |
| Manor Kingsway: expansion to local primary school to serve housing site | School Place Planning and Organisation Team advice | £2.39m | None | 2015 to 2020 | Developers Local Education Authority | CP1(a) CP6 CP21 MH1 AC19 | High | N/A | N/A | |
| Manor Kingsway: expansion to local secondary school to serve housing site | School Place Planning and Organisation Team advice | £2.57m | None | 2015 to 2020 | Developers Local Education Authority | CP1(a) CP6 CP21 MH1 AC19 | High | N/A | N/A | |
| Expansion to other local primary schools to serve the Osmaston area | School Place Planning and Organisation Team advice | £5.7m | None | 2015 to 2020 | Developers Local Education Authority | CP1(a) CP6 CP21 AC14 MH1 | High | N/A | N/A | Refurbishment underway, completion expected to be in 2015. |
| Brook Farm: expansion to local primary school to serve housing site | School Place Planning and Organisation Team advice | £940,000 | None | 2015 to 2020 | Developers Local Education Authority | CP1(a) CP6 CP21 AC25 MH1 | High | N/A | N/A | |
| Brook Farm: expansion to local secondary school to serve housing site | School Place Planning and Organisation Team advice | £1.01m | None | 2015 to 2020 | Developers Local Education Authority Academy Sponsor | CP1(a) CP6 CP21 AC25 MH1 | High | N/A | N/A | |
| Mackworth College: expansion to local primary school to serve housing site | School Place Planning and Organisation Team advice | £768,500 | None | 2015 to 2020 | Developers Local Education Authority | CP1(a) CP6 CP21 AC22 MH1 | High | N/A | N/A | |
| Mackworth College: expansion to local secondary school to serve housing sites | School Place Planning and Organisation Team advice | £808,800 | None | 2015 to 2020 | Developers Local Education Authority (City and County Council's) | CP1(a) CP6 CP21 AC21 AC22 MH1 | High | N/A | N/A | |
| Woodlands Lane: | School Place | £195,200 | None | 2015 to 2020 | Developers | CP1(a) | High | N/A | N/A | |

| Infrastructure Delivery Schedule for Education | | | | | | | | | | |
|--|--|---------------------|-------------|--------------------|--|--|-------------------|-------------------------|---------------|--|
| Infrastructure Requirement | Evidence Base | Costs ¹⁸ | Funding Gap | Phasing/ Timescale | Delivery Partners | Link to Core Strategy Policies | Level of Priority | Funding Source | | Notes |
| | | | | | | | | Developer Contributions | Onsite/ Other | |
| expansion to local primary school to serve housing sites | Planning and Organisation Team advice | | | | Local Education Authority | CP1(b) CP6 CP21 AC24 MH1 | | | | |
| Holmleigh Way: expansion to local primary school to serve housing sites | School Place Planning and Organisation Team advice | £158,600 | None | 2015 to 2020 | Developers Local Education Authority | CP1(a) CP1(b) CP6 CP21 AC24 MH1 | High | N/A | N/A | |
| Contributions towards new primary/ expansion to local primary school to serve Derby City element of Wragley Way housing site | School Place Planning and Organisation Team advice | £4m (proportion of) | None | 2015 to 2020 | Developers Local Education Authority (City and County Council's) Academy Sponsor | CP1(a) CP1(b) CP6 CP21 AC18 MH1 | High | N/A | N/A | School will be on wider South Derbyshire site. This site will pay its respective proportion of the cost. |

11. Social and Cultural Infrastructure

| Background to Social & Cultural Infrastructure | |
|--|---|
| Providers/Partners | Derby City Council, faith groups, community groups |
| Existing capacity and recent provision | <p>Currently, there are 24 Community Centres in Derby owned by the Council and run by individuals or community groups.</p> <p>There are 14 libraries located across Derby run by the City Council. The Local Studies Library is now located in the former Magistrates Court on Full Street. The council also runs a Home Library Service, delivering books to some sheltered housing schemes and care homes.</p> <p>Derby has three theatre venues and three multi-screen cinemas. In addition The Quad is a cinema, gallery, café bar, digital resource and workshop. Officers are currently evaluating the future of the Assembly Rooms following a fire at the neighbouring car park in 2014. The Derby Arena is also a venue for Cultural events, exhibitions and conferences.</p> <p>There are three museums in the City, managed by the Derby Museums Trust - Pickford's House Museum on Friar Gate, Derby Museum and Art Gallery located on The Strand and the Silk Mill located on Silk Mill Lane.</p> <p>Data provided by Derby's Forum of Faiths indicated that Derby has the following places of worship:</p> <ul style="list-style-type: none"> • 1 Baha'i • 2 Buddhist • 122 Christian • 1 Hindu • 9 Muslim • 4 Sikh |

