

## **Appendix 2**

**Map showing sites proposed for development within the Derby Urban Area**

Draft text for:

### **Preferred Growth Strategy for Derby**

This text is to be formatted into a colour consultation document and some material, especially numbers, maybe presented differently.

DRAFT

**STATUS**

- 
- Derby Urban Area Proposals**
- STATUS**
- City Centre Mixed Use Location
  - Existing Planning Permission
  - Employment Allocation
  - Potential Employment Extension
  - Brownfield Housing Allocation
  - Greenfield/Mixed Housing Allocation
  - Potential Additional Housing Allocation
  - Indicative Location of Possible A50 Junction
  - Indicative Line of Possible New Road
  - T12 Link Road
  - Derby City Boundary
- The map displays the Derby Urban Area with various land use allocations and planning permissions. The city boundary is outlined in red. Key features include:
- City Centre Mixed Use Location:** A central area outlined in blue.
  - Existing Planning Permission:** Several areas outlined in dark blue, including a large area in the northwest and a smaller area in the southeast.
  - Employment Allocation:** A large area in the northeast outlined in purple.
  - Potential Employment Extension:** A smaller area in the northeast outlined in light purple.
  - Brownfield Housing Allocation:** Several small areas outlined in brown, including a large area in the center and a smaller area in the southeast.
  - Greenfield/Mixed Housing Allocation:** Several areas outlined in green, including a large area in the northwest and a smaller area in the southeast.
  - Potential Additional Housing Allocation:** Three green stars indicating potential locations for additional housing.
  - Indicative Location of Possible A50 Junction:** A red star indicating a potential location for a new A50 junction.
  - Indicative Line of Possible New Road:** A dashed red line indicating a potential new road.
  - T12 Link Road:** A black line indicating a T12 link road.

## **Introduction**

You may be familiar with previous work we have undertaken on our Core Strategy with partners in South Derbyshire and Amber Valley. Taken together, the three authorities make up the Derby Housing Market Area or HMA.

In 2010, we consulted on options for new housing development both in and around the city as well as elsewhere within South Derbyshire and Amber Valley. These options were based on the strategy set out in the East Midlands Regional Plan.

Then in the summer of 2010, the new coalition Government announced its intention to revoke the Regional Plan and allow local authorities to set their own housing targets and strategy for where these would be located. These strategies have to conform to the principles of sustainable development and be based on sound evidence.

As a result, all three authorities decided to take a step back from the Regional Plan and look again at the scale and location of new housing.

We are now consulting on our preferred strategy for the scale of new housing development across the HMA over a plan period of 2008 to 2028. We are also consulting on the strategic sites we propose to allocate to meet this and their main infrastructure requirements. This document also sets out our reasons for choosing this strategy and shows the main alternative locations that are being put to us which are being put to us as potential development sites, but which we are not proposing to include in the strategy.

Although this consultation concentrates on housing issues, it does also set out the key principles of other policy areas such as the economy, shopping, climate change and transport. This document does not include the detailed wording of these policies, or attempt to cover every issue the final version of the plan will. We have already carried out consultation on some of these policy areas and will continue our dialogue with key stakeholders before finalising our Publication plan.

The preferred growth strategy promotes urban regeneration and brownfield development. In particular, it identifies major regeneration opportunities in the city centre, Castleward, the DRI and the Osmaston Triangle. It also identifies other areas as investment priorities, such as Rosehill Peartree and Derwent, even where these are unlikely to provide significant amounts of new housing. But the strategy recognises that Derby's housing needs cannot be met on brownfield land alone. Greenfield land also needs to be brought forward development, both within the City itself and as urban extensions to it.

We are inviting comments on the draft strategy now and will take these into account in finalising our publication plan for formal consultation next year. This will then be submitted to the Planning Inspectorate for Examination.

## **Our Strategy and Vision for Derby**

The Core Strategy will help to deliver the Derby Plan's vision of a first choice city in which to live and work and for all people in Derby to enjoy:

- A thriving sustainable economy
- Achieving their learning potential
- Good health and well being
- Being safe and feeling safe
- A strong community
- An active cultural life

To support this, we will plan for Derby to be an attractive thriving, healthy, lively city of growth, opportunity and innovation. It will, however, remain a compact and liveable city with locally distinct neighbourhoods, a network of green infrastructure, including the Derwent Valley and green wedges, and a unique built heritage. There will be a balance between the regeneration of the City Centre and the older industrial and housing areas and new investment in selected greenfield locations, including cross boundary developments. The main general direction for the expansion of the City will be towards the south. Green belt will be maintained to the north and the east.

