Local Plan Survey - Consultation Results

Introduction

Derby City Council is developing a new Local Plan; once adopted this will replace the current Local Plan. The Local Plan sets out planning policies for the city, which are used to shape new developments and guide decisions on where, how much, and what kind of development will be delivered over the next 15 years, up to around 2040. Local Plans are required to be reviewed every five years, but as a number of key things affecting the city have changed and new challenges have emerged it is necessary to develop a new Plan to help the city address these challenges.

The project team had started to build up a picture of some of the issues affecting the city, and this consultation sought to identify the key planning issues that the new Local Plan should address. Feedback on the more detailed proposals will help us determine the next steps. The survey was open for 6 weeks, closing on Monday 25 March 2024.

It was primarily conducted through an online survey with paper versions, different versions and translations available on request. People were also given the opportunity to write in or email to a dedicated email address (planningpolicy@derby.gov.uk) with any other comments they had.

559 **people gave their view in the survey**

10 **respondents sent additional emails**

A note on the data in this report: Data from the 'closed' option questions is presented in the report as a % score. The data in the text of the report is rounded up or down to the nearest whole percentage point. Charts or tables therefore may result on occasions adding up to 99% or 101%. If a table or chart does not match exactly to the text in the report this occurs due to the rounding up or down when responses are combined. Results that differ in this way should not have a variance that is any larger than 1%.

A note on the open comments in this report: Comments given in 'open' questions are presented in the report by emergent key themes. To enable the project team to fully comprehend the points raised by consultees, each open question has been separated, anonymised and identifiers removed prior to receipt.

Please note that there is a base number against all charts and tables; this is the valid number of responses for that particular question and the figure that the percentages are calculated from.

Feedback from respondents

Focus of the Local Plan

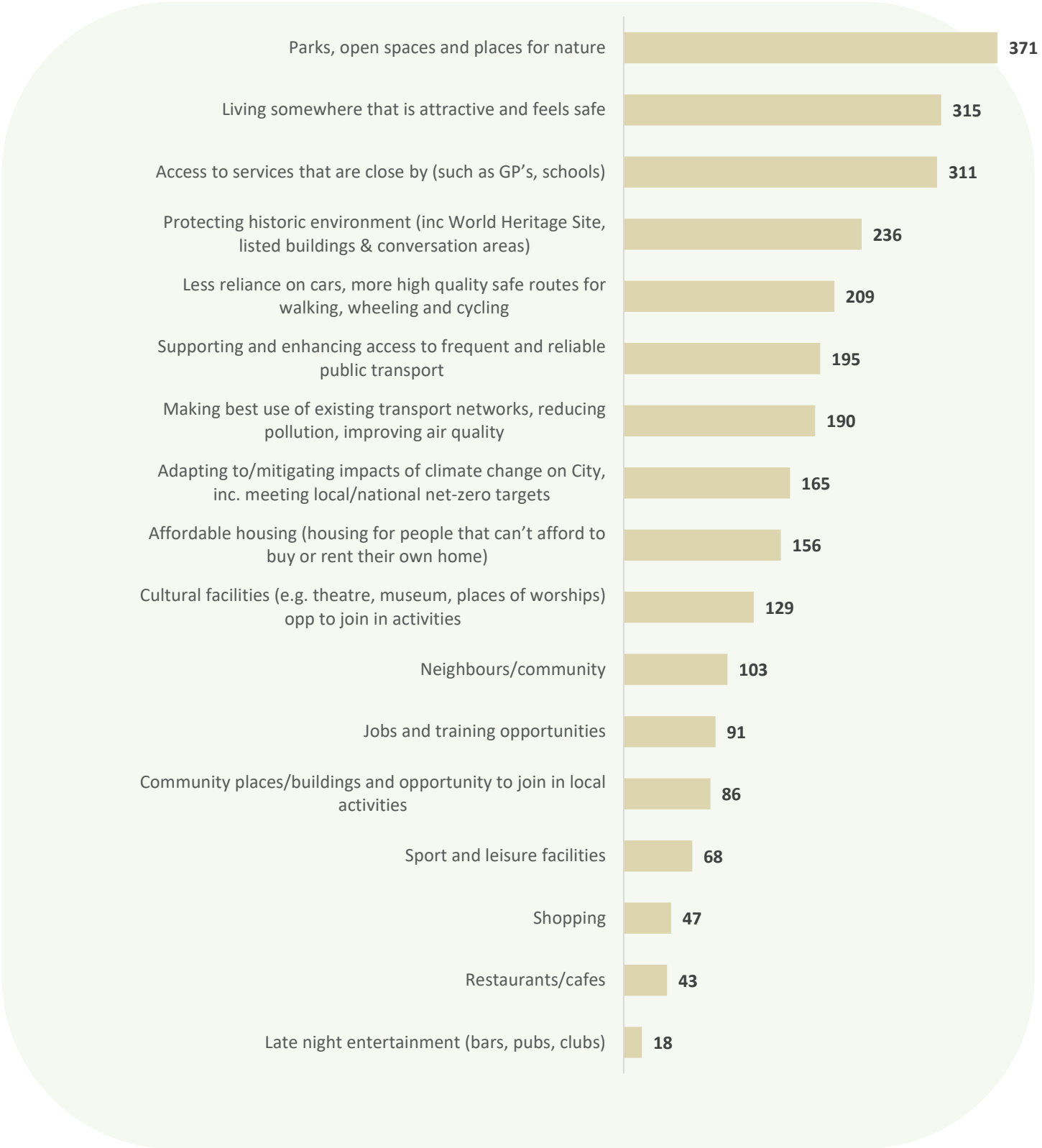
The new local plan must be consistent with the Government's national planning policies and examined by a government appointed planning inspector before it can be adopted. Whilst there are some things that must be included in a new plan, it was also important to understand what places and facilities mattered most to respondents, to ensure what is valued is maintained and improved.

Respondents were asked to identify, from 17 options presented, which five they believed should be focussed on as part of the Local Plan. [Chart 1].

All options attained some support to a greater or lesser extent. The five achieving the highest levels of support were: 'Parks, open spaces and places for nature' (371 people, 66.4%), 'Living somewhere that is attractive and feels safe' (315 people, 56.4%), 'Access to services that are close by (such as GP's and schools)' (311 people, 55.6%), 'Protecting historic environment (inc. World Heritage Site, listed buildings & conversation areas)' (236 people, 42.2%) and 'Less reliance on cars, more high quality safe routes for walking, wheeling and cycling' (209 people, 37.4%).

The least supported options were: 'Late night entertainment (bars, pubs, clubs)' (18 people, 3.2%), 'Restaurants/cafes' (43 people, 7.7%) and 'Shopping' (47 people, 8.4%).

Chart 1: Which five should be focussed on as part of local Plan? (Arranged in opted for order)

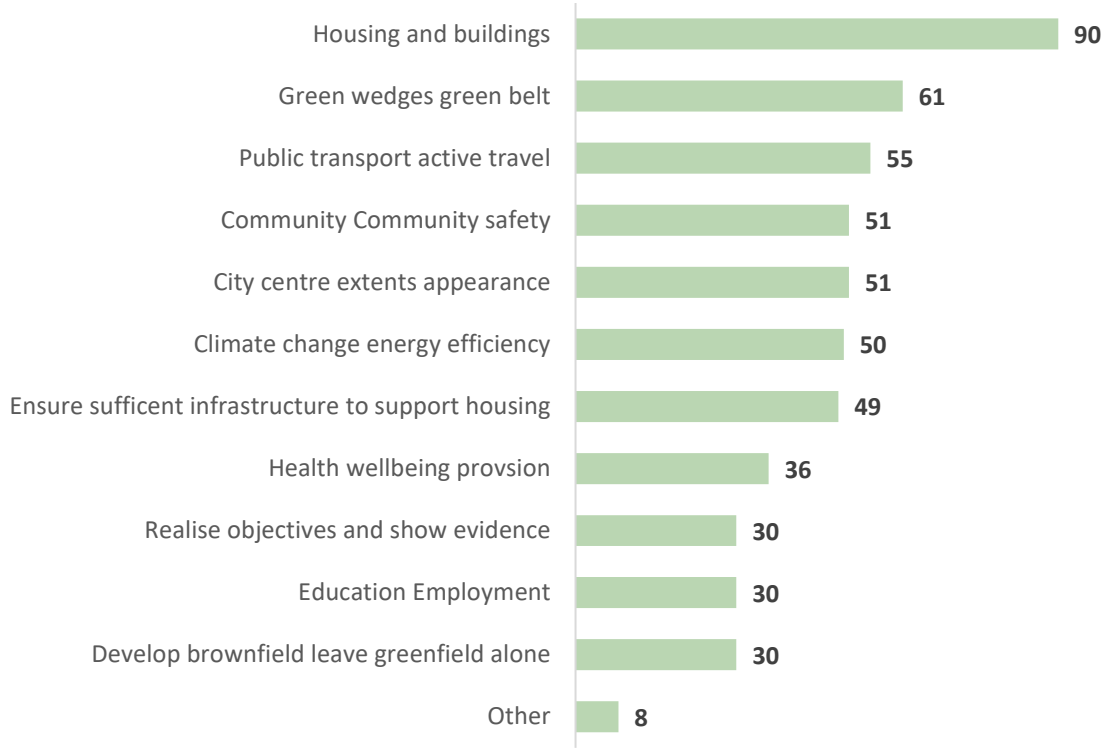


Base: 559 respondents

Vision and objectives

Respondents were asked to consider whether the current Local Plan vision and objectives (developed eight years ago) were still relevant. 35.2% (193 people) believed that the vision and objectives were still relevant, 27% (148 people) did not believe they were still relevant and the largest contingent, 37.9% (208 people) did not know. 264 people took the opportunity to provide other suggestions or issues that should be considered as vision/objectives within the review. For the purposes of this report, the suggestions have been attributed to key themes; 12 broad themes emerged. [Chart 2] All the suggestions/issues given have also been anonymised and passed on to the project team to appreciate the breadth of comments and inform their review.