| Background to Social & Cultural Infrastructure | |
|--|---|
| | <p>Derby County Football Club is based at the iPro Stadium on Pride Park. In addition to the ground itself, the stadium offers conference facilities and a health club.</p> <p>Derbyshire County Cricket Club is based at the 3aaa County Ground. In addition to the ground itself, the cricket ground offers conference facilities.</p> <p>The Council runs the Derby Arena, Queen's Leisure Centre and Springwood Leisure Centre. The Gayton Pool in Littleover is managed by a subsidiary of the Lonsdale Swimming and Sports Trust on behalf of the City Council.</p> <p>The City Council maintains facilities for golf, cricket, football, hockey, rugby union and gymnastics. A number of private health centres, sports halls, swimming pools and bowling greens also add to the City's leisure provision.</p> <p>The Council manages the three main markets at the Eagle Market, the Market Hall, Allenton Market and manages the operation of the Cattle Market and Wholesale Market at Chequers Road.</p> <p>The City Council currently require developer contributions from developments of 50 dwellings and over for the provision of community centres, libraries and sports centres. The current Financial Contribution Matrix sets out the requirements.</p> |
| Underlying demand trend | The proposed level of growth will have an impact on the existing social and cultural facilities in the City. For example, an increase in population could result in an increase in the number of residents who wish to participate in sporting activities, thus putting pressure on existing indoor sports facilities and playing pitches; more people may want to make use of their local library or place of worship, putting pressure on existing capacity. |
| Specific Provision initiatives | <p>Housing allocations in and adjacent to the City can be served by the Council's existing libraries and opportunities will be sought to improve or extend existing facilities.</p> <p>A number of policies in the Core Strategy aim to ensure that everyone has access to social and cultural facilities; most notably CP14: Tourism, Culture and Leisure, CP17: Public Green Spaces and CP21 Community Facilities.</p> |
| Non-developer funding sources | Sport England, Derby City Council, Derby University, private leisure providers, faith groups and performing groups. |
| Developer funding arrangements in place | Individual negotiations from planning applications in terms of Section 106 and CIL. |

| Infrastructure Delivery Schedule for Social and Cultural Infrastructure | | | | | | | | | | |
|---|--------------------|------------------------|--|--------------------|--------------------|--------------------------------|-------------------|-------------------------|---------------|--|
| Infrastructure Requirement | Evidence Base | Costs | Funding Gap | Phasing/ Timescale | Delivery Partners | Link to Core Strategy Policies | Level of Priority | Funding Source | | Notes |
| | | | | | | | | Developer Contributions | Onsite/ Other | |
| Implementation of the Council's Leisure Strategy | Derby City Council | £50m | None | On-going | Derby City Council | CP14 CP21 MH1 | High | N/A | N/A | The Leisure Strategy has resulted in the construction of a Multi-sports arena at Pride Park. |
| Improvement to existing libraries | Derby City Council | Unknown at the time of | Unknown (to be determined on a site-by-site basis) | On-going | Derby City Council | CP1(a) CP14 CP21 | Low | ◆ | | Improvements to the City's existing libraries will be undertaken when |

| Infrastructure Delivery Schedule for Social and Cultural Infrastructure | | | | | | | | | | |
|---|---------------|------------------------------------|--|--------------------|--------------------|--------------------------------|-------------------|-------------------------|---------------|---------------------|
| Infrastructure Requirement | Evidence Base | Costs | Funding Gap | Phasing/ Timescale | Delivery Partners | Link to Core Strategy Policies | Level of Priority | Funding Source | | Notes |
| | | | | | | | | Developer Contributions | Onsite/ Other | |
| | | publication | | | | MH1 | | | | development occurs. |
| Community facilities – provision of new or enhancement of existing | | Unknown at the time of publication | Unknown (to be determined on a site-by-site basis) | On-going | Derby City Council | CP1(a) CP21 MH1 | Medium | ◆ | ◆ | |