## **Sustainable Economic Growth and Regeneration**

A central theme of our emerging Core Strategy is to support sustainable urban regeneration and economic growth. These are key priorities of both the Government and the Council. Derby has a vibrant economy and is home to several major international, hi-tec companies. A major element of the Core Strategy will be to support these companies.

The Core Strategy will support a thriving local economy that delivers sustainable growth through enterprise and innovation. It will continue to support and enable the growth of hi-tec manufacturing and the knowledge economy that Derby has become renowned for. It will also embrace emerging sectors such as leisure, culture and low carbon technology. The Council will work with partners to ensure that Derby stays competitive in the future through tackling skill deficiencies and implementing first class communications infrastructure, including superfast broadband.

The Core Strategy will prioritise regeneration, especially in the following locations:

- The City Centre and Castleward
- Rosehill/Pearlree
- Osmaston
- The Derwent Valley, including the Darley Abbey Mills and the 'Our City Our River' area
- Former Manor Kingsway hospitals



To help deliver the City's economic strategy, 185 hectares of land will be identified for employment use and the following key sites will be identified within the Core Strategy:

- Land to the south of Wilmore Road, including the Global Technology Cluster (GTC)
- Rolls-Royce Campus
- Derby Commercial Park at Raynesway and the former Celanese site
- Derwent Triangle and surrounding area

These will be complemented by major new office development in the city centre and smaller scale employment sites throughout the city to be identified in a future Site Allocations Document.

The existing designated employment land south of Rolls Royce, which incorporates the Global Technology Cluster (GTC) will be the largest of the new employment areas and a key priority of the Council. It will create a unique, manufacturing focused, innovation and technology park, showcasing and supporting innovation related to the automotive, rail and aerospace sectors.

South Derbyshire's preferred strategy is likely to include long term potential for extending the existing this site southwards to the A50. This would help provide certainty over the long term future of this area and enhance the attractiveness of the GTC.

## **The Built and Historic Environment**

The Council will protect and enhance important areas and buildings of architectural or historical interest, including scheduled ancient monuments, conservation areas and statutory and locally listed buildings. It will maintain the special character of the Derwent Valley Mills World Heritage Site and protect the setting of historic buildings and gardens, including those outside of the City.

It will encourage high quality design generally that raises the overall design standard of the city and promotes Derby as an evolving modern city. New development will be high quality, sustainably designed and make a positive contribution towards Derby's distinctiveness and identity. New housing should also be designed to 'Building for Life' standards. The Council is preparing a set of local spatial portraits of its neighbourhoods which will help to assess development proposals and which could be used to help draw up neighbourhood development plans. These will be consulted on separately to this document ([link](#))

In order to achieve these aims, the Core Strategy will set out a range of urban design principles to guide new developments.

## **The City Centre**

The city centre will continue to play a central role in the City's economic, social and cultural life. In recognition of this, the Council will support the area as a thriving

economic centre and reinforce it as an important shopping, leisure and cultural destination of sub-regional importance. It will continue to be the main focus for new retail and leisure development across the City; complemented by local centres and defined out-of-centre retail locations. Proposals for new retail and leisure will be expected to help support the vitality and viability of the centre, including its traditional shopping areas such as the St Peter's and Cathedral Quarters.

The Council will also seek to promote and strengthen the city centre's role as a place to live and work. It will be the preferred location for new major office development and complementary uses such as hotels and conference facilities. The regeneration of key sites such as Castleward, the Derbyshire Royal Infirmary and Friar Gate Goods Yard will establish new sustainable residential neighbourhoods at the heart of the City. Not only will these help to promote more sustainable patterns of development, they will also serve to support the economy of the city centre.

### **Tackling Climate Change**

Derby City Council is committed to tackling the causes and minimising the effects of climate change. In selecting sites for development, we are looking at accessibility to shops, services, schools and employment opportunities, reducing the need to travel, especially by car and encouraging use of public transport.

All new development will be expected to take account of the need to reduce the causes of and adapt to the effects of a changing climate and contribute to the strategic objectives of reducing carbon emissions and energy use. In particular, the Council will encourage the implementation of Decentralised Energy, Combined Heat and Power and District Heating schemes within major new developments. It will also seek to ensure that surface water is drained sustainably and opportunities are explored to use green infrastructure to adapt to increasing flood risk.