Chart 2: Vision/objectives suggestions emerging themes



Base: 264 respondents

The largest theme to emerge was ‘Housing and buildings’ (90 people). Comments ranged from affordable housing to housing in multiple occupation, the reuse of old buildings and locations where housing should/should not be considered. Examples include:

“More affordable housing in city centre”

“Less HMOs, more family Housing. Many terrace and semi-detached building have become HMO, this has taken a building that could potentially suit 2 adults and 2 child (and 2 cars) to

now housing minimum 5 adult, potentially 5 cars. This is at least double the amount of waste, double the amount of resources required for one house. People living in them, don't join part of the community as they are temporary living there. This means bins are left full and out on the street, no care where they park their car, less likely to care if they upset neighbours".

"The impact that HMOs have on existing neighbours."

"More focus on sustainability and repurposing of buildings that are not occupied"

"Mandatory or near-mandatory re-use of existing buildings especially historic ones rather than demolition, in order to reduce carbon footprint".

The next largest theme to emerge was 'Green wedge green belt' (61 people). Comments ranged from those wanting green wedges and green belts to be protected to those that felt that green wedges were unnecessary. Others wanted to ensure green spaces were preserved and enhanced. Examples of comments include:

"Protection of the green belt around the city. Enforce stricter building control on green sites when brown field sites are available".

"Re-focus on land allocations in locations people want to live, scrap the green wedges which serve no functional purpose, it is one city, no longer several villages, let it merge into the conurbation it will inevitably become, then extend the city boundaries".

"We do NOT need to build more homes. We do NOT need to develop more concrete jungles. We do need more green space, environments for wildlife to thrive".

Public transport/active travel was the next largest theme to emerge, (55 people). Comments focused on bus connectivity and times, walking environments, cycle lanes and active travel solutions. Others discussed the A38 expansion. Examples include:

"Introduce buses routes that circle the city do it's easier to use public transport between suburbs and in particular the hospital".

"Much more emphasis on people who walk. Ensuring that whatever your mobility you can walk around Derby in safety and that it is a pleasure not a nightmare as it is in some areas at the moment".

"Ensure that essential services such as a blood test clinic are located in the city centre so that every citizen is just one bus ride away. As a resident of Mackworth I have to take 2 buses (4 buses in total) each way to either The Florence Nightingale or the Royal Hospital. In bad weather this is difficult, especially as our Mackworth buses don't link up for ongoing journeys at the bus station. There are empty premises in the city centre that could be repurposed".

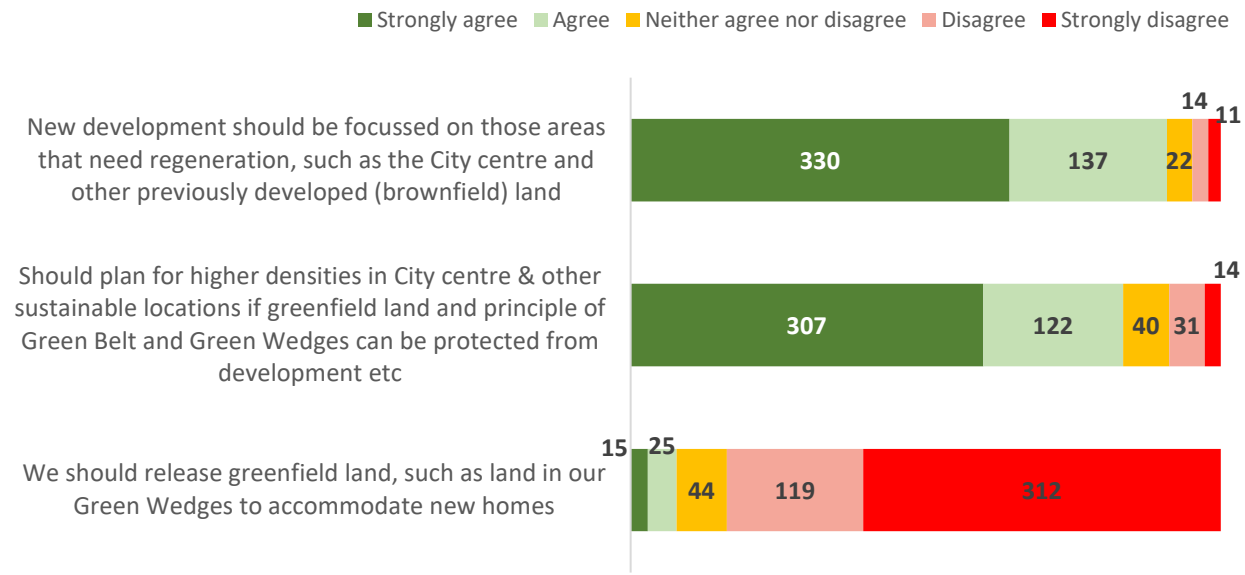
"A greater emphasis is needed on "active travel" particularly associated with large new developments to encourage sustainable commuting such as by bike rather than car. However, the current poor cycling infrastructure and lack of segregation for cyclists puts off a lot of people from cycling to work due to the risks to vulnerable cyclists from car traffic".

"Further discouragement of the routine use of the motor car across the city but particularly on trunk routes into the city. Cancellation of the plan for the A38 expansion".

Strategy

The next set of questions related to the vision and objectives to help in the development of a clear strategy around volumes/locations of new development both within and outside of the city. The built-up nature of the city means that there are limited areas to build new developments and working with neighbouring Local Authorities is essential. The strategy is likely to include elements of all these options but respondents' priorities of where and what type of new development should take place was sought. [Chart 3]

Chart 3: Strength of agreement with statements



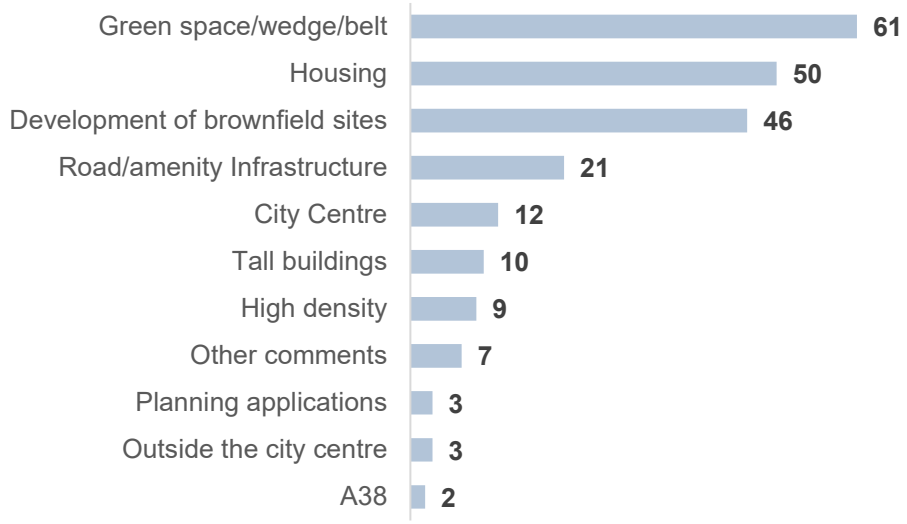
Base: 514 respondents, 514 respondents, 515 respondents

The statement that garnered the most support (90.9%, combined strongly agree/agree) was 'New development should be focussed on those areas that need regeneration, such as the city centre and other previously developed (brownfield) land'. This statement gained the largest strongly agree response of all three statements. 83.5% (429 people) strongly agreed/agreed with the statement 'Should plan for higher densities in City centre and other sustainable locations if greenfield land and principle of Green Belt and Green Wedges can be protected from development etc.'