12. Energy

| Background to Energy | |
|---|--|
| Providers/Partners | Western Power and National Grid |
| Existing capacity and recent provision | <p>Derby's Climate Change Strategy¹⁹ quoted Government figures have shown that in Derby, from 2005 to 2011, city-wide carbon emissions fell by 14%, a fall of nearly 250kt of carbon dioxide to level of 1481kt CO₂. This fall is across all the three major sectors which are defined as domestic, transport and commercial/industrial.</p> <p>The Cleaner, Greener Energy Study²⁰ indicated that in the Derby Housing Market Area, the current annual CO₂ per capita emissions stand at 6.9 tonnes in Derby, 8.0 tonnes in Amber Valley and 10.6 tonnes in South Derbyshire. The area has very little installed renewable energy capacity.</p> <p>The latest Annual Fuel Poverty Statistics published by the Department of Energy and Climate Change²¹ published indicated that the percentage of households in fuel poverty rose between 2003 and 2012. Updated figures indicated the level of fuel poverty across the Country in 2012. Around 16% of dwellings in the City were considered to be in fuel poverty compared with 21.3% in Leicester and 18.4 % in Nottingham. In comparison, the level of fuel poverty across the East Midlands is 13.2%.</p> <p>Discussions with Western Power have highlighted some potential infrastructure and capacity constraints on two key strategic sites, which will need to be overcome to deliver the sites. In addition, development of some sites will require the relocation of existing infrastructure which will take time and have cost implications.</p> |
| Underlying demand trend | <p>The National Infrastructure Plan recognises that “overall energy demand, while difficult to predict, is expected to continue its general downward trend up until 2025. After this, demand is forecast to rise as the impact of existing policies declines. This is because, in the absence of policy intervention, trend improvements in energy efficiency and the impact of fossil fuel prices are insufficient to offset the impact of economic and population growth”.</p> <p>There is a trend across the UK for a more sustainable energy future and this is expressed throughout the HMA and its evidence base.</p> <p>The Cleaner Greener Energy Study noted that there is good potential for biomass heat and power serving the City. It also indicated that Derby has the potential to accommodate wind turbines around the edge of the City.</p> |
| Specific Provision | Business Energy Support Promoting Opportunities and Knowledge for Energy Efficiency (BESPOKE) is a Derby City project part-funded by the European |

¹⁹ <http://www.derby.gov.uk/media/DerbyCityCouncil-Derbys-Climate-Change-February-2014.pdf>

²⁰ <http://www.derby.gov.uk/media/derbycitycouncil/contentassets/documents/reports/localdevelopmentframework/DerbyCityCouncil-Cleaner-greener-enegey2010.pdf>

²¹ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/319280/Fuel_Poverty_Report_Final.pdf

| Background to Energy | |
|--|---|
| initiatives | Regional Development Fund. Free advice and grants of up to £5,000 are now available for businesses to help to pay for measures that reduce costs, save energy and reduce carbon dioxide (CO ₂) emissions. The Council's Climate Change Strategy provides a framework through which everyone can help reduce greenhouse gas emissions and address the impact of climate change. The aims and objectives of the strategy have helped to inform the Core Strategy, specifically Policy CP2: Climate Change. |
| Non-developer funding sources | Government initiatives, National Grid, Derbyshire County Council, Derby City Council, Western Power and D2N2 |
| Developer funding arrangements in place | Individual negotiations from planning applications in terms of Section 106 and CIL. |

| Infrastructure Delivery Schedule for Energy | | | | | | | | | | |
|---|--------------------------------|------------------------------------|------------------------------------|--|-----------------------------|--|-------------------|-------------------------|---------------|--|
| Infrastructure Requirement | Evidence Base | Costs | Funding Gap | Phasing/ Timescale | Delivery Partners | Link to Core Strategy Policies | Level of Priority | Funding Source | | Notes |
| | | | | | | | | Developer Contributions | Onsite/ Other | |
| The proposed site at Kingsway Hospital will require considerable network reinforcement along/across major roads to provide capacity required for the development. | Discussions with Western Power | Unknown at the time of publication | TBC | Time and early dialogue will be required | Western Power Developers | CP1(a) CP6 AC19 MH1 | High | | ◆ | Discussions with Western Power Distribution indicate that, early discussions with the developer/Council will ensure that they are able to install the necessary infrastructure to support development. As, and when, required. |
| The proposed development at Mackworth Green Wedge will require the diversion on an 11,000 volt underground cable. In addition, a new high voltage cable will have to be provided, running from the City Centre to the west of the City. | Discussions with Western Power | Unknown at the time of publication | Unknown at the time of publication | Time and early dialogue will be required | Western Power Developers | CP1(a) CP6 AC22 MH1 | High | | ◆ | Discussions with Western Power Distribution indicate that, early discussions with the developer/Council will ensure that they are able to install the necessary infrastructure to support development. As, and when, required. |
| The proposed development at Hackwood Farm will require a new high voltage cable, running from the City Centre to the | Discussions with Western Power | Unknown at the time of publication | Unknown at the time of publication | Time and early dialogue will be required | Western Power Developers | CP1(a) CP1(b) CP6 AC21 MH1 | High | | ◆ | Discussions with Western Power Distribution indicate that, early discussions with the developer/Council will ensure that they are able to install the necessary infrastructure to support |

| Infrastructure Delivery Schedule for Energy | | | | | | | | | | |
|--|--------------------------------|------------------------------------|------------------------------------|--|--------------------------|--|-------------------|-------------------------|---------------|--|
| Infrastructure Requirement | Evidence Base | Costs | Funding Gap | Phasing/ Timescale | Delivery Partners | Link to Core Strategy Policies | Level of Priority | Funding Source | | Notes |
| | | | | | | | | Developer Contributions | Onsite/ Other | |
| west of the City | | | | | | | | | | development. As, and when, required. |
| The proposed developments at Boulton Moor have a 132,000 volt overhead line through the site. Costs to relocate could be prohibitive. Assuming development and construction works would avoid infringing the safety distances. | Discussions with Western Power | Unknown at the time of publication | Unknown at the time of publication | Time and early dialogue will be required | Western Power Developers | CP1(a) CP1(b) CP6 AC23 MH1 | High | | ◆ | Discussions with Western Power Distribution indicate that, early discussions with the developer/Council will ensure that they are able to install the necessary infrastructure to support development. As, and when, required. |