### **Managing Flood Risk and Drainage**

A sequential approach will be taken to selecting sites for development and determining applications for planning permission. Sites in lower flood risk zones will take priority over those in higher risk zones, except where they offer significant regeneration benefits to the urban area and where flood risk can be satisfactorily mitigated. Particular weight will be given to the role new development can play in helping to implement the 'Our City Our River' scheme.

New development will ensure that surface water is managed sustainably and is not discharged into the foul or combined sewer network. Schemes will be expected to provide mechanisms for the capture, retention and slow discharge of surface water into the ground or existing surface water channels. Schemes will also ensure that local flood pathways are maintained and that new properties are not built over them.

### **Our City Our River**

The Council will work with the Environment Agency and other partners to deliver the Our City Our River project. This will reduce flood risk along the Derwent Valley and regenerate key riverside sites. It will create a first class river corridor that fulfils its potential for recreation and waterside development, utilising its rich cultural heritage and protecting the World Heritage Site.

The project will reduce flood risk by providing improved and realigned flood defences creating more space for water. It will also create significant opportunities for new development adjoining the river corridor. Developments are expected to, where practicable, incorporate the required flood defences into their design.

Outline proposals for key sites are included in the Our City Our River master plan. Site specific proposals will be taken forward through the Site Allocations DPD.

### **Green Infrastructure**

The Council will seek to maintain and, where opportunities arise, enhance and restore its network of green belt, green wedges, open spaces, wildlife corridors and wildlife sites. Some development on land currently identified as green wedges will be necessary, but we will ensure that the principle of viable wedges is retained and that their role as green infrastructure is strengthened. Priorities for new or enhanced green infrastructure will include locations for major new residential development, the Derwent Valley in association with the World Heritage site and the 'Our City Our River' flood risk management scheme and the former Derby and Sandiacre Canal. Extensions of the green network, including extensions of green wedges, will be sought beyond the city boundary where urban extensions to the city are proposed.

Public open space will be protected from development, except where it can be clearly shown to be surplus to needs in the area, is underused and undervalued and where its development could help improve other areas of open space locally or other community assets of value.

New high quality, accessible public open space will be sought from housing proposals proportionate to the size of scheme. Where sufficient open space already exists, or where there are opportunities to improve poor quality open space nearby, the requirement to provide new open space will be off-set in whole or in part to meet this. The Council will also give greater emphasis to providing alternative types of open space to formal areas, including wildlife sites and allotments.

### **Transport and Highways**

The Council will work with partners to provide people living, working or visiting Derby with viable travel choices and a safe, reliable, efficient and sustainable transport network. It will support sustainable economic growth and competitiveness and seek to maximise accessibility. It will contribute to tackling climate change by managing congestion and air quality and mitigating the impacts of new development.

The Council will seek to provide greater choice for all by supporting and promoting measures that encourage people to walk, cycle or use public transport while

maintaining appropriate access for car users. It will give high priority to maintenance, management and selective improvement of these networks in order to maintain accessibility for essential movements and support people who choose to travel by sustainable transport modes other than the private car. It will also encourage the optimisation of existing infrastructure across all modes of travel and seek to ensure capacity is safeguarded through the appropriate selection of locations for new development and growth.

**Housing** *(details of proposals in South Derbyshire and Amber Valley are subject to confirmation by the respective Councils)*

Derby's population is growing as a result of both natural increases in the existing population and through net in-migration. This is set to continue, although evidence suggests that these increases will not be as high as national household projections suggest.

We have looked at strategic housing provision across the Housing Market Area and concluded that the most appropriate housing figure for the three local authorities as a whole is 33,700.

About 19,200 of the 33,700 dwellings will be directed into and around the Derby Urban Area. This is based on the consultants' assessment of demographic need generated by the city, but also takes account of the City's economic growth aspirations and the fact that a substantial element of Amber Valley and South Derbyshire's projected growth is based on out-migration from the City.

Although the Regional Plan sets a target of 14,400 homes within the City itself, we no longer consider this to be achievable. Current market conditions no longer favour high density, apartment led schemes and alternative uses are now being put forward on some sites. Our proposed figure for the City is 12,000, leaving about 7,200 to be found as urban extensions to the City in Amber Valley and South Derbyshire to meet the 19,200. Planning permission already exists for about 3,000 of these, mainly in South Derbyshire.

