



COUNCIL CABINET

18 January 2017

Report of the Cabinet Member for Communities
and City Centre Regeneration

ITEM 8

Adoption of Derby City Local Plan Part 1 (Core Strategy)

SUMMARY

- 1.1 A final version of Part 1 of the Derby City Local Plan (the Core Strategy) was submitted for independent Examination at the end of 2015. Examination Hearings took place throughout April and May 2016 and, in August, the Planning Inspector authorised the Council to consult on a number of Main Modifications to the Plan which had arisen through consultation and discussions at the Examination. These were consulted on throughout September and October. Main Modifications are those modifications the Inspector considers necessary to make the Plan Sound and enable the Council to formally adopt it.
- 1.2 After considering responses to the consultation, the Inspector wrote to the Council on 5th December 2016 finding the plan Sound, subject to making the Main Modifications. Cabinet is being asked to approve these. It is also being asked to approve a 'mock up' of the final Local Plan Document for publication, including the Main Modifications and a number of minor modifications. The Inspector's covering letter and report are attached as Appendix 3.
- 1.3 The Inspector has accepted the fundamental principles of the Plan and the proposed Main Modifications are relatively minor, often being necessary to reflect changed national planning guidance. It is particularly satisfying that he has accepted the overall housing target and the strategy to meet part of Derby's housing needs outside of its administrative boundaries. This strategy provides a good balance between the need to regenerate older urban areas through brownfield sites, whilst avoiding town cramming and maintaining the principle of green wedges. It is also pleasing that he has accepted a flexible approach to meeting affordable housing targets which will help achieve higher levels of affordable housing than it otherwise would, whilst allowing each situation to be considered on its merits.
- 1.4 The schedule of the Main Modifications is attached as Appendix 4 and a track changed 'mock-up' of the document, as modified, can be seen on the Council's website at:
http://www.derby.gov.uk/media/derbycitycouncil/contentassets/documents/policiesandguidance/planning/Core%20Strategy_MODIFICATIONS_AUG16%20Track%20changed.pdf This mock-up will need some further minor amendments to produce the finalised version for publication and Cabinet and Council are being asked to authorise the Strategic Director for Communities and Place, in consultation with the Cabinet Member for Communities and City Centre Regeneration, to agree these.

- 1.5 A City-wide map of the main development sites within and adjoining the City, is included as Appendix 5.
- 1.6 The Local Plan will be supported by a document known as the Policies Map, which is much the same as the old Proposals Map that formed part of previous Local Plans. This will identify the site areas to which the various site specific policies apply, although technically it is a separate document to the Local Plan. The basis for this map will be the current CDLP Review Proposals Map, which will be amended to reflect proposals in the new Local Plan and deleted Saved Policies of the CDLP Review. These changes are set out in a schedule of ‘Proposed Changes to Proposals Map’ (August 2015) which was submitted to the Examination. This schedule is attached as Appendix 6. Further changes to the Map, affecting the former Friar Gate Goods Yard site, were agreed at the Examination and included in the Main Modifications. These are attached as Appendix 7. Cabinet and Council are being asked to agree these changes as the basis for preparing the new Policies Map. Members are also being asked to authorise the Strategic Director for Communities and Place, in consultation with the Cabinet Member for Communities and City Centre Regeneration, to agree the final version of this Map for publication alongside the Local Plan Part 1. Further changes will need to be made to it as part of the Part 2 Plan.
- 1.7 Cabinet is further being asked to refer the Plan as modified, including the Maps to be used to draw up the Policies Map, to Full Council for formal adoption.
- 1.8 Formal adoption is followed by a period of six weeks in which the Plan can be challenged in the High Court through a Judicial Review.
- 1.9 The adopted Local Plan Part 1 will replace a number of ‘Saved Policies’ of the City of Derby Local Plan Review. A schedule of these is included as Appendix 8. Cabinet and Council are asked to agree these for formal deletion. The remaining CDLP Review Saved Policies will be deleted on adoption of the Part 2 Plan.