13. Communications

| Background to Communications | |
|---|---|
| Providers/Partners | Mobile network operators, British Telecom, Digital Derbyshire, Lightspeed Derby, Virgin Media |
| Existing capacity and recent provision | <p>The City Council's Local Economic Assessment recognises that, on the whole, Derby has a reasonable broadband service to the home and small business but with some clear exceptions, most notably some parts of Pride Park have very poor connectivity. The Communications Infrastructure Report 2011 prepared by Ofcom examines the provision of Broadband across the country. It reports that Derby is comparable with Leicester and Nottingham both in the availability of superfast and the take-up of the service.</p> <p>Currently in the UK, there are two predominant types of mobile network: 2G and 3G. 2G networks provide voice calls, messaging and low-speed data services. 3G networks can provide higher-speed data services. 4G services are currently being launched and will provide increased capacity and speed for data services. There are four Mobile Network Operators in the UK (Everything Everywhere, O2, 3 and Vodafone). Information provided by Ofcom indicates that coverage of both 2G and 3G mobile services is good with over 99% of the City covered by 2G and 97% covered by 3G.</p> |
| Underlying demand trend | <p>Driven primarily by increased consumption of internet delivered video based services, consumers are using more data than ever.</p> <p>Based on data supplied by Ofcom, the take-up of broadband in the City is 70.9% with Superfast broadband around 32.10%.</p> |
| Specific Provision initiatives | <p>The National Infrastructure Plan²² sets out the priority objectives for digital communications. The priority investment will be for superfast broadband, Super-Connected Cities, Mobile Infrastructure and commercial 4G.</p> <p>Digital Derbyshire is a £27.67m partnership between the County Council and BT which will make fibre broadband available to a further 88,000 premises across the county. The project supplements BT's existing commercial fibre deployment to mean superfast connections will be available to 95 per cent of</p> |

²² https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/381884/2902895_NationalInfrastructurePlan2014_acc.pdf

| Background to Communications | |
|--|---|
| | <p>home and businesses by 2016. Digital Derbyshire have secured £7.39 from the Government's Broadband Delivery UK funds, BT is contributing £12.87m, Derbyshire County Council contributing £4.9m and the European Regional Development Fund is contributing £2.5m.</p> <p>BT Openreach and Virgin Media currently have programmes to introduce superfast broadband across the City. BT Openreach is in the process of enabling six of its eight exchanges for superfast broadband by using their 'fibre to cabinet' technology.</p> <p>Virgin Media are upgrading their residential offering to Derby's customers and are actively developing their SME Business' offer (to fill the gap between their 'Residential' and 'Corporate' offerings).</p> <p>Derby is one of twelve cities to benefit from the government's £50 million fund to develop ultrafast broadband, turning Derby into a "Super-Connected City". A £1.3 million voucher scheme will support the installation of superfast connectivity.</p> <p>The Digital City Programme aims to improve connectivity in the City and provide a boost to SMEs and micro businesses.</p> <p>'Surf the City' provides a £600,000 investment to provide wireless internet access within Council owned City Centre buildings.</p> <p>Spark, through the 'Co-working Seats' project, aims to create 200 'seats' with highly serviced and super-connected desks as well as offering business to business mentoring support. In addition, the 'Managed Offices' project aims to deliver 220 fully managed offices as part of the "creative cluster".</p> <p>The inclusion of Policy CP9: Delivering a Sustainable Economy will help realise the Council's ambition of promoting a sustainable and resilient economy by supporting schemes which improves digital connectivity.</p> |
| Non-developer funding sources | Digital Derbyshire, BT, Virgin Media, WZ3 Broadband and D2N2 |
| Developer funding arrangements in place | Individual negotiations from planning applications in terms of Section 106 and CIL. Derbyshire County Council has highlighted Broadband as a key priority in it Developer Contribution Protocol |

| Infrastructure Delivery Schedule for Communications | | | | | | | | | | |
|--|--|---------|-------------|--------------------|---|--------------------------------|-------------------|-------------------------|---------------|--|
| Infrastructure Requirement | Evidence Base | Costs | Funding Gap | Phasing/ Timescale | Delivery Partners | Link to Core Strategy Policies | Level of Priority | Funding Source | | Notes |
| | | | | | | | | Developer Contributions | Onsite/ Other | |
| To improve the provision of Broadband Infrastructure in Derbyshire | Derbyshire County Council's Infrastructure Plan Digital Derbyshire | £27.67m | None | 2011 to 2013 | BDUK BT Derbyshire County Council Derby City Council European Regional Development Fund | CP1(a) CP9 MH1 | High | N/A | N/A | Match funding for the original £7.39m has been secured |
| Utilise Government | Department for Culture, | £1.3m | None | | BDUK | CP1(a) CP9 | High | | ◆ | Derby was one of 12 Cities in the second wave who |