The statement that achieved the least support (83.7%, disagree/strongly disagree) was ‘We should release greenfield land in our Green Wedges to accommodate new homes’; only 40 people (7.8%) strongly agreed or agreed with this statement.

164 people used the opportunity to tell us other suggestions that they felt should be considered. 11 key themes emerged. [Chart 4]

Chart 4: Emerging themes: other options to consider



Base: 164 respondents

The largest theme to emerge was ‘Green space/wedge/belt’ (61 people). Comments ranged from the need to protect green assets, to assessing the benefits of development when the green space is of poor quality. Others cited the benefits for wellbeing and aesthetics. Examples include:

“Space between areas of coherent identity is important and green wedges/Green belt is important, but the quality of those spaces is variable. Neighbouring Authorities should co-operate more positively and more effectively to tackle regional housing needs and the infrastructure should be developed that mitigated the impact of the development, not just in the new development itself”.

“If really necessary to meet home needs, some green wedge areas should be considered, but it would be very important not to allow too much "creep" in that”.

“Public open spaces and green infrastructure is essential in the urban environment to soften landscapes and provide areas for residents to get close to nature and help with mental health and our urban wildlife. We need more adding to the city not removed everywhere where the is development”.

“Green land is critical to the wellbeing of residents... if we continually develop green space, then the overall effect on residents will be detrimental, leading to higher demand for GP services to cope with the impact on things such as mental health”.

The next largest theme was housing (50 comments), where comments ranged from locations for developments, the necessary infrastructure to support healthy living environments, build/design quality, to types of housing that should be encouraged. Examples include:

"Working families want to live in out of centre locations, some high density multi-storey city centre development makes sense but only for younger households, focus most development on out of centre locations, expand the schools and surgeries".

"New housing should be of high quality and be suitable for small families to live meeting a high standard above current minimum standards to ensure noise insulation and sustainable practices such as energy efficiency and solar panels on roof surfaces".

"1) Sheltered housing development in many areas so that people who want to move to smaller/sheltered accommodation can stay within their neighbourhood and be more likely to move out of, and so make available to families, some larger properties.
2) Need for a new settlement outside of city boundaries, with suitable infrastructure and services. We keep cramming more into the city boundaries and making the place less and less attractive to live in /move around".

"New housing should be affordable, not luxury 4 or 5 bedroom homes for well off people. Youngsters don't need such big houses and have such difficulty getting on the property ladder. The number of larger luxury homes should be limited to a small percentage of the development, instead of the other way around".

The third largest theme was 'Development of brownfield sites' (46 people). Discussion ranged from use of specific empty spaces or no longer utilised industrial buildings to potential uses of brownfield sites both in and outside of the city centre.

"Build on brown land, Derby has many unused factories/hotels and community building that have been derelict for years".

"Just take one walk down Osmaston road and there are a number of large builds (2x hotel, Merlin club, community centre etc) that haven't been used for years".

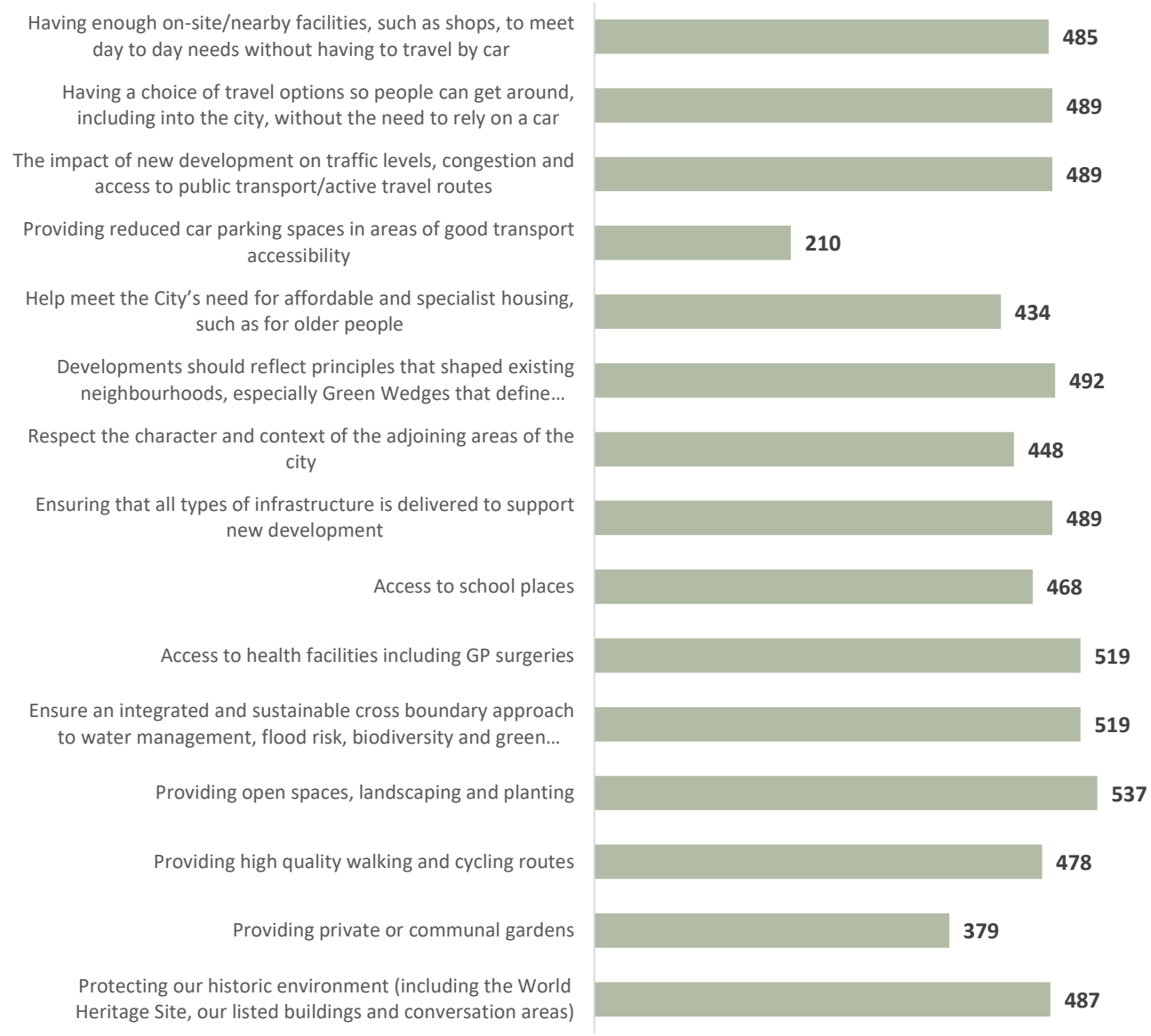
"It is wrong to lump the city centre with brownfield land. I am in favour of developing brownfield sites outside the city centre. I am in favour of refurbishing older buildings in the city centre as residential units".

"There are sites within Derby where there are abandoned buildings and run down areas which would benefit from property development and renewal. The brown belt areas should be looked at for development before the green belt areas".

Working with our neighbours

Respondents were asked to consider how important/unimportant 15 issues were when considering new housing development in and on the edge of the city. The issue attaining the largest 'very important' rating was 'Access to health facilities including GP surgeries' (388 people, 70.5%). The issue that obtained the highest level of combined agreement (very important/important) was 'Providing open spaces, landscaping and planting' (537 people, 97.5%). The issue that yielded the highest number of 'very unimportant' levels was 'Providing reduced car parking spaces in areas of good transport accessibility' (61 people, 11.1%). This was also the issue that attained highest combined unimportant levels (166 people, 30.2%).