Most of the 12,000 new homes to be provided within the City will be within the existing urban area, about 3,700 of them on brownfield sites. But we cannot realistically expect all of the City's housing needs to be met on brownfield land, especially in current market conditions. The strategy includes provision for just over 2,400 dwellings to be built on green field sites and these are identified in the document.



### **Scale and distribution of new housing**

A minimum of 19,230 new homes will be provided in and around the Derby urban area over the plan period of 2008 to 2028 as follows. This will include a proportion of affordable housing that is yet to be determined.

12,000 within the administrative boundaries of the City  
6,700 as urban extensions to the city in South Derbyshire  
530 as urban extensions to the city in Amber Valley

Of the 12,000 homes to be provided within the City itself:

1,774 were built between 2008 and 2012

244 is our estimate of how many will be built in 2012/13

1,584 already have planning permission

1,250 will be built on unplanned windfall sites

500 will be lost through demolitions and changes of use

In addition:

A minimum of 3,673 will be built on brownfield sites within the urban area, including land at the following strategic sites and broad locations:

- City Centre (520)
- Castleward (800)
- DRI (400)
- Osmaston (625)
- Goodsmoor Road (600)

The following greenfield and mixed green and brownfield sites will be allocated within the City for housing development:

- 900 on land off Rykneld Road, Littleover already allocated in the saved policies of the CDLP Review.
- 700 on the former Manor and Kingsway hospital sites already allocated in the saved policies of the CDLP Review.
- 800 on existing green wedge land at Boulton Moor. This is part of a larger site of about 2,800 which includes land in South Derbyshire, of which about 1,000 already has planning permission.
- 180 on land to the south of Wragley Way, Sinfen. This is part of a larger site of about 2,850 which includes land in South Derbyshire, of which 500 already have planning permission.
- 275 on land currently identified as green wedge at Brook Farm, Chaddesden

- 220 on land currently identified as green wedge at Mackworth College
- 200 on land currently identified as green wedge at Onslow Road, Mickleover
- 56 at Woodlands Lane, Chellaston
- 45 at Holmleigh Way, Chellaston

Taking all these proposals into account, there is currently a shortfall of about 650 dwellings to reach the housing provision figure of 12,000. There are sufficient additional greenfield sites being promoted to us to achieve this. However, we do not feel that there is enough certainty or information to choose which of them should be allocated at this point in time. These can be considered in more detail as part of a future Site Allocations Plan, although some may be allocated in the formal consultation version of the Core Strategy if outstanding issues are resolved and deliverability looks more certain. For this reason, we are proposing the following pool of potential additional sites for consultation at this stage. These are:

- 200 on land currently identified as green wedge at Back Lane, Chellaston
- 200 on land currently identified as green wedge off Lime Lane, Oakwood
- 250 on land currently identified as green wedge at Breadsall Hilltop
- 150 on land currently identified as green wedge at Andrew Close, Littleover

Outside the city boundary, Amber Valley Borough and South Derbyshire District Councils propose urban extensions to Derby as follows:

*In Amber Valley*

- 530 dwellings on land to the west of Mackworth Estate which already has outline planning permission.

*In South Derbyshire*

- 1,950 on land to the south east of Alvaston, about 1,000 of which already has planning permission. This would be developed together with land to the south of Alvaston in the City.
- 500 on land to the south of Chellaston.
- About 150 on land off Holmleigh Way, Chellaston

- 2,550 on land to the south of Sinfen and Stenson Fields of which 500 already has planning permission. This would be developed together with the site off Wragley Way in the City.
- About 500 on land to the west of Primula Way, Stenson Fields, of which South Derbyshire have already resolved to approve 145 on part of the site subject to overcoming flooding issues.
- 1200 at Highfields, Littleover, which already has outline planning permission

Any comments you wish to make on these sites should be sent to those Councils ([links](#)).

## **Site details – sites outside the City and cross boundary sites**

### **Boulton Moor**

This cross boundary site will provide about 2,750 new homes.

Principal access points will be onto Snelsmoor Lane and secondary accesses will be onto Sevenlands Drive and Field Lane, Alvaston.

Two new primary schools will be provided and contributions will be sought to extend Noel Baker within the City to provide secondary education.

Public open space will be sought both within the site and off site as improvements to the remaining green wedge within the city.

Surface water will be drained naturally within or immediately outside the site and only foul drainage will be permitted into the sewer network. Development will be expected to address issues with existing water courses.

Development will progress from both the western and eastern ends to a comprehensive masterplan to create a new community that also recognises the longer term potential for further growth to the south well beyond 2028.