RECOMMENDATIONS

- 2.1 To agree the schedule of Main Modifications set out in Appendix 4.
- 2.2 To agree the ‘mock-up’ version of the Local Plan, including the Main Modifications, linked to in Paragraph 1.4 as the final version of the plan, and to refer this to Full Council for formal adoption.
- 2.3 To agree the Schedule of ‘Proposed Changes to Proposals Map’ (August 2015), set out in Appendix 6, and the further changes affecting the former Friar Gate Good’s Yard site, set out in Appendix 7, as the basis for up-dating the separate Policies Map.
- 2.4 To agree the deletion of existing City of Derby Local Plan Review ‘Saved Policies’ set out in Appendix 8 and to refer these to Full Council for formal deletion.

- 2.5 To authorise the Strategic Director for Communities and Place, in consultation with the Cabinet Member for Communities and City Centre Regeneration, to agree a final version of the Local Plan Part 1 (Core Strategy) and Policies Map.

REASONS FOR RECOMMENDATION

- 3.1 To agree the Main Modifications identified by the Inspector as being necessary to find the Plan Sound and for it to be adopted.
- 3.2 To agree proposals to formally adopt the Local Plan Part 1 (Core Strategy).
- 3.3 To agree proposals to enable the Policies Map to be prepared.
- 3.4 To agree proposals to formally delete policies of the old City of Derby Local Plan Review that are superseded by new policies in the Derby City Local Plan Part 1 (Core Strategy).
- 3.5 To agree proposals to finalise the Local Plan Part 1 document and Policies Map for publication.



Derby City Council

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Report of the Strategic Director for Communities and Place

SUPPORTING INFORMATION

- 4.1 Derby City Council has been working closely with partners in Amber Valley Borough and South Derbyshire District Councils to prepare separate but aligned Core Strategies, now known as Part 1 Local Plans. One of the reasons we have been working so closely is that Derby cannot meet its housing need in full and is looking for the other two authorities to provide part of it. The planning of large new urban extensions to the City, both in and outside our administrative area, also requires significant joint working.
- 4.2 Cabinet approved a Plan for formal Submission to the Secretary of State for independent Examination in October 2014 and this was agreed by Full Council in November 2014. However, it was not submitted until late 2015 as it was necessary to wait for the other two Plans to be Examined so as to demonstrate that Derby's housing needs could be met in full. Those Examinations were delayed following requests by the Inspectors for additional work to be carried out. South Derbyshire have now adopted their Plan and, although Amber Valley withdrew theirs to look afresh at site allocations, they remain committed to meeting their agreed share of Derby's unmet need.
- 4.3 Examination Hearings into the Derby City Local Plan took place throughout April and May in 2016. In August, the Inspector authorised the Council to consult on a number of Main Modifications to the Plan which had arisen through consultation and discussions at the Examination. Main Modifications are those modifications the Inspector considers necessary to make the Plan Sound and enable the Council to formally adopt it. These were consulted on throughout September and October and responses to them were considered by the Inspector. He has now written to us finding the Plan Sound, subject to these Main Modifications, allowing it to be formally adopted and replace large parts of the old City of Derby Local Plan Review.
- 4.4 A more detailed explanation of the preparation process is set out in Appendix 2. The plan that is now being put forward for adoption is based on a substantial body of evidence and has been subject to significant consultation as well as independent examination. The complexity of the process, scale of new growth that is needed and the regular changes to both national policy and the plan making process itself have resulted in a longer time period for preparation than was originally envisaged. However, the plan that has emerged out of this process is more detailed than originally intended and, if adopted, means we have most of our housing sites allocated now rather than through the Part 2 Plan.