Chart 5: Combined very important/important rating of issues

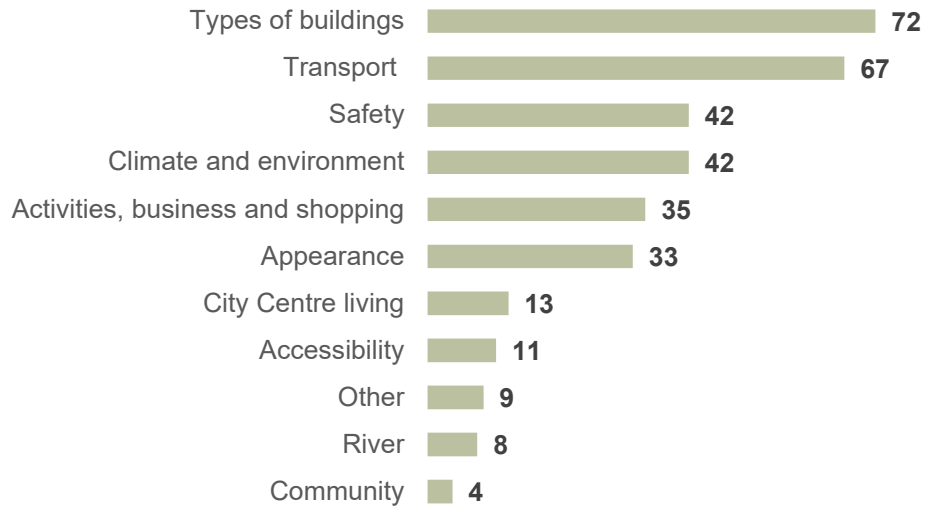


Base: 551 respondents, 549 respondents, 548 respondents, 549 respondents, 549 respondents, 550 respondents, 550 respondents, 551 respondents, 548 respondents, 550 respondents, 550 respondents, 551 respondents, 550 respondents, 549 respondents, 551 respondents

City centre

Consultees were presented with a brief overview of findings from the City Centre Vision consultation and were asked to consider whether there were any other key messages that the Local Plan should address regarding the city centre. Just under half (258 people, 48.1%) believed that there were other key messages the Local Plan should address. 247 people used the opportunity to explain these; 11 themes emerged. [Chart 6]

Chart 6: Other key city centre messages in the Local Plan



Base: 247 respondents

The largest theme to emerge was 'Types of buildings' (72 respondents); comments ranged from ensuring new development was befitting for the existing area's character; to ensuring the historic fabric of both buildings and particular city centre areas was conserved; some discussion was afforded to empty buildings as was the contrasting viewpoints on tall buildings. Examples include:

"Ensure that new development fits into the character of the area in which it occurs".

"Conserve the historic core area".

"Bring all the currently empty properties including commercial premises back into use".

"New high rise buildings reduce sunshine falling on city centre streets. Not much use creating outdoor seating areas if they are always in shade".

"Allow an unlimited amount of storeys on new buildings for new accommodation. Current restraints & opposition hold back development".

67 people made comments on 'Transport infrastructure', discussion varied from access to public transport and improved active travel opportunities, use of the private

vehicle particularly for elderly or disabled residents, ensuring connectivity between different locations. Examples include:

“Cheaper public transport to/from city centre”

“Prioritise cycling, walking and public transport. Design out the need for cars”.

“…Not everyone can use public transport or walk. We need to be able to use and park cars in the city centre. OK make them hybrid and electric but allow them and ensure they have space to park. Otherwise you deny the disabled and elderly the ability to access the city centre and it will die!”

“Consider putting more pedestrian crossing under or over the roads instead of putting more traffic lights (which increases the congestion and pollution)”.

42 people commented on safety in the city centre; discussion ranged from antisocial behaviour and enforcement to the types of businesses dominating the city.

“More police/community presence to reduce antisocial behaviour/crime/violence and improve relationships with the police force”.

“The city centre should be made safer for families. Currently there are too many pubs that encourage excessive drinking and rowdy behaviour. It’s not an appealing place especially early evening and weekends and isn’t safe when trying to access some of the new venues”.

42 people identified ‘Climate and the environment’ as a key issue. Comments ranged from suggested improvements to how sustainability might be achieved in both existing and new buildings. Examples include:

“Increased canopy cover within the city. more green spaces, living walls, pedestrianised areas with rain gardens and trees for storm water run-off and environmental impact. all should be linked in. this is more expensive to redirect and confine services, but long term creates”.

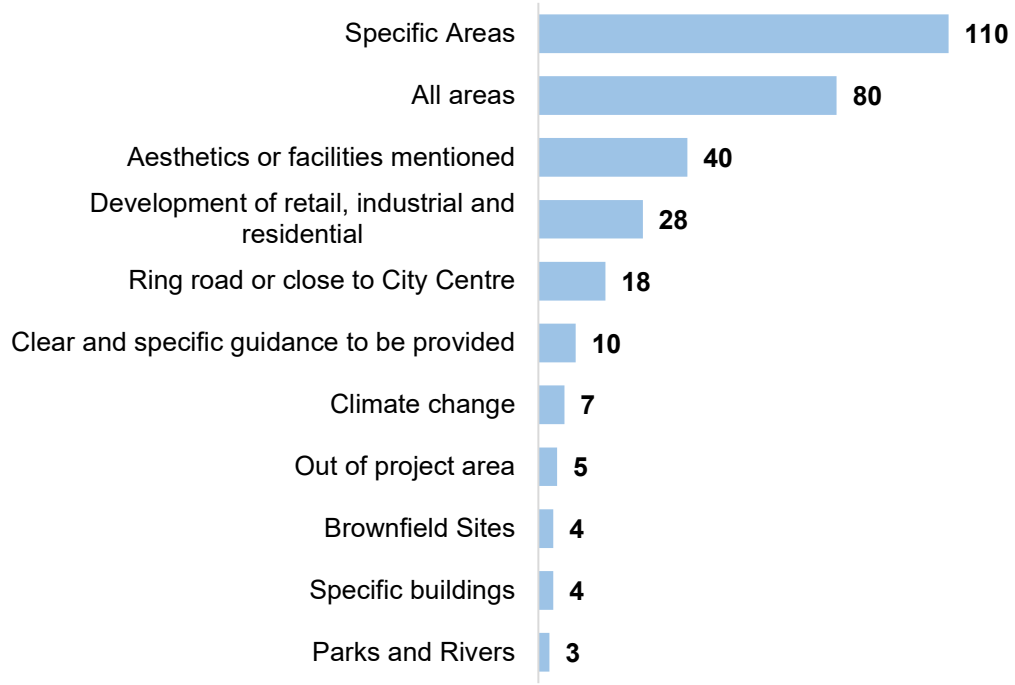
“Our highest priority should be living sustainably, but I'd rather see that done by a radical program of building improvement and renewable energy installation than "breaking the ‘concrete collar’ created by the Inner Ring Road" or making parking difficult”.

“New buildings should be carbon neutral and integrate 'green' spaces, facilities. With proper planning plants can be used to enormous benefit on the inside and outside of buildings. Green walls etc”.

Design

Just over two thirds of respondents (66.7%, 358 people) believed that design guidance should be developed for areas outside of the city centre; of these 245 gave further detail. 11 themes emerged. [Chart 7]

Chart 7: Areas outside of the city centre which would benefit from design guidance



Base: 245 respondents

The largest theme to emerge was 'Specific Areas' (110 comments) where respondents named specific wards or areas of Derby that would benefit from design guidance. 26 people cited Sinfin and Normanton, Littleover or Mickleover, 13 people identified Alvaston, 12 Osmaston and Allenton. Other areas mentioned included Spondon/Chaddesden (10), Mackworth (9), Darley/Allestree/Chester Green (9), Oakwood (6) and Chellaston (5). 7 people referred to improving those areas with district centres or shopping areas.

"All shopping precincts - Allestree, Mickleover, Littleover, Chaddesden, Alvaston, Allenton and Spondon - need to be more inclusive with better regular bus links".

80 people referred to providing design guidance for everywhere or 'All areas' of the city. Most of the comments just stated 'All Derby' or 'All areas' with some specific comments made on how or why this should apply to all areas.

"Everywhere needs design guidance - if you don't have it, you end up with a very dis-jointed outcome, which is what has happened in the past".

“Any area which is not a brownfield site should be subject to challenge and potentially affected neighbourhoods given a meaningful say in taking planning department decisions, not just consultation”.

40 respondents discussed how developments should look and/or what facilities should be provided alongside development. Comments ranged from aesthetics of new build properties, to integrating green spaces into development schemes. There was also some discussion afforded to ensuring road layouts are well thought out for public transport and infrastructure.

“We need much higher standards of suburban development, wider tree-lined streets, better local facilities, and much better public transport provision”.
“Green infrastructure should connect across the whole of the City for the benefit of local residents and nature in both in the city centre and the surrounding areas”.

“‘Include the road layout to connect public transport through the whole development site include cycle tracks throughout the development to reduce car usage”.

“We need good-quality buildings that are fit for purpose and can cope with climate change.
- Incorporating green and open space in more densely-packed areas will also be critical.
- The facades of buildings that are listed and those in conservation areas should also be preserved”.

28 comments referred to the need for design guidance when a retail, industrial or residential development is planned in the city.

“Design Guidance would benefit:

-New developments.
-Redevelopments of older houses.
-Residential house modifications (such as removing gardens for parking space) As all though i understand the need for parking this is also very bad for wildlife”.