### **South of Chellaston**

A planning application has been made to South Derbyshire for 450 new homes, a supermarket, petrol filling station and other ancillary uses on this site. The submission of a planning application does not in itself mean that a site is suitable for development, but in this case it is considered that it is in principle and should be included within the strategy. It still needs to be considered through the plan making process though, especially to ensure it relates well to wider strategic issues, including contributions to major infrastructure requirements. It is being proposed for 500

dwellings though as the suitability of some of the other uses included in the planning application has not yet been assessed.

### **Wragley Way**

This cross boundary site will provide about 2,730 new homes, of which 180 would be on land to the south of Wragley Way, Sinfen in the City. Land in South Derbyshire has planning permission for 500.

Principal access points will be onto Wragley Way, Stenson Road, Arleston Road and Deep Dale Lane.

Two new primary schools will be provided and contributions will be sought to extend Sinfen Community School to provide secondary education.

Surface water will be drained naturally within or immediately outside the site and only foul drainage will be permitted into the sewer network.

### **Site Details – Sites within the City**

We consider that the sites proposed for development below can be satisfactorily accessed and that sufficient school places exist, or can be created. The publication plan will include more information onsite specific infrastructure requirements.

Surface water will be drained naturally within or immediately outside the site and only foul drainage will be permitted into the sewer network.

### **The City Centre Eastern Fringes**

The City Centre Eastern Fringes includes the Castleward and former Derbyshire Royal Infirmary (DRI) regeneration sites. These are extremely sustainable locations, which provide excellent opportunities for brownfield regeneration and travel choice. The vision for this area is to create a sustainable neighbourhood, where people can enjoy a high quality of life within a distinctive, high quality urban environment.

It will provide a minimum of 1200 new dwellings, 800 within Castleward and 400 on the former DRI site. It will also provide new office and other commercial uses to support the city centre economy and create a sustainable mix of uses. Access will be from the existing main road network and development will include a new primary school and supporting facilities to help create a new neighbourhood.

Both sites now have a resolution to grant planning permission for sustainable mixed-use development. The Core Strategy will help to ensure a comprehensive approach to the regeneration of this area as a whole will significantly improve the quality of the built environment, public realm and accessibility through it. This will include the

development of a 'boulevard' linking the railway station to the city centre, improved access to Bass' Rec and the creation of a 'green link' to the Arboretum.

### **Osmaston**

After more than 100 years in this area, Rolls Royce have vacated most of their sites in this area and relocated southwards to Sinfen. The Council has been working with the local community to draw up proposals to redevelop these and other vacant sites and transform Osmaston for the benefit of current residents. In doing this, it will protect the area's heritage and sustain its long-term future as a unique, cohesive community.

Final plans and proposals are still being considered with the community. However, it is expected that the regeneration of the area will provide a minimum of 600 new dwellings, mainly on the former Nightingale works site and at Elton Road and Glossop Street. It will also provide new community facilities, including a new primary school and local health facilities. Some new office and other commercial uses will help to strengthen the community and create a sustainable mix of uses.

Proposals will provide for the beneficial re-use of the Marble Hall and Rolls-Royce Heritage Centre and a significant improvement in the quality of the public realm and built environment.

### **Goodsmoor Road**

This brownfield regeneration site will provide a minimum of 706 new dwellings, 106 of which already have planning permission. A planning application is currently being considered for a further 600.

### **Manor Kingsway**

This mixed brown and greenfield regeneration site is being carried forward from the CDLP Review. It will provide a minimum of 700 new homes, approximately 5.4 hectares of new business uses and new or extended healthcare and community uses.

Principal access points will be from Kingsway and Hospital Roundabout. A new park and ride facility will be provided within the site. Replacement public open space will be provided to mitigate loss of existing facilities, such as green wedge and allotments.

The Council has resolved to grant planning permission for development of the site subject to a Section 106 agreement being signed.

### **Rykneild Road**



This site, which is being carried forward from the CDLP review, will provide a minimum of 900 new homes and a small business area of about 2.4 hectares. Principal access will be from Rykneld Road, Castleshaw Drive, Burghley Way and Hollybrook Way. Development will include an expanded neighbourhood centre, a new one and a half form primary school, local highway improvements and the provision of high quality pedestrian and cycle routes.

A planning application is also currently being considered on the site.