- 4.5 It is also particularly satisfying that, given all the work put into this document, the Inspector has endorsed it. The overarching strategy of the plan seeks to balance the need for new housing with that of protecting the green belt and Green Wedges and of balancing development on green field sites with regeneration of urban areas and the city centre. The Inspector has endorsed our housing target of 11,000 new homes in the City between 2011-2028, which relies on an element of our housing needs being met in South Derbyshire and Amber Valley. He has also confirmed that we will have a 5 year supply of deliverable housing sites once the Plan is adopted. He has further supported our policy aims of protecting and improving the city centre and other shopping centres by continuing to restrict development and the range of goods that can be sold outside of these. Particularly welcome, is his support of a flexible approach to negotiating affordable housing which will allow each situation to be considered on its merits, whilst retaining a target of 30%.
- 4.6 Significant new urban extensions are planned to the west and south of the City, at Mickleover, Sinfin, Chellaston and Boulton Moor, whilst Green Belt land to the north and east has been avoided. Further urban extensions are possible to the west of Derby as Amber Valley prepare their revised Plan. However, growth beyond the urban area of Derby is higher than originally planned. For instance, the housing target in South Derbyshire beyond the Derby Urban Area is 457 homes a year, which is significantly higher than the 280 a year set by the former Regional Plan.
- 4.7 Our strategy in Derby itself has sought to maximise the redevelopment of suitable brownfield sites within the City in the interests of regeneration and sustainable development. Brownfield sites have been allocated, including sites in and around the City Centre, at Castleward and in Osmaston, and a great deal of work has been undertaken corporately to boost residential development within the city centre generally. However, it was clear that there were not enough deliverable brownfield sites within the City to meet housing needs in full and that greenfield sites would also be needed. This included land that is currently within defined green wedges.
- 4.8 A map of the main development sites both within and immediately beyond the City's administrative boundaries is set out in Appendix 5. The remaining paragraphs of this section of the report set out the key elements of the new plan and highlight, where appropriate, the comments, observations and recommendations of the Inspector.

Review of the Plan

- 4.9 The National Planning Policy Framework requires local plans to identify a supply of sites which are available now and have a realistic prospect of being developed within a 5 year period. In addition to this they are also expected to identify sites with a reasonable prospect of being developed over a 10 year period and, where possible, for 15 years. Plans should therefore have a life of 15 years from the point of adoption and not less than 10. Given that there will only be 11 years remaining in the plan period to 2028, there is a pressing need for all three HMA authorities to begin work on a Plan Review to roll it forward. The Inspector has recognised this and said that an early review will be needed, should we not be able to demonstrate a 5 year supply of deliverable housing sites for two consecutive monitoring years. He has included a Main Modification to indicate this.

Key Infrastructure

4.10 The proposed growth generates a substantial need for new infrastructure in and around the Derby Urban Area, particularly relating to highways and school places. Key infrastructure includes:

- The Southern Derby Integrated Transport Link (SDITL)
- At least one new Secondary School in South Derbyshire
- The 'Our City, Our River' flood mitigation scheme
- New primary schools and other community facilities on large strategic sites
- Contributions to expanded education and community facilities
- On and off-site highway improvements
- On and off-site open space provision

Southern Derby Integrated Transport Link

4.11 The aligned strategy requires delivery of Phase 1 of a new 'South Derby Integrated Transport Link' connecting the 'T12' road from the A50/A514 (Bonnie Prince Charlie island) into the proposed housing site in South Derbyshire to the south of Wragley Way, Sinfin. A further extension of this road westwards onto Rykneld Road, Littleover is identified as a longer term objective. This road was the single most beneficial scheme in the testing of transport mitigation options to support the Core Strategy, especially when delivered in full. The detailed alignment of this link has not yet been defined, although much of it will be in South Derbyshire.

4.12 Construction of Phase 1 is estimated to cost £14million (plus land costs) which is unlikely to be met by developers alone. The City, County and South Derbyshire Councils are working closely with a consortium of developers to design the detailed layout of this road and to secure external funding, particularly from the D2N2 LEP. The case for an additional junction from this link onto the A50 to the south of Sinfin is also being considered as a means of improving overall mitigation of the package and of providing improved access into the Rolls Royce works to the north. The Homes and Communities Agency has recently announced that a bid for 'Garden City' funding has been successful, which will assist in taking this project forward.