| Infrastructure Delivery Schedule for Communications | | | | | | | | | | |
|---|--|----------|-------------|--------------------|---|--------------------------------|-------------------|-------------------------|---------------|--|
| Infrastructure Requirement | Evidence Base | Costs | Funding Gap | Phasing/ Timescale | Delivery Partners | Link to Core Strategy Policies | Level of Priority | Funding Source | | Notes |
| | | | | | | | | Developer Contributions | Onsite/ Other | |
| funding to turn Derby into a Super Connected City | Media and Sport | | | | BT Derbyshire County Council Derby City Council Private Sector | MH1 | | | | would benefit from faster more reliable broadband connections. |
| Infinity Park Derby: Construction of an internet node/data centre to facilitate the provision of high speed broadband | Planning application and submission for Growth Point Funding | £375,000 | None | 2015 to 2016 | Derby City Council | CP1(a) CP9 AC15 MH1 | High | | ◆ | Awarded Growth Funding in Growth Deal 1. |

14. The Environment

| Background to the Environment | |
|---|--|
| Providers/Partners | Derby City Council, Derbyshire Wildlife Trust, Natural England, Derby and Sandiacre Canal Trust, Derbyshire County Council |
| Existing capacity and recent provision | <p>Parts of the Derby/Nottingham Green Belt can be found to the north of Allestree, to the north of Oakwood, to the east of Spondon and to the south-east of Chellaston.</p> <p>There are 13 Green Wedges in Derby. Each wedge has two functions – defining the City’s various neighbourhoods and providing a link between the urban core and the surrounding countryside.</p> <p>The Council’s Open Space Study²³ indicates that the City contains the following types of open space.</p> <ul style="list-style-type: none"> • 46 parks which includes City, District and Neighbourhood Parks which, in total, cover around 406 hectares. • 10 Local Nature Reserves • Over 50 sites of wildlife interest • 181 hectares of Amenity Green Space • 91 facilities for children and young people • 26 allotments which, in total, covers 62.52 hectares • 6 cemeteries |

²³ <http://www.derby.gov.uk/environment-and-planning/planning/planning-evidence-base-9%20jan-2015/#open-space-sport-and-recreation>

| Background to the Environment | |
|--|---|
| | <p>The Derby & Sandiacre Canal, which closed in the 1960s, ran from the Trent & Mersey Canal at Swarkestone to the Erewash Canal at Sandiacre, with a branch to the River Derwent in Derby City Centre. The Derby and Sandiacre Canal Trust²⁸ aims to restore the canal to a fully navigable route with an associated multi-user towpath. Outline Planning Permission was approved in 2011 for the restoration of the canal in the City between Chellaston to Spondon.</p> <p>The Our City Our River masterplan will have an impact on the riparian environment as its implementation will result in the loss of existing habitats, trees and some open space. However, when completed, new habitats, open space and trees will be provided.</p> |
| Non-developer funding sources | Heritage Lottery Fund, Big Lottery Fund, Derby City Council and D2N2 |
| Developer funding arrangements in place | Individual negotiations from planning applications in terms of Section 106 and CIL. |

| Infrastructure Delivery Schedule for the Environment | | | | | | | | | | |
|--|---|--|--|--------------------|--|---|-------------------|-------------------------|---------------|--|
| Infrastructure Requirement | Evidence Base | Costs | Funding Gap | Phasing/ Timescale | Delivery Partners | Link to Core Strategy Policies | Level of Priority | Funding Source | | Notes |
| | | | | | | | | Developer Contributions | Onsite/ Other | |
| Restoration of the Derby and Sandiacre Canal | City of Derby Local Plan Review Derbyshire County Council Infrastructure Plan Derby and Sandiacre Canal Trust | £43.2m | None | TBC | Erewash Borough Council Derby and Sandiacre Canal Trust Derby City Council | CP1(b) CP14 CP16 CP19 CP24 AC11 AC15 AC24 MH1 | Low | N/A | N/A | Derby City Council is committed to support the Canal Trust in the restoration of the Derby and Sandiacre Canal. |
| Markeaton Park Restoration | Derby City Council | £3.4m | None | 2014 to 2015 | Heritage Lottery Fund Big Lottery Fund | CP14 CP16 CP17 CP19 MH1 | Low | | ◆ | The regeneration will be delivered through the 'Parks for People' programme. Project to be completed in May 2015. |
| Public green space provision | Derby City Council | To be determined on a site-by-site basis | To be determined on a site-by-site basis | 2013 to 2028 | Developers Derby City Council | CP1(a) CP1(b) CP2 CP3 CP16 CP17 MH1 | High | ◆ | | The provision of public green space will be determined on a site-by-site basis and assessed. Provision may be provided on-site or through improvements to existing facilities. |