#### **Former Derby College, Prince Charles Avenue, Mackworth**

This site will extend the site already granted planning permission on the footprint of the original buildings. It will deliver a minimum of 200 new homes. Its precise boundaries will ensure the maintenance of a viable green wedge, especially taking account of its combined impact with Murray Park School and the proposed site at Onslow Road, Mickleover.

The development will retain and contribute to the strengthening of the green corridor along the former Great Northern Railway.

#### **Onslow Road, Mickleover**

This site will provide a minimum of 200 new homes. Access will be from Station Road and the development will help to maintain and contribute improved links between the green corridor along the former Great Northern Railway and the footpath/cycleway running west to east through the Green Wedge.

Whilst promoted as two separate sites, we will expect them to be planned in a comprehensive and integrated manner. The eastern side of the site will ensure the maintenance of a viable green wedge, taking account of its combined impact with Murray Park School and the proposed site at Mackworth College.

#### **Land off Woodlands Lane, Chellaston**

This site will provide a minimum of 56 new homes. Access will be from Woodlands Lane.

The development will retain and integrate the wildlife features on the eastern side of the site, existing trees and hedges and the two footpaths which run within and adjacent to it. Careful consideration will be given to land topography as the site slopes steeply up hill from north to south and consideration will be given to limiting development of higher parts of the site to single story buildings.

An application for planning permission has recently been submitted.

#### **Land at Brook Farm, Chaddesden**

This site will provide a minimum of 275 new homes. Access will be from Tennessee Road and Oregon Way.

A green corridor will be created along the brook through the green wedge into Chaddesden Park.

### **Land South of Wilmore Road, including the 'Global Technology Cluster'**

This is a large strategic site of some 87 hectares being brought forward from the CDLP Review. It will be developed for a mix of employment uses, including research and development, offices provided they do not undermine the city centre strategy, industrial uses and storage and distribution uses. Complementary commercial uses will also be provided to support business uses within the site.

A large part of this site will be developed as a unique manufacturing focussed, research, innovation and technology park, set in a high quality environment, to be known as the 'Global Technology Cluster'. Businesses are likely to be related to the planes, trains and automobile industries as well as energy efficient and low carbon technology sectors. Ultimately the business park could employ between 3000 and 4000 people.

Environmental protection measures designed to retain the high quality of the environment and lessen any impact on neighbouring areas will be provided within and around the site as shown on the existing Local Plan Proposals Map. These will include environmental protection zones along Sinfin Moor stream and either side of Sinfin Moor Lane, a wildlife site and walkways, structural planting and extensions to both Moor Plantation and Sinfin Moor Park.

A new road will be provided connecting the site eastwards onto the Bonnie Prince junction with the A50. Consideration is also being given to either a new junction onto the A50 that could provide access to this site or to a new link road westwards to Rykneld Road.

A flood alleviation scheme will be provided, including the use of swales for rainwater balancing. These will be located in the green wedges either side of the site and will provide opportunities for habitat creation and increasing biodiversity.

### **Derwent Triangle and Surrounding Area:**

This site of approximately 35 hectares lies to the south of the Wyvern Retail Park. It is well related to both Pride Park and the Wyvern Business Park and could provide a natural extension to both of these employment sites. The mixed use area could potentially employ over 1000 people.

It will be developed for a mix of business, industrial and storage and distribution uses. Offices uses are also likely to be acceptable where they would not undermine the strategy for the city centre. Other commercial uses will also be accepted where it

can be demonstrated that they will have significant benefits for the city's economy or regeneration objectives.

Pride Park is increasingly becoming a key leisure destination through the development of Pride Park Stadium and the potential for a multi-use arena to the south of the stadium. There could therefore be an opportunity to create a critical mass of leisure uses in and around the Pride Park area, potentially utilising land on Chaddesden Sidings. However, leisure, or any other non-industrial uses will need to demonstrate that they will not undermine the overall strategy of the Plan, particularly in relation to the vitality and viability of the city centre.

The development will provide appropriate flood/drainage mitigation, taking into account the requirements of the 'Our City, Our River' Masterplan. Proposals for the area will also be required to make adequate provision for the restoration of the Derby and Sandiacre Canal.

Access will be from Wyvern Way and the scheme will be expected to provide improved access and access arrangements onto the A52.

### **Derby Commercial Park at Raynesway and former Celanese site**

The Raynesway site is being carried forward from the CDLP Review and planning permission already exists for the development of a major distribution park on it. Road infrastructure, flood mitigation and environmental improvements have already been put in place. The site covers some 42 hectares and could employ between 1000 and 3000 people. The role of the Core Strategy will be to ensure that the remainder of the scheme is developed in an appropriate manner; bringing forward development that will have significant benefits to the city's economy.