Education provision

4.13 The Plan requires new housing development to make contributions to primary and secondary education needs, either as extensions to existing schools or provision of new schools depending on the size and circumstances of the site. The current education strategy is to provide new primary schools at Castle Ward, Rykneld Road, Boulton Moor and Hackwood Farm, along with 4 primary school on urban extension sites in South Derbyshire. It is also intended to expand existing secondary schools at Mickleover and Sinfin to help accommodate growth, whilst a new secondary school for a minimum of 800 pupils will be provided on one of two sites in South Derbyshire at either Thulston Fields (adjacent to the urban extension at Boulton Moor), to the south of Alvaston, or at Lowes Farm to the west of Chellaston.

Sewer Capacity

- 4.14 Discussions with Severn Trent Water indicate constraints in sewer capacity in southern Derby. To help address these issues, the Plan requires development to ensure that surface water is dealt with on-site through sustainable drainage systems rather than connecting into the main sewer network. Severn Trent Water has also set aside some £1.9 million to provide improved sewerage capacity over the plan period and are currently investigating the most appropriate way forward.

Our City Our River (OCOR)

- 4.15 The Plan supports the OCOR flood protection scheme and sets out policy requirements for new development within the corridor, including the incorporation of flood defences into the design of proposals *and* through the provision of new defences as the scheme is implemented. It also indicates that the Council will investigate opportunities for seeking contributions from developments that directly benefit from the OCOR programme where they have not already contributed to the provision of defences as part of their scheme. The potential for this will be considered in Part 2.

HS2

- 4.16 Government has confirmed Toton as the location of a new railway station to form the 'East Midlands Hub' on the eastern branch of the HS2 link from London to Leeds. The Plan includes a policy statement to support connectivity to this and that the city maximises its benefits from this scheme. Considerable work is now being undertaken between different authorities and agencies to consider how to bring this about.

Other Housing Issues

Place Making Principles

- 4.17 The Plan includes a policy on place-making principles which seeks to ensure high quality, well designed developments that will help raise the overall design standard of the city, particularly in the city centre and other areas of significant change. Separate design guidance is being produced to add more detail to this policy.

- 4.18 The Plan also includes a policy on place-making principles for development immediately outside the City's boundaries to help secure DCC objectives as the other two Councils consider development proposals on the edge of Derby. These principles include joint working to achieve co-ordinated development across the boundary, timely delivery of infrastructure, the creation of well integrated and sustainable new communities that respects the character of adjoining areas, including our Green Wedges, and which provides new and improved community facilities. This approach has been objected to on the grounds that DCC should not include policies on development proposals outside the City. The Policy has been modified to take account of these concerns, including a further clarification following consultation on the Main Modifications that DCC will 'seek' to ensure schemes meet these objectives. The Inspector has indicated that this does not significantly alter the policy wording and does not require further consultation.

Affordable Housing

- 4.19 Derby's affordable housing need over the five year period between 2012 and 2017 is 4,647 new homes and 10,117 to the end of the Plan period in 2028. To help meet this, Policy CP7 (Affordable and Specialist Housing) sets a target that a maximum of 30% of new homes on sites of 15 or more dwellings will be 'affordable'.
- 4.20 A number of objections to this target were made, many of them on the basis that it was too high and would make development unviable. However, the view was taken that setting a lower target ran the risk of not securing adequate levels of affordable housing where 30% was viable. A policy was therefore framed which maintained a target of 30%, but was sufficiently flexible to allow for viability issues and competing planning objectives to be taken into account as part of the negotiation process. There was a risk to this approach as a number of Inspectors have resisted it in the past. However, the Inspector has agreed that in this case the percentage of affordable housing and the approach to securing it is justified.