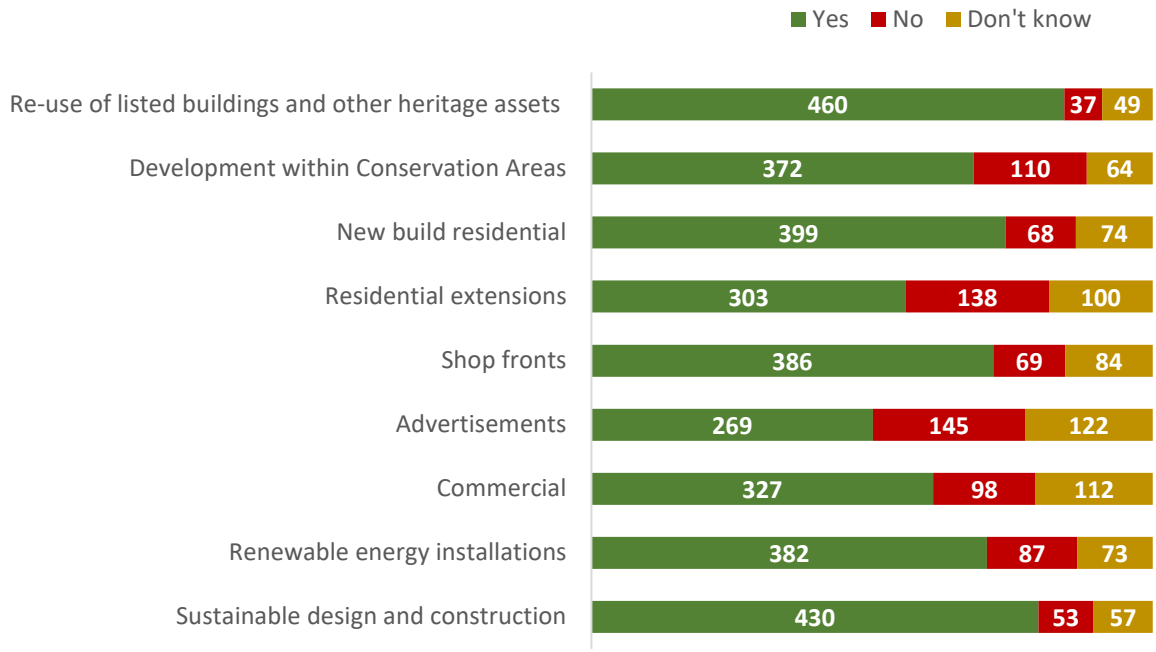
“Industrial developments should also aim for low / zero carbon and aim to not increase road traffic congestion and pollution through their existence”.

Word cloud 1: Areas benefitting from design guidance



Consultees were presented with nine specific types of development and asked to consider whether each would benefit from design guidance. [Chart 8]

Chart 8: Would following specific types of development benefit from design guidance?



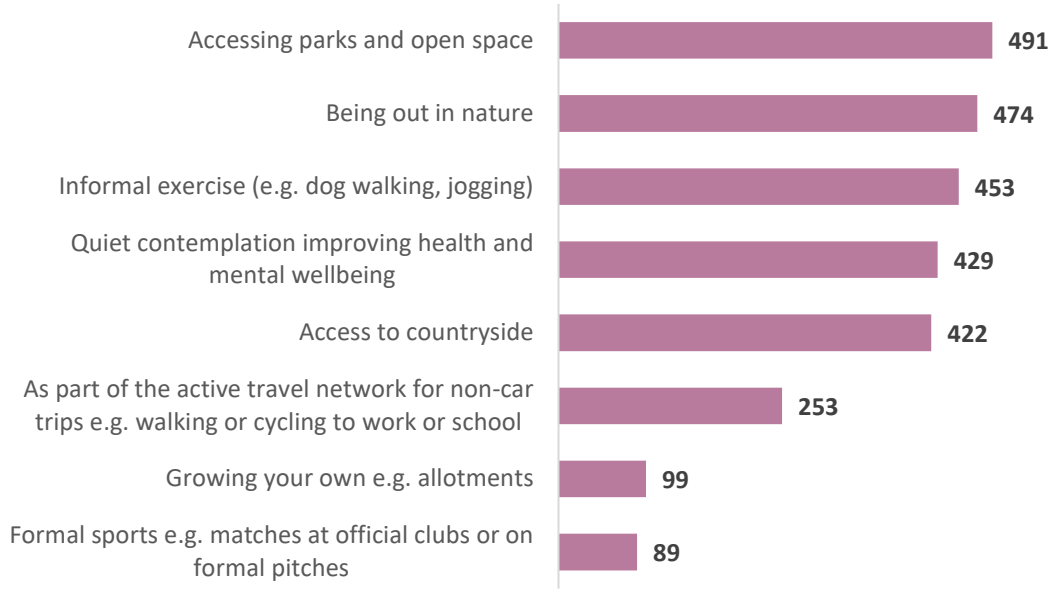
Base: 546 respondents, 546 respondents, 541 respondents, 541 respondents, 539 respondents, 536 respondents, 537 respondents, 542 respondents, 540 respondents

All development types achieved agreement that they would benefit from design guidance of over 50%. ‘Re-use of listed buildings and other heritage assets’ garnered the highest response rate with 84.2% (40 people) agreeing that design guidance would be beneficial. This was closely followed by ‘Sustainable design and construction’ where 79.6% of respondents (430 people) believed design guidance would be appropriate. The development type that had the lowest response rate was ‘Advertisements’ where only 50.2% of respondents (269 people) thought that design guidance was necessary.

Green Belts and Green Wedges

Respondents were asked to consider Green Belts and Green Wedges; 67.5% (370 people) did not support a review of our Green Belt boundaries to meet our housing needs. 91.8% (507 people) supported the role of Green Wedges to define and separate neighbourhoods and to allow the countryside to penetrate into the city. To better understand the value and use of green wedges in the city, respondents were presented with a list of eight different activities/uses and asked what they tended to use green wedges for. Most (491 people) used them to access parks and open space, to be out in nature (474 people), or for informal exercise such as dog walking or jogging (453 people). The fewest number of respondents (89 people) used green wedges for formal sports activities. [Chart 9]

Chart 9: Use/value of Green wedges



Base: Multiple response question, base no N/A

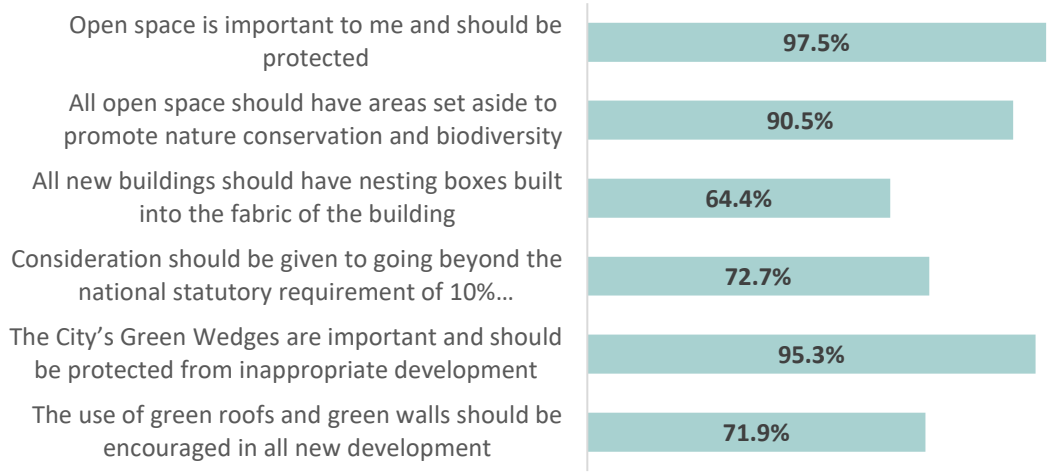
When asked if we should review our Green Wedges to accommodate our housing needs, 65.3% of respondents (360 people) did not think we should. 30.3% of respondents (167 people) believed that we should review our green wedges ‘only if a

meaningful green wedge is retained'. 24 people (4.4%) believed we should review green wedges to accommodate housing needs.

Environment and climate change

The next section of the survey asked respondents to consider Environment, climate change and the natural environment. Respondents were asked to consider six statements about the natural environment and assert their strength of agreement/disagreement with each. [Chart 10] As each statement attained high levels of support, the following chart shows the percentage of combined agreement (strongly agree/agree). The two statements that garnered the highest 'Strongly agree' responses were: 'Open space is important to me and should be protected' (479 people, 86.9%) and 'The City's Green Wedges are important and should be protected from inappropriate development' (462 people, 83.8%). The statement that achieved the largest 'strongly disagree' response was 'All new buildings should have nesting boxes built into the fabric of the building' (17 people, 3.1%).