²⁸ <http://derbycanal.org.uk/>

15. Waste

| Background to Waste | |
|---|---|
| Providers/Partners | Derby City Council, Private Contractors |
| Existing capacity and recent provision | <p>Derby City Council is a Waste Collection and Waste Disposal Authority. Derbyshire and Derby City's revised Joint Municipal Waste Management Strategy²⁹, 'Dealing with Derbyshire's Waste', was published in the autumn of 2014. It sets out a vision and framework to help manage waste sustainably for the communities of Derbyshire and Derby City up to 2026.</p> <p>The City Council currently operates 36 refuse lorries which cover over 90% of properties in Derby. The refuse and recycling collections are operated on alternate weeks. The following are collected as part of the recycling scheme:</p> <ul style="list-style-type: none"> • Black bins Non-recyclable household waste • Blue bins Mixed glass, household metal packaging, household plastic packaging, cartons, paper and cardboard • Brown bins Garden waste. There is an annual cost for this service. Collections run between April and November. <p>During 2012/13, the estimated the household refuse collected is:</p> <ul style="list-style-type: none"> • 47,600 tonnes of residual waste at the kerbside. • 13,600 tonnes of dry recyclate at the kerbside. • 20,000 tonnes of garden/food/cardboard waste at the kerbside. • 2,380 tonnes of cardboard at the kerbside. <p>The current recycling rate in Derby is 45%.</p> <p>There is one household waste and recycling centre serving the City at Raynesway.</p> <p>The Council runs a bulky waste collection service; there is no charge for collecting fridges and freezers however there is a fee for the removal of other bulky goods. The Council also offers a trade waste and clinical waste service.</p> <p>Clinical waste is also collected by the authority and transferred to an incinerator or a suitable landfill site. No incinerators for clinical waste are located in Derbyshire.</p> <p>Work is currently being undertaken to develop statistical information which will support the Joint Waste Plan. It is envisaged that a Duty to Co-operate consultation will be carried out in the summer of 2015 prior to submitting the plan in late 2016.</p> |
| Underlying demand trend | With the level of housing proposed in and adjacent to Derby, there is a need to re-assess the waste capacity of the City and attempt to increase the infrastructure capacity. |
| Specific Provision initiatives | The Waste Strategy, prepared in partnership by Derbyshire County Council, Derby City Council, and the eight Derbyshire District and Borough Councils, was adopted in 2006. This Strategy has been reviewed by the County Council and the revised strategy is being consulted upon until 14 February 2014. The review focuses on ways to prevent, reuse, recycle and compost more waste. The revised plan will set out how many and what types of new facilities are needed and where they should be located. It will deal with municipal, commercial and industrial, and construction and demolition waste. |

²⁹ http://www.derbyshire.gov.uk/environment/rubbish_waste/waste_strategy/

| Background to Waste | |
|--|--|
| Non-developer funding sources | Derbyshire County Council, Derby City Council and private businesses |
| Developer funding arrangements in place | Individual negotiations from planning applications |

| Infrastructure Delivery Schedule for Waste | | | | | | | | | | |
|--|--|-------|-------------|--------------------|---|--------------------------------|-------------------|-------------------------|---------------|---|
| Infrastructure Requirement | Evidence Base | Costs | Funding Gap | Phasing/ Timescale | Delivery Partners | Link to Core Strategy Policies | Level of Priority | Funding Source | | Notes |
| | | | | | | | | Developer Contributions | Onsite/ Other | |
| Waste treatment plant for Derby and Derbyshire | Derby County Council's Infrastructure Plan | £150m | None | 2013 to 2017 | Derbyshire County Council Waste contractors Eight District & Borough Councils | MH1 | High | N/A | N/A | The Derbyshire County Council Infrastructure Plan has identified a new waste treatment plant to serve both the City and the County. |

16. Health and the Emergency Services

| Background to Health and the Emergency Services | |
|---|---|
| Providers/Partners | Derby City Council, NHS England, Southern Derbyshire Clinical Commissioning Group, Derby Community Health Service NHS Trust (DCHS), East Midlands Ambulance Service NHS Trust (EMAS), Derbyshire Fire and Rescue Service, Derbyshire Constabulary and Derbyshire Probation Service. |
| Existing capacity and recent provision | <p>Derby Hospitals NHS Foundation Trust currently runs the Derby Royal Hospital and the London Road Community Hospital.</p> <p>The East Midlands Ambulance Service (EMAS) covers Derbyshire, Leicestershire, Rutland, Lincolnshire, Northamptonshire and Nottinghamshire providing urgent 999 care and patient transport services. There are three ambulance stations located in the City at Mickleover, Raynesway and Willow Row.</p> <p>Derbyshire Healthcare NHS Foundation Trust delivers Mental Health and Community Children's services to the City of Derby and also the whole of Derbyshire from the Kingsway Hospital Site and the Radbourne Unit.</p> <p>Southern Derbyshire CCG, co-ordinate the provision of primary care in the City. Primary care is the first point of contact with health services for most people in most circumstances. It provides the gateway to a comprehensive system of care and treatment and when a patient needs to see a specialist it is the primary care clinicians that initiate the process by which patients can access that care.</p> <p>With regards to secondary care, NHS England commissions the majority of hospital services for patients residing in Derbyshire.</p> <p>Responsibilities for public health transferred to the City Council in April 2013. The Council is responsible for a range of services including drug and alcohol misuse services; physical activity and tackling obesity; community safety; sexual health services; accidental injury prevention; seasonal mortality; public mental health; stopping smoking services; lifestyle interventions; health at work; children's public health; social exclusion; dental public health; fluoridation; prevention and early presentation in relation to cancer; and the commissioning of health visitors.</p> |