Building for Life

- 4.21 Policy CP7 of the Submitted Plan also included a clause requiring the provision of a proportion of all new homes to be built to 'Adaptable and Accessible' standards. These standards sought to ensure that a proportion of new homes are designed in a way that can be adapted to meet different and changing needs; whether coping with small children, illness or reduced mobility. However, the Deregulation Act of 2015 states that Local Plans should not set any additional local technical standards relating to the construction, internal layout or performance of new dwellings. Instead, they are now to be dealt with through new Building Regulations, which came into force in 2015. These allow for a higher standard to be required, but this must be set out and justified through a Local Plan. The Inspector was not convinced that there was sufficient evidence to justify higher standards in the Part 1 Plan and has recommended that they are deleted and reviewed through the Part 2 Plan.

Self Build

- 4.22 In line with national policy, the Plan includes a clause (as part of Policy CP7) to encourage self-build and custom-build housing schemes. However, it does not go as far as requiring a proportion of allocated sites to be reserved for such uses as it is not considered likely that there will be significant demand in Derby itself. More recently, local authorities have been required to maintain a register of people interested in self-build and to take this into account in determining applications for planning permission. To date three people have applied to be included on the register.

Sprinklers

- 4.23 The Derbyshire Fire Service had requested that the Plan make specific reference to fire sprinklers, an issue which is strongly supported by many Members. However, the internal arrangements of new housing is something that is normally dealt with through the Building Regulations rather than local plans. It was recognised, though, that modern sprinkler systems do offer significant benefits to reducing the risk of loss of life and serious injury through fire and should be encouraged where appropriate. The Plan therefore includes a form of words to this effect which, despite it being challenged, the Inspector has accepted. He did, however, want some additional text added into the 'Reasoned Justification' of the policy to make clear that the Council recognises that it is not able to require sprinklers, but wishes to highlight this important corporate priority in the Local Plan.

Responding to Climate Change

- 4.24 Policy CP2 seeks to ensure that new development contributes to reducing greenhouse gas emissions and to minimise the impact of a changing climate. This includes locating developments in the most sustainable locations close to employment and shopping, encouraging the use of travel by alternatives to the private car and encouraging sustainable design and construction and the sustainable production and use of energy, including renewable and decentralised energy.
- 4.25 A number of modifications are proposed, most arising out of changes to national planning policy. In particular, reference to meeting national targets for zero carbon homes and commercial buildings have been removed as the targets have themselves been removed. Reference to 'allowable solutions', allowing developers to contribute to a fund to deliver carbon reduction benefits off-site, have also been removed for the same reason. These changes are unfortunate from a sustainability point of view, but retaining them would make the Plan inconsistent with national policy and therefore would not be Sound.
- 4.26 The policy has also been modified to be consistent with a Written Ministerial Statement which changed Government policy on Sustainable Drainage Systems (SuDS). The change specifies that the Council will require SuDS on residential development of 10 or more dwellings and on major commercial developments unless, it is demonstrated to be inappropriate to do so. This requirement was detailed in the Written Ministerial Statement and the Inspector felt that the policy should reflect it more clearly.