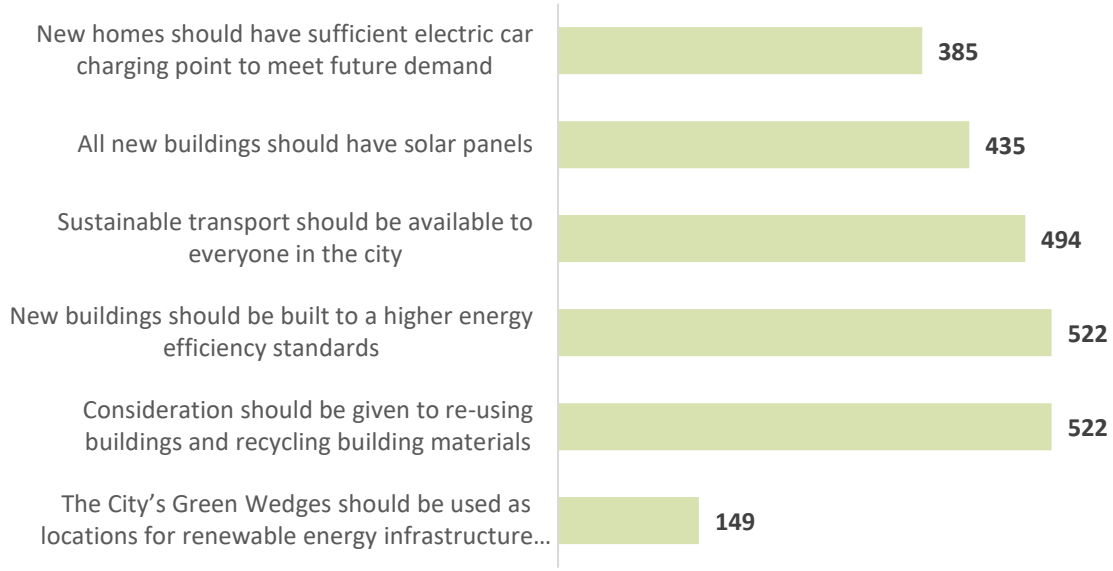
Chart 10: Combined agreement levels with statements about the natural environment



Base: 551 respondents, 550 respondents, 553 respondents, 545 respondents, 551 respondents, 549 respondents

A similar question construct was asked to address the impact of climate change. An equal number of respondents (522) agreed with the statements 'New buildings should be built to a higher energy efficiency standards' and 'Consideration should be given to re-using buildings and recycling building materials.' Though of the two, 'New buildings should be built to a higher energy efficiency standards' achieved a greater 'strongly agree' response with 72.5% (398 people). The least popular statement, where just under half of respondents (46.2%, 255 people) either 'strongly disagreed' or disagreed' was 'The City's Green Wedges should be used as locations for renewable energy infrastructure (turbines, solar and battery storage)'. [Chart 11]

Chart 11: Combined agreement levels – addressing impact of climate change

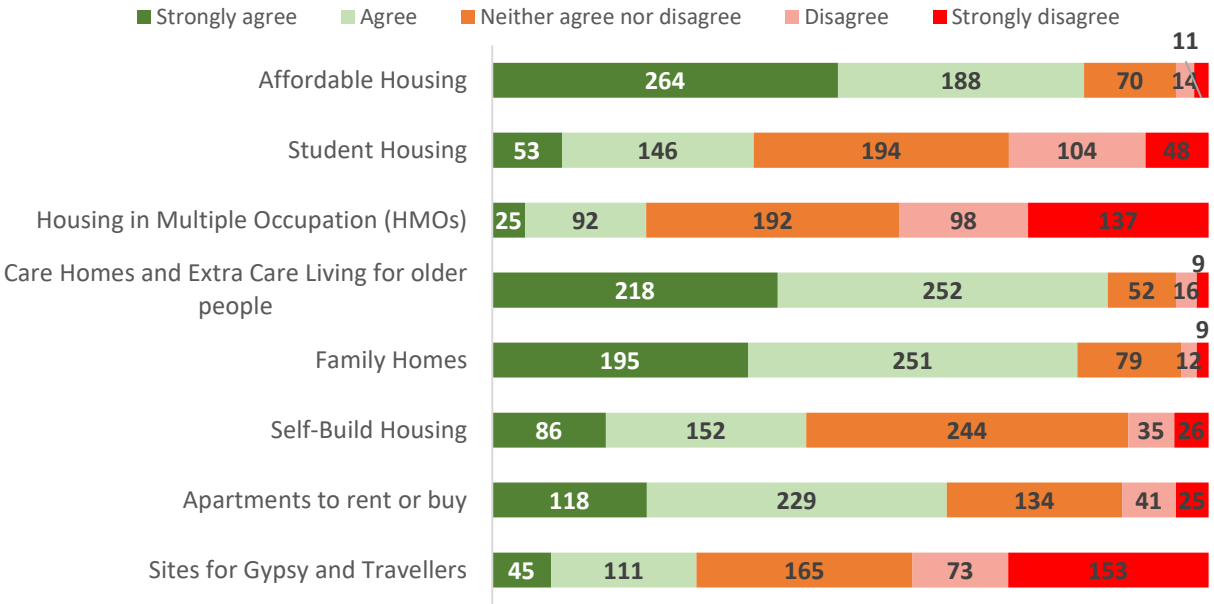


Base: in order: 549. 550 550, 549, 552, 552 respondents

Homes for a growing and ageing population

The next set of questions asked consultees to consider how the Council should support eight different housing types; respondents were asked to ascribe their strength of agreement/disagreement to each.

Chart 12: Strength of agreement/disagreement: housing types the Council should support



Base: in order: 547, 549. 550 550, 549, 552, 552 respondents

'Affordable housing' gained the greatest 'Strongly agree' response (48.3%, 264 people). 'Care homes and extra care living for older people' attained the highest

combined (strongly agree/agree) agreement response (85.6%, 470 people). The housing type the received the largest 'strongly disagree' response was 'Sites for Gypsy and Travellers' (27.7%, 153 people), however, the housing type that received the largest combined (strongly disagree/disagree) disagreement response was 'Housing in multiple occupation (HMOs)' – 42.7% (235 people).

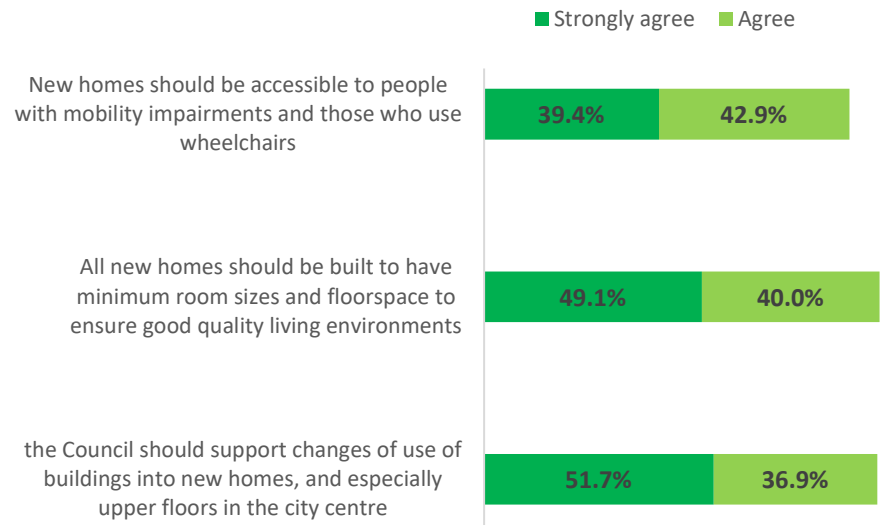
Respondents were asked to consider three statements about new housing and assert their strength of agreement with each. The three statements were:

- New homes should be accessible to people with mobility impairments and those who use wheelchairs,
- All new homes should be built to have minimum room sizes and floorspace to ensure good quality living environments,
- the Council should support changes of use of buildings into new homes, and especially upper floors in the city centre.

All three statements achieved combined agreement levels of over 80%. The statement that drew the largest 'Strongly agree' response was 'the Council should support changes of use of buildings into new homes and especially upper floors in the city centre' whereby over half of respondents (51.7%, 283 people) strongly agreed. The statements garnering the largest combined agreement (strongly agree/agree) was 'All new homes should be built to have minimum room sizes and floorspace to ensure good quality living environments' (89.1%, 490 people). [Chart 13]

For each statement, an equal number (14 people) disagreed or strongly disagreed.

Chart 13: Percentage agreement with statements



Base: in order: 548, 550. 547

Supporting a sustainable economy

The next set of questions related to supporting a sustainable economy, with discussion about the recent Employment Land Review, undertaken jointly with South Derbyshire District Council and redirecting new office development into the city centre wherever possible.

The first question posed to respondents asked whether continuing with the existing strategy, including carrying forward proposed employment allocations such as Infinity Park and protecting areas of existing employment land was the right approach**.** 88.2% (479 people) agreed that it was. Those that did not think it was the right approach were invited to give more detail; 53 people took this opportunity. [Chart 14]

15 people suggested their 'Preferred locations for office developments'. Comments varied from ensuring office space was available in close proximity to housing to querying the current employment land allocation (Infinity Park); examples include:

"Priority should be given to the city centre first".

"People need their office space to be walking distance from where they live. Better to create smaller office hubs dotted around the city centre rather than large office parks that require cars to get there".