Background to Health and the Emergency Services

The City Council currently require developer contributions from developments of 75 dwellings and over for the provision of health facilities. The current Financial Contribution Matrix sets out the requirements. The Council's requirement for contributions is linked to spare capacity in the catchment area of the development; therefore if there is sufficient capacity then a contribution won't be required.

Currently Derby has 50 GP practices and 36 dental surgeries.

The provision of police services in the City is the responsibility of Derbyshire Constabulary. The City falls within 'D Division' which also encompasses areas around Ilkeston, Sandiacre, Long Eaton and Swadlincote. There are currently seven police stations in Derby.

Derby has two courts: the Derby Combined Courts Centre located at The Morledge and the Derby Magistrates Court, located on St Mary's Gate.

There are currently three fire stations in the City located on Nottingham Road, Kingsway and Ascot Drive. Outside of the City, the fire station located at Duffield routinely serves part of the north of the City.

Underlying demand trend

In a time of budget cuts and with a need to work differently from all the public sector organisations listed above, there will be great pressures on maintaining and producing new infrastructure to meet the growing needs of the City and the wider Housing Market Area as the development strategy increases the number of homes across the three authorities; in particular the Derby Urban Area. The Council is currently liaising with NHS England and South Derbyshire CCG to establish what further healthcare provision, in the form of GP surgeries, pharmacies and dental practices will be required as a result of the development proposed through the Local Plan, Part 1.

The Southern Derbyshire CCG has highlighted a number of issues which may affect healthcare provision over the first five years of the Plan. Issues include problems recruiting GPs which is also a nationwide problem, capacity at certain surgeries and the physical capacity of some surgeries to expand.

The Joint Strategic Needs Assessment (JSNA)³⁰ indicated that, across all age groups, mortality rates in Derby are improving. It also indicated that mortality rates correspond with deprivation – the city's three most deprived wards have the highest standardised mortality rates.

In 2014, Public Health England produced a series of health profiles for every local authority in England³¹. The health profile for the City noted that life expectancy is 12.2 years lower for men and 9 years lower for women in the most deprived areas of Derby when compared to Derby's least deprived areas. Life expectancy for men is lower than the England average.

Mortality rates from heart disease and stroke have reduced substantially but remain higher than the national average.

Premature mortality from cancer had been reducing since 1999, but increased in 2007 and 2008. Statistics provided by Public Health England indicate that the figure is now the same as the national average.

In Year 6, 19.8% of children and 24.3% of adults are classified as obese. The incidence of adults with excess weight is comparable to the national average.

Derby's population is growing in terms of size and diversity and has a changing age profile. Service provision needs to reflect this. The JSNA indicated that Derby has a relatively young population with 48% of residents estimated to be under 35.

Discussions with Derbyshire Constabulary indicate that, in the City, the service will be able to cope with the proposed growth strategy.

The distribution of fire stations around the city is currently sufficient. However as the population grows and developments spread beyond the City

³⁰ <http://www.derbycitypct.nhs.uk/UserFiles/Documents/DocumentsDownloads/jsna/JSNA%202009%20Part%201.pdf>