Economic Prosperity

- 4.27 The Plan supports economic development and job creation and the Council's Economic Strategy. It allocates four strategic employment sites and locations; Infinity Park, the Derwent Triangle (Chaddesden), Derby Commercial Park (Raynesway) and the Commercial Business District - CBD (City Centre). An extension to Infinity Park towards the A50 is identified in South Derbyshire's Plan. It was agreed through the Examination process to extend the defined area of the CBD to include the eastern extent of the Friar Gate Goods Yard site, in order to maximise opportunities for the re-use of the listed bonded warehouse.
- 4.28 In addition to the strategic employment sites, the Plan identifies a number of brownfield regeneration priority areas, including Derby Aerospace Campus, land at Sinfin Lane and the former Celanese works in Spondon. In the case of Derby Aerospace Campus, it provides in-principle support to Rolls-Royce's aspirations to redevelop their existing facilities in the Wilmore Road/Victory Road/Moor Lane area, and encourages proposals to redevelop/modernise Sinfin Lane Industrial Park.
- 4.29 The former Celanese works in Spondon is identified as a significant brownfield regeneration opportunity. However, this site requires much more work to better understand issues such as how to access it and address contamination and flood risk. The Council is working closely with the landowner to deal with these issues and draw up a master plan for redevelopment, which could include opportunities for new residential development.
- 4.30 To complement the policies relating to economic and physical regeneration, Policy CP5 highlights the importance of regenerating existing communities, including the Osmaston Regeneration Area, the Derwent Estate, the Peartree / Rosehill area, defined shopping centres and communities affected by the OCOR proposals. The Plan seeks to encourage proposals that make these areas more attractive places to live and work in and to improve the quality of life of their residents.

City Centre

- 4.31 The Plan promotes the vitality and viability of the City Centre as a retail, commercial and leisure destination, but also as a place to live. It sets out what the Council expects from developers in terms of land use and design as well as what the Council will do itself. This includes investment in streets and spaces and in its cultural offer.
- 4.32 The Plan encourages City Centre living and envisages at least 1000 new homes being created within the City Centre proper, including the former Friar Gate Goods Yard, and a further 1,200 on Castleward (800) and the former DRI (400). A number of these have now come forward, including conversions from office use to student accommodation. It also encourages better use of underused floorspace above shops and offices and identifies a number of regeneration opportunities that might be suitable for both residential, office or a mix of uses. Some of these will be dealt with in more detail in the Part 2 Plan.

- 4.33 Policies for the City Centre also recognise the changing nature of the retail market. A greater level of flexibility of uses is permitted within 'primary frontages' than in the CDLP Review, subject to the function of the frontage not being undermined. Outside primary frontages, a very flexible approach is being taken. The Plan also recognises that in some more peripheral areas, such as Green Lane, the need for further diversification may lead to a considerable change to their current role and function. On the other hand, the Plan sets out a fairly restrictive approach to other parts of the centre, including the Cathedral Quarter, to help maintain their special character within the local market. This approach has received strong support within the business community in the city centre.

Shopping

- 4.34 The Plan retains previous policies to promote and safeguard the vitality and viability of District and Neighbourhood Centres, seeking to ensure that new development does not undermine them. It also recognises that there may be scope for the development of 'small shops', (less than 500sqm), outside of traditional shopping centres, particularly where they would help to meet a deficiency in provision.
- 4.35 It also maintains the identified out-of-centre locations identified in previous local plans; including the Wyvern, Meteor and Kingsway Retail Parks. No new out-of-centre locations are proposed because retail assessments have indicated that committed schemes are likely to meet forecast need over the plan period. However, this will be kept under review and a further assessment of shopping needs is likely to be undertaken for the Part 2 Plan.
- 4.36 The Plan also requires existing defined shopping centres to be considered as locations for new development *before* allowing new shopping development within edge-of-centre or out-of-centre locations. It also maintains the long standing policy of limiting the range of goods sold in out-of-centre locations, as a means of protecting the vitality and viability of the city centre and other defined centres.

Transport

- 4.37 Policy promotes a balanced approach to transport; recognising the need for sustainable development and seeking to increase the use of public transport, cycling and walking. The scale of growth will inevitably lead to increased traffic across the City and there may not always be solutions to mitigate this. However, the policies do try to ensure that development proceeds in accessible locations and provide appropriate on-site and offsite works to mitigate impacts where possible. The plan supports major infrastructure projects such as the A38 grade separation schemes and improvements to the A52. It also supports new park and ride schemes, the implementation of a strategic cycle network, the Rights of Way Improvement Plan and the electrification of the Midland Mainline and HS2.