It is understood that the Celanese site, to the north, will become available for development during the lifetime of the plan. This presents a major regeneration opportunity that the Core Strategy will need to provide a vision for. Further work is needed to take this forward.

## Justification for housing growth proposals

### Overall scale of new housing across the HMA

In 2011, the three HMA authorities consulted on a joint document 'Options For Housing Growth' ([link](#)). This set out different options both for the scale of new housing across the three authorities and the way this total should be distributed between them. The options were:

- **Balanced Migration** – in which the number of people moving into and out of the HMA would be the same, but the age structure of the in-migrants and the out-migrants were different.
- **Current Building Trends** – in which the number of new homes is based on continuing recent building trends between 2001 and 2010.
- **Regional Plan Targets** - maintaining the scale of development set out in the Regional Plan.
- **Government Projections** - replicating the 2008 based national projections.

Across the HMA as a whole, these four options ranged between 30,000 (Balanced Migration) and 47,900 (Government Projections). For the city on its own, the range was between 13,740 (Current Building Trends) and 24,320 (Government Projections).

The consultation identified pros and cons of lower and higher growth options. In summary, lower growth would require less greenfield land, have less impact on the environment, put less pressure on existing infrastructure and provide more certainty that it would be delivered. On the other hand, it may not provide enough new homes to meet needs which could drive up house prices, result in more homelessness, force people to leave the area which could affect our economic aspirations and may not be sufficient to facilitate new infrastructure.

Pros and cons of the higher growth options would essentially be the reverse of the above.

The views of residents responding to this consultation tended to favour a scale of provision at the lower or mid range of the options presented and developers favoured options at the higher end.

Recent Core Strategy Examinations across the country have indicated that substantial evidence is needed to justify any deviation from the scale of housing provision indicated by national population and household projections. These are the 'Government projections' at the higher end of the range consulted on. We therefore commissioned consultants to undertake a housing requirement study for the Derby HMA. This has concluded that a case can be made to challenge some aspects of the official projections. In particular, the consultants believe that the national figures assume higher rates of net in-migration than is likely to be the case and overstate the projected decline in average household size.

Taking these factors into account suggests a demographic need of 33,700 additional homes for the Housing Market Area as a whole over the plan period of 2008 - 2028. This compares to the Regional Plan target for the Derby HMA of 36,600 and the latest national household projection of nearly 50,000.

There is further compelling evidence in the consultant's report in relation to prospects for the housing market and job creation which broadly supports this level of growth. Despite being significantly lower than the national household projection, it still represents a 20% increase in housing stock and will be challenge to the development industry to deliver. For instance, the 'continuing current building rates' option consulted on in 2011, which covered the period 2001-2010, was for an HMA total of 32,260. It is also broadly similar to the Regional Plan target of 36,600.

### **Distribution across the HMA**

The 2011 'Options for Housing Growth' consultation set out four options for distributing growth around the HMA. These were:

#### **Concentrate most development in and adjoining Derby**

This reflects the Regional Plan strategy of concentrating new development in or around Derby and prioritising urban regeneration. It also implies significant amounts of new housing around the main towns of Alfreton, Belper, Heanor, Ripley and Swadlincote.

#### **A greater role for other towns**

This still emphasises urban regeneration in the City, but would result in fewer greenfield extensions and more development in the towns of Alfreton, Belper, Heanor, Ripley and Swadlincote.

#### **A greater role for rural settlements**

This also continues to emphasise urban regeneration of the City, but disperses a greater amount of development into villages and places less emphasis on extensions to the city and the main towns.

#### **New settlement(s)**

This also continues to emphasise urban regeneration of the City, but invited expressions of interest in providing an entirely new settlement to enable lower growth assumptions in the other categories.

Views of residents on distribution were mixed, although a small majority favoured development in and around Derby. There was strong support for continuing to protect green belt and green wedges and concerns were again raised over loss of countryside. A majority of developers favoured development in and around Derby. Residents supported a strategy that prioritises brownfield development, but there was



a recognition from many that there are not enough brownfield sites to meet all needs. Developers mainly argued that brownfield sites would not be sufficient to meet needs and some questioned how deliverable they will be. Many responses reflected concerns about loss of green wedges and urban extensions. There was some support from residents for development to the south east of the city.