"Infinity Park is a low-density car-dependent development, like Pride Park and should not be continued in its current form. Commercial developments should be in the heart of where people live so people can access work with short active travel commutes".

13 people asserted that 'traffic and road infrastructure' should be a consideration when determining office/employment developments. Issues ranged from increased road use, the need for good public transport, insufficient parking and suggestions on how problems could be addressed. Examples include:

"By using a lot of land on the border of south Derbyshire is only adding yet more traffic and congestion to Chellaston. It is absolutely gridlocked at times and many are becoming angry and frustrated at a short journey turning into a nightmare. I do not agree with the infinity park development, I think it is to become somewhat of a potential disaster".

"The existing strategy without good public transport links makes the environmental and travel case worse".

"On the Infinity Park area I do not believe further development should not pass the cycle path between Chellaston and Sinfin because of Safety issues. I believe if parking is built underneath the building less land could be used so more green space could be protected. The Infinity Park needs a multi-level parking area to reduce land waste for the development of the Business Park including public transport access to the site from places around Derby including shuttle buses to the site and people's homes. For example, many business parks have poor public transport links to employee homes meaning many of new businesses under

construction have several acres of land for parking of vehicles for workers to travel to work by cars. Planners need to address this issue by reducing car parking on business sites so better integrated public transport between places of work and people's homes like buses covering the Smart Park, Chaddesden Triangle and Infinity Park from the North, East, and South and West of the City. Currently, these sites are being built with incredibly poor access by public transport and active travel. The areas surrounding the sites, even where they have footways and cycleways, are vehicle-prioritised, with beg-button crossings that create long delays, indirect routes, narrow, shared-space paths which have uneven hand-laid surface (in stark contrast to the even, machine-laid carriageways - and yes, footways can be machine laid) and otherwise poorly designed and implemented active travel options. Without improving this situation, these developments will increase and bake in vehicle dependency, excluding at least a quarter of Derby's working-age adults who do not have independent access to a car from employment at these sites, or at least making access for these people unreasonably onerous - and making meeting Derby's climate targets impossible. A change of direction in these developments to ensure regular, reliable public transport links to the city centre and local residential areas, excellent quality active travel links and reduced vehicle dependency are essential to future-proof these areas and the city as a whole".

11 people commented on the 'types of developments' that should be considered:

"The existing strategy should be seriously reconsidered in light of the "work from home" trend which is not diminishing. Do we need as much office space as initially expected? Do not waste money on office developments that might become white elephants"."
Possibly further consultation with local employers is required to establish whether working from home could be a sustainable alternative and therefore further reduce the demand for traditional office space, and increase provision for meeting spaces that can be rented for short periods".

"Whilst, agreeing with the existing strategy for the three locations, employment provision of an appropriate type should also be directed to be within neighbourhoods to encourage easy access for local residents".

A further 11 comments talked about the use of greenfield/brownfield land. Examples include:

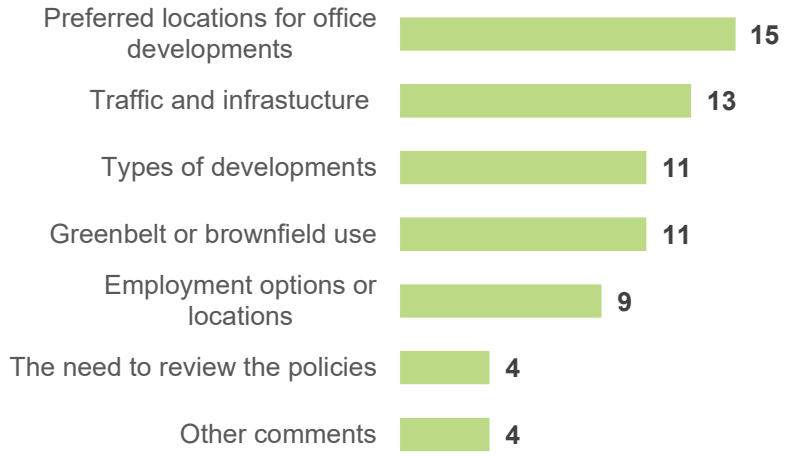
We should re-use existing land, not green belt/farming land.

Already infinity park way is flooding more than we have ever seen... stop the building!

You are building on green belt land. This was used to produce food for all rather than importing food. Industry doesn't necessarily benefit by being next to existing business. This area is a flood plain. Too easy to see just this past winter the effects on flooding in this area.

Infinity Park is being built on a green space and wetland which according to the environment agency is a flood susceptible area, all other sites mentioned are using the river to drain away the surface water causing flooding downstream.

Chart 14: Emerging themes – why continuing with existing strategy is not right approach



Base: 53 respondents

417 (77.1%) people agreed that directing new office development into the city centre wherever possible was the right approach; 124 people (22.9%) did not believe this was the right approach. Of those that did not agree, the opportunity was presented for those respondents to identify where new office development should instead be directed; 107 people gave their feedback. [Chart 15]

Just under half of respondents (52 people) identified other 'Preferred locations' for new office development suggesting a variety of different places. Some wanted to see office development on the outskirts/ring road whilst others wanted to see offices at existing business parks/retail parks. Some suggested local areas/neighborhood whilst others discussed the problems with locating office space in the City Centre.

"The cost of city centre facilities would be more expensive. Some should be available in more outlying areas, to allow smaller businesses and sole traders to afford the offices".

"Infinity Park, pride park - we already have a lot of office space and hybrid working is in place now".

"Where most people are living. This would cut down on travel and ensure people don't feel excluded if they can't get into the city".

"New office development should be directed in the city centre BUT adequate provision for car parking should be a condition of development. In Europe, underground multi-storey car parks are built underneath most buildings, to provide parking for that building. We should be doing the same. We should also acknowledge that businesses do have a need for adequate parking provision, unlike the majority of Pride Park, where parking provision is woeful".

26 people 'Questioned the need of offices' in the future. Comments ranged from the increased use of home/hybrid working, how occasional small offices might be

necessary to reallocating designated office space to different uses. Examples include:

"How much new office development is needed? Working from home seems permanent and currently huge warehouses and call centres seem to be the major developments. City centres maybe are places to live and enjoy leisure activities including cinema, theatre, culture, eating and some sporty type activities. Small offices in the city centre perhaps but large ones in the employment areas like infinity park etc".

"Retail/commercial parks so that new potential employment is created for support networks (i.e. cafe and shops selling lunch food etc)."

"*There should not be new office development at all. Office workers can work remotely. Any land identified for offices should be redirected for use as social housing or to reinstate a market into the city centre. Offices will do nothing to increase vibrancy they are just dead zones in a city centre".*

25 people commented on the importance of 'infrastructure and transport' networks should new offices be developed. Issues cited included congestion, lack of parking provision and provision within local areas. Examples include:

"The city centre is too congested. If more offices are to be built, transport must be improved, and bottlenecks removed first".

"Infinity Park, pride park, non-residential areas with good links to city centre. There is not enough parking in the city centre and would be an added expense for anyone who has to work in the city who may not have access to good public transport".

"With the partial move to working from home, local centres need to evolve to serve some of the facilities previously found in the city centre by office etc workers. The principles of segregating workplaces and homes also needs to change with the times and move to providing appropriate workplaces within neighbourhoods. This benefits accessibility by sustainable travel, ease of access and assists with mitigating the impacts of climate change. Previous policies sought to direct development to the city centre in order to ensure its vitality. The city centre needs to evolve to different functions such as being the cultural centre".

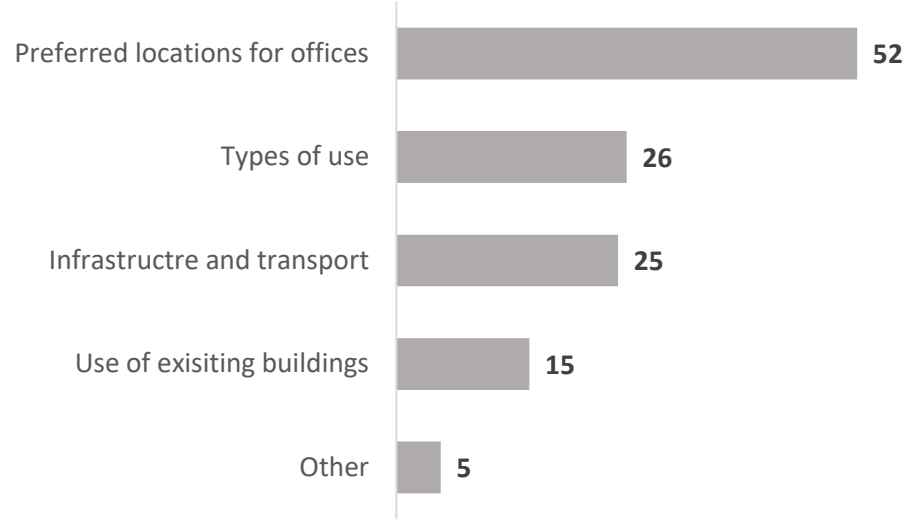
15 people suggested that 'existing buildings' should be used to provide office space rather than developing new space.