³¹ http://www.apho.org.uk/default.aspx?QN=HP_FINDSEARCH2012

| Background to Health and the Emergency Services | |
|---|--|
| | boundary, the ability of the Fire Service to meet their target response times may be compromised. The 'Fit to Respond' consultation document highlighted that the number of incidents across the three station areas (Ascot Drive, Kingsway and Nottingham Road) has decreased over the past four years. Overall, this equates to a reduction of 37% in the number of incidents across the whole area. |
| Specific Provision initiatives | <p>All of the emergency services work closely together and have formed partnerships to combat different initiatives to make Derby and Derbyshire a safer place to live.</p> <p>NHS England and the Southern Derbyshire CCG are currently formulating a strategy to future primary healthcare provision in response to the findings of the 'NHS Call to Action' consultation undertaken in 2013. The strategy, once established, will be included in future iterations of this document.</p> <p>The East Midlands Ambulance Service NHS Trust published 'Better Patient Care' in the summer of 2014. This document supersedes 'Being the Best' and aims to ensure that the Trust is delivering performance at nationally recognised levels. This aims to deliver 28 ambulance station Hubs and 108 Community Ambulance Stations across its operational area.</p> <p>In response to the Manor Kingsway Development which is adjacent to the Kingsway Fire Station, Derbyshire Fire and Rescue Service are looking to relocate their 'Hot Fire' and 'Fire Fighting Training centre'. Although not finalised, the Fire Service are exploring options for a joint development with the Police on their HQ site in Ripley.</p> <p>Derbyshire Fire and Rescue consider that it is vitally important that new housing is well-designed and addresses safety and the needs of vulnerable people. Houses must provide adequate safety for the occupant throughout the occupiers' life. Derbyshire Fire and Rescue Service are actively engaged in a campaign to ensure that all domestic properties are fitted with sprinkler systems. Sprinkler systems are exceptionally effective through their ability to control a fire before it develops to life threatening proportions. Developers can help to anticipate the future needs of residents and prevent having to retrofit properties by installing 32mm mains water risers and sprinkler systems as part of new housing developments. The Council, in Policy CP3 of the Core Strategy, seeks to help achieve the aims of the Fire Service by encouraging the inclusion of sprinklers in any new domestic building.</p> |
| Non-developer funding sources | NHS England, Southern Derbyshire Clinical Commissioning Group, East Midlands Ambulance Service NHS Trust (EMAS), Derbyshire Fire and Rescue Service, Derbyshire Constabulary and Derbyshire Probation Service. |
| Developer funding arrangements in place | Individual negotiations from planning applications in terms of Section 106 and CIL. |

| Infrastructure Delivery Schedule for Health and the Emergency Services | | | | | | | | | | |
|---|--|--|------------------------------------|--------------------|-------------------------|---------------------------------|-------------------|-------------------------|---------------|--|
| Infrastructure Requirement | Evidence Base | Costs | Funding Gap | Phasing/ Timescale | Delivery Partners | Link to Core Strategy Policies | Level of Priority | Funding Source | | Notes |
| | | | | | | | | Developer Contributions | Onsite/ Other | |
| Improvements to existing GP provision in Derby or the creation of new practices | Discussions with NHS England and the Southern Derbyshire CCG | To be determined on a site-by-site basis through dialogue with the CCG | Unknown at the time of publication | 2013 to 2028 | Southern Derbyshire CCG | CP1(a) CP1(b) CP21 MH1 | Medium | ◆ | ◆ | <p>Specific responses to GP provision to be determined by NHS England and the CCG over the plan period.</p> <p>The Council has already secured, or is in the process of securing, £104,370 towards health care provision in Derby.</p> |

| Infrastructure Delivery Schedule for Health and the Emergency Services | | | | | | | | | | |
|--|--|------------------------------------|------------------------------------|--------------------|-------------------------|---|-------------------|-------------------------|---------------|--|
| Infrastructure Requirement | Evidence Base | Costs | Funding Gap | Phasing/ Timescale | Delivery Partners | Link to Core Strategy Policies | Level of Priority | Funding Source | | Notes |
| | | | | | | | | Developer Contributions | Onsite/ Other | |
| Provision of new health centre as part of the Rykneld Road development | Derby City Council | None | None | | Southern Derbyshire CCG | CP1(a) CP1(b) CP21 AC20 MH1 | Medium | N/A | N/A | Land gifted by the developer which is worth £125,000 |
| Contribution to existing health facilities or provision of a new facility as part of the Hackwood Farm development | Derby City Council | None | None | | Southern Derbyshire CCG | CP1(a) CP1(b) CP21 AC21 MH1 | | N/A | N/A | In lieu of providing monetary contributions, the developer is reserving a site in the local centre for a GP surgery. |
| Provision of health facilities as part of the Boulton Moor development | Derby City Council | To be confirmed | To be confirmed | | Southern Derbyshire CCG | CP1(a) CP1(b) CP21 AC23 MH1 | Medium | ◆ | ◆ | At the time of publication, the Council are currently negotiating with the developer in respect of the S106 contributions. |
| Provision of 60 extra care units as part of the Brook Farm development | Derby City Council | None | None | | Southern Derbyshire CCG | CP1(a) CP1(b) CP21 AC25 MH1 | Medium | N/A | N/A | Provided as part of the application. |
| Improvements to existing pharmacy provision in Derby or the creation of new practices | Discussions with NHS England and the Southern Derbyshire CCG | Unknown at the time of publication | Unknown at the time of publication | 2013 to 2028 | Southern Derbyshire CCG | CP1(a) CP1(b) CP21 MH1 | Medium | ◆ | ◆ | Specific responses to the provision of pharmacies to be determined by NHS England and the CCG over the plan period. |

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Polish

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Urdu

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Derby City Council

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