The HMA authorities have distributed the proposed HMA housing requirement figure between the individual local authorities as follows:

Derby City	12,000
South Derbyshire	12,700 (of which 6700 will be urban extensions to Derby)
Amber Valley	9,000 (of which 530 will be urban extensions to Derby)

This distribution pattern directs about 19,200 of the 33,700 HMA total into and around the Derby Urban Area. This is based on the consultants' assessment of demographic need generated by the city, but also takes account of the City's economic growth aspirations and the fact that a substantial element of Amber Valley and South Derbyshire's projected growth is based on out-migration from the City.

Although the Regional Plan sets a target of 14,400 homes within the City itself, we no longer consider this to be achievable. Current market conditions no longer favour high density, apartment led schemes and alternative uses are now being put forward on some sites. Our proposed housing strategy continues to prioritise brownfield regeneration sites, but anticipated delivery within the urban area has been revised downwards. Our proposed figure for the City is 12,000, leaving about 7,200 to be found as urban extensions to the City in Amber Valley and South Derbyshire. Planning permission already exists for about 3,000 of these, mainly in South Derbyshire.

### **Justification for locations around Derby**

Much of the north and the whole of the eastern side of Derby's urban area is bounded by the Nottingham Derby Green Belt. This extends eastwards into Erewash Borough and is mainly intended to separate Derby and Nottingham.

The Derby HMA Authorities have discussed the potential of releasing land from the green belt for housing development with Erewash Borough Council. Together with Derbyshire County Council, this potential has been assessed in terms of the contribution of land to the green belt. This work has confirmed that the green belt between Nottingham and Derby is extremely sensitive and should not be looked at for release, except as a very last resort. One exception to this could be an area of land at Thulston Fields to the south west of the city which has become somewhat divorced from the main body of green belt by the Alvaston Spur road onto the A50.

We have not identified further strategic allocations on the western side of Derby following advice from the Highways Agency that such development would not be appropriate in advance of the three long standing proposals for junction improvements on the A38. Whilst intermediate works have recently been announced

by the Government, it is considered that the full schemes should be implemented before further strategic growth is contemplated in this location. Land promoted to the west of Mickleover will also be difficult to serve by public transport indicating that it will be more dependent on the private car compared to other choices.

Western Derby also has insufficient school places to adequately cater for large scale strategic growth and existing schools do not have the capacity for expansion. Whilst school children could be 'bussed' further afield this would be an undesirable and unsustainable option.

Additionally, significant urban extensions to the north west of Derby in Amber Valley would detrimentally affect the setting of Kedleston Hall as well as resulting in the loss of attractive countryside.

We have not identified further development around Heatherton as we believe that sufficient land has already been allocated within the City and in South Derbyshire to meet needs over the plan period. We think it unlikely that more would be built in this period even if we allocated it.

For these reasons, we have looked at urban extensions to the south east and south of the City. We acknowledge that strategic growth at Sinfen and Stenson Fields presents challenges in terms of impact on the highway network, but we believe that these can be adequately mitigated. However, we will be carefully assessing this before publishing our final plan for consultation and if we think that impact on the Stenson Road corridor outweighs the sustainability and other advantages of this location over west Mickleover, we will consider a change of strategy.

### **Growth within Derby itself**

Coupled with national and local objectives around regeneration, a key part of our strategy is to promote regeneration by redeveloping brownfield sites and bringing empty homes back into use.

However, we want our regenerated urban areas, as well as the city as a whole, to remain attractive areas to live, work and visit. We also want to ensure a strategy that balances the need for regeneration with one that is deliverable. We recognise that previously developed sites are often harder and more expensive to develop than greenfield sites. We therefore believe that there is a limit to the strategy's reliance on brownfield sites.

Derby is built up almost entirely to its administrative boundaries and has few greenfield sites available for development, most of which are located within sensitive green wedges and to a lesser extent green belt.

We believe that there is capacity for 12,000 new homes within the existing boundaries of Derby. Most of this will be built within the existing urban area or on sites, such as an extension to Heatherton, which are allocated in our existing local plan. About 2,000 have already been built because the plan period starts in 2008. About 3,600 will be built on brownfield sites that do not currently have planning permission.

But there is still a need to identify new greenfield land for development, and given this inevitably means looking at the green wedges. In doing this, we have reviewed the role and function of green wedges, the principle of retaining each of them and looked at their detailed boundaries, especially with regard to land being promoted to us for development. [\(Link\)](#)

### **Sites not included for development in the strategy**

A section to be added on reasons for not including major sites being promoted.