Parking

- 4.38 Throughout the preparation of the Plan, the Council has received representations from local businesses and developers suggesting that existing parking policies have been too restrictive, particularly in relation to office parking within the City Centre. A bespoke consultation on parking policy options was therefore undertaken in 2012 which led to a revised approach. This includes the removal of the 'City Centre Parking Area' as defined in the CDLP Review and the more restrictive policies that apply to it. It has also removed residential parking standards so that each case can be judged on its merits. Existing maximum parking standards for non-residential development are maintained, but are included as a guide to inform discussions with developers, rather than a requirement to be met.

Public Open Space

- 4.39 The CDLP Review standard of 3.8ha per 1000 people across the City is retained as is a strong commitment to protecting existing open space and for housing developments to provide new open space or improvements to existing nearby areas. Policy also continues to only allow the loss of open space where an assessment shows it to be surplus to needs, where it is replaced with an equivalent or better alternative or where the need for development outweighs the loss of the open space.
- 4.40 In considering whether open space is surplus, the new policy allows for more considerations to be taken into account than the current approach of just looking at how much open space is available locally. These are its accessibility, its function and whether there are any opportunities for meeting localised deficiencies and improving overall quality through rationalisation. The new policy also includes greater flexibility to allow for either the provision of new open space as part of residential developments or financial contributions, depending on the merits of the particular case. This has become established practice over the years as it allows for the quality of open space to be taken into account as well as the quantity. This approach needs to be carefully applied to ensure that new housing areas do have good access, but this greater flexibility allows for individual situations to be taken into account.

Green Belt

- 4.41 The Derby-Nottingham Green Belt was assessed in drawing up the former Regional Plan and partly revisited in preparing this Plan. This confirmed that the eastern side of Derby is a particularly sensitive part of the overall Green Belt, which has been a major reason for not looking at strategic land releases east of the City.

Green Wedges

- 4.42 Although the width of a number of Green Wedges have been reduced to release land for housing development, the Plan has sought to retain them in principle. A Green Wedge Review was undertaken in 2012 and this formed the basis for identifying land that could be released whilst maintaining a viable wedge. It was never going to be possible to maintain them all unchanged and the Plan strikes a realistic balance between the need for new housing and maintaining viable wedges. A number of housing proposals involving the release land within Green Wedges have been approved as plan making has progressed, often with their precise boundaries amended to reflect the Plan’s strategy. Importantly, the findings of the Review have enabled applications for inappropriate Green Wedge releases to be resisted at appeal.
- 4.43 Following discussion at the Examination, a Main Modification has been made to clarify that the Part 2 Plan will consider further amendments to Green Wedge boundaries as part of the process of identifying non-strategic housing and employment sites. Any further review of boundaries will be taken within the context of maintaining the principle of green wedges and with regard to whether there is a need to identify further sites.

Higher Education

- 4.44 The Plan carries forward a policy on the Derby University and Further Education from the CDLP Review. This supports the activities of the University at its Main Campus, within a defined 'University District', broadly located between Kedleston Road and Ashborne Road and the University Technical College on Pride Park. It also supports the Derby College and identifies its campuses on Pride Park and Joseph Wright Centre.

OTHER OPTIONS CONSIDERED

- 5.1 Options for different development strategies were developed and consulted on as part of the Plan making process.

This report has been approved by the following officers:

Legal officer Financial officer Human Resources officer Estates/Property officer Service Director(s) Other(s)	Janie Berry, Director of Governance and Monitoring Officer Amanda Fletcher, Head of Finance – Communities and Place Liz Moore, Strategic HR Manager Jayne Sowerby-Warrington, Head of Strategic Asset Management and Estates David Gartside, Director of Strategic Partnerships
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For more information contact: Background papers:	Andrew Waterhouse 01332 642124 andrew.waterhouse@derby.gov.uk SA Scoping Report Draft Sustainability Appraisal Regulation 18 Report of Consultation
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<p>List of appendices:</p>	<p>Draft Infrastructure Delivery Plan SHLAA update Housing Requirement Study 2013 SHMA refresh Site assessments Brownfield Land Assessment HMA Viability Assessment Employment Land Review Townscape Character Assessments - Derby Transport Modelling – broad locations Strategic Green Infrastructure Strategy Derby Green Wedges study Green Belt refresh – partial review of study undertaken for RSS SFRA1</p> <p>Appendix 1 – Implications Appendix 2 - Background to the preparation of the three HMA Local Plans/Core Strategies Appendix 3 – Inspector’s Report Appendix 4 – Main Modifications Appendix 5 – Map of main development sites proposed in the Plan Appendix 6 – Schedule of ‘Proposed Changes to Proposals Map’ (August 2015) Appendix 7 - Further changes to Proposals Map at former Friar Gate Goods Yard Appendix 8 – Schedule of City of Derby Local Plan Review 'Saved policies' to be deleted Appendix 9 – Equalities Impact Assessment – December 2015</p>
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IMPLICATIONS

Financial and Value for Money

- 1.1 Costs of preparing the plan have already been incurred and there are no additional cost implications of this report apart from minor expenditure to format and print it, which will be funded from existing revenue budgets. There is a 6 week period following adoption in which an application for a judicial review could be made to the High Court. Whilst the risk of this is low, it would incur significant additional costs and how these would be funded is not currently known.

Legal

- 2.1 The preparation of a Core Strategy is a statutory requirement as is the Duty to Cooperate with other parties on strategic issues we hold in common pursuant to the Planning & Compulsory Purchase Act 2004 as amended by the Localism Act 2011. A key strategic issue for the City under the duty is that it cannot meet its future housing needs entirely within its own administrative area.
- 2.2 Following an Examination, an independent Inspector has Found the Plan to be Sound, subject to a number of Modifications which have been consulted on. The Council is now required to formally adopt the Plan as soon as is reasonably practicable. This requires approval by Full Council.

Personnel

- 3.1 This is a major work item within the Plans and Policies team of Spatial Planning Group. Attention will now focus on the Part 2 Plan.

IT

- 4.1 The strategy seeks to take advantage of opportunities to promote digital inclusion and work towards a smart city focus for new developments, for example by encouraging high speed broadband ready homes, offices and workplaces; supporting the development of wireless networks and facilitating the use of telemetry systems when and where these are appropriate.

Equalities Impact

- 5.1 Locations with better accessibility to a range of shops, services and public transport will be more socially inclusive than those more reliant on the private car. The focus on regeneration will help improve older and more deprived areas. Policies are included to secure infrastructure and social facilities as part of developments as well as affordable housing and lifetime homes.
- 5.2 Sustainability and Equalities Impact Assessments were prepared as part of the plan making process and were made available to the Examination. It is unfortunate that

the lifetime homes policy, which benefits people with disabilities, has had to be deleted, but this is necessary to reflect national policy and to ensure the Plan is Sound in that respect. However, these issues will now be addressed through the Building Regulations and it is intended to explore whether a stronger policy can be justified through the Part 2 Plan. The Equalities Impact Assessment is attached as Appendix 9.

Health and Safety

6.1 The adopted Plan raises no specific health and safety issues.

Environmental Sustainability

7.1 Environmental, social and economic sustainability lies at the heart of national planning policy and is a central part of the Local Plan. The preparation of a separate Sustainability Appraisal has been a legal requirement of the process in order to fulfil obligations under the Strategic Environmental Assessment Directive. This technical document was itself considered as part of the independent Examination.

Property and Asset Management

8.1 Some land identified for development is owned by the Council.

Risk Management and Safeguarding

9.1 There is a period of 6 weeks following adoption of the Plan in which an application can be made to the High Court for Judicial Review.

Corporate objectives and priorities for change

10.1 The Core Strategy will contribute to securing all of the Derby Plan priorities, particularly a thriving sustainable economy, a strong community and an active cultural life.