"There is plenty of new office development on Pride Park and the other locations identified in this survey. Re-development of existing office space in the town centre may be appropriate and could be encouraged by the city".

"The use of existing buildings maximised, plenty of empty buildings already. Working from home continuing".

Those who said other suggested this would be commercial market led, or that they did not know enough to answer.

Chart 15: Emerging themes – where new office development should be directed.



Base: 107 respondents

Priorities

The next part of the survey sought to understand what respondents believed should be the key priorities that the Local Plan should require from new development. The different priorities were listed, and respondents were asked to select the three that they considered most important. Whilst all the elements listed were of importance it was considered necessary to identify respondent preference to develop our Local Plan to ensure it is supported, realistic, and we can deliver the developments identified. [Chart 16]

The five key priorities that achieved the highest level of support were:

1. Making sure we work with developers and infrastructure providers to ensure new development is supported by the right infrastructure (school and GP places, public transport etc) – 292 people
2. Tackling climate change and requiring net-Zero ready development – 180 people
3. Sustainable drainage and reducing flood risk – 176 people
4. Protecting our historic environment (including the World Heritage Site, our listed buildings and conversation areas) – 164 people
5. Affordable Housing – 154 people

24 people stated ‘Other’ and were asked to give further details, all took this opportunity. Five themes emerged,

‘Impact on the environment or greenspace’ was mentioned by 13 respondents.

“Not using green belt/farming land”.

“I believe in all sections in question, but we need to plan for future environmental events like the number of storms and flooding likely to occur in the future knowing the problems that have occurred in the period between Sept 23 and March 2024 like flooding, wind damage and subsidence caused by higher rainfall. We need to protect our wildlife and biodiversity knowing the number of wildlife habits has fallen including a reduction in wildlife numbers. The UK is on the list for the greatest fall in wildlife places and animals across the Country”.

Six comments mentioned the need to develop ‘infrastructure’ particularly good road infrastructure.

“Ensure that development plans have the road infrastructure demanded by the accommodation. So that road traffic jams do not evolve at all times or certain times of day, as happens along pastures hill littleover (which serves too many houses along route, as well as 3 schools”.

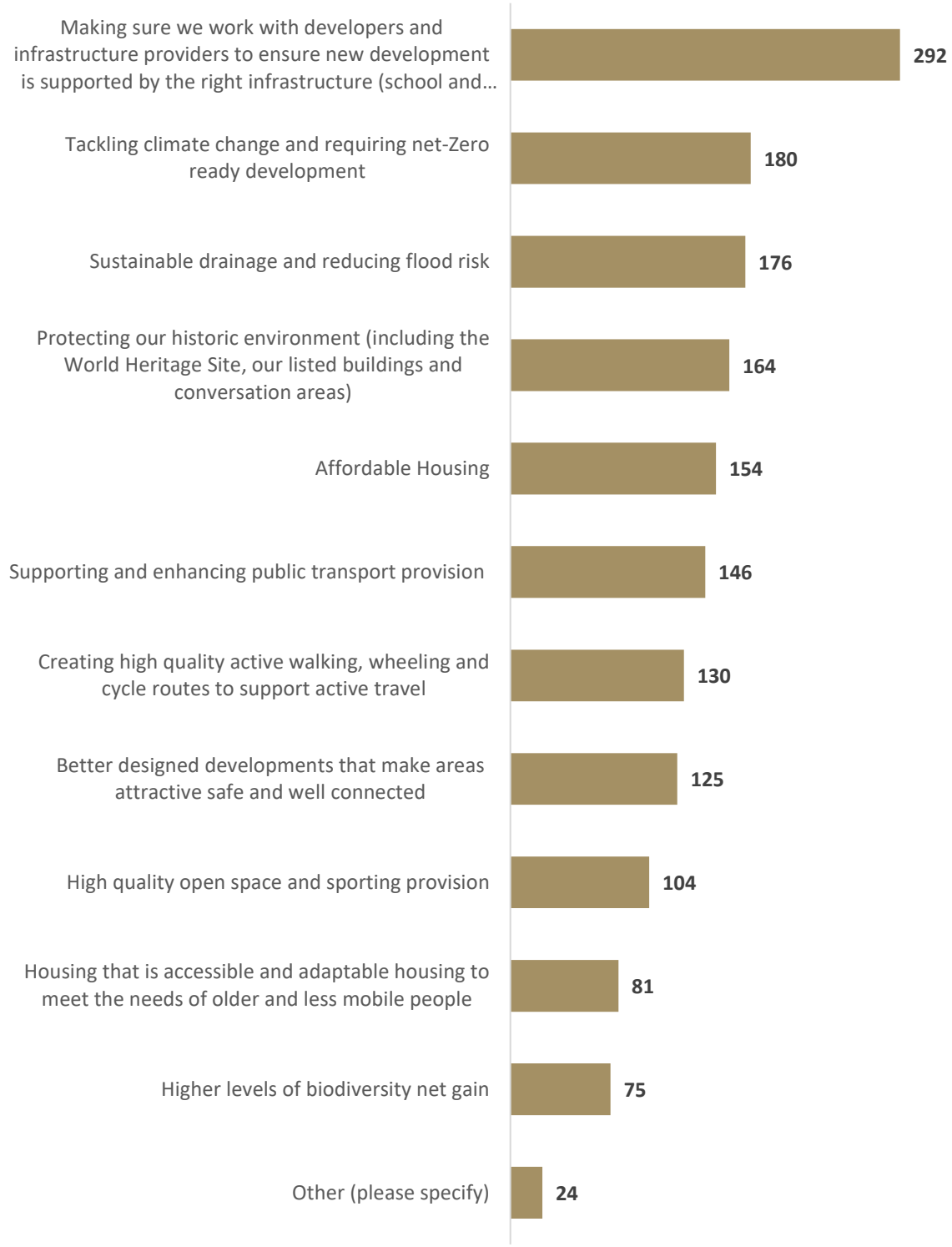
5 comments concerned ‘housing’, discussion varied from the use of HMO’s to the types of housing being included or considered.

“Market housing has been excluded from this question which seems a mistake given it should not be considered as any more or less important as ensuring sufficient affordable housing, but it is also is the vehicle which will deliver the majority of affordable housing”.

Three people discussed ‘Culture’ and how important it was to attract people to the area and one said the ‘whole list’ should have been included.

“Culture is neglected!! A priority should be to bring more prosperity to Derby by drawing in more visitors. City Centre… do something quickly with the old assembly rooms and smarten up the Market place. The new Market Hall appears to be a red herring; all the old Eagle Centre stall holders will not return. Convert the new market hall into a swimming venue!”

Chart 16: Priorities in order of support

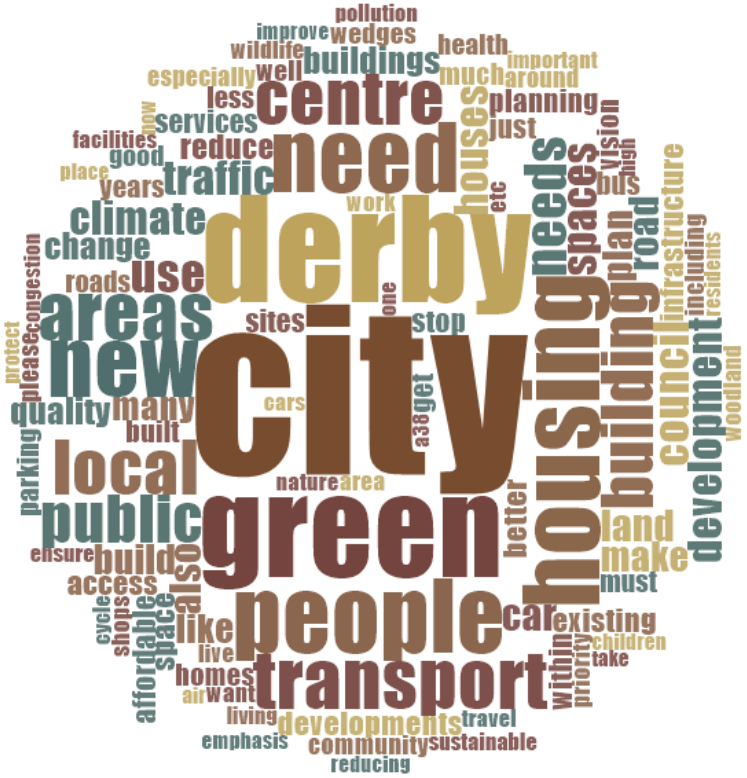


Base: Multiple response question

Comments/suggestions

Consultees were invited to make comments or give alternative suggestions/priorities that we should consider, 151 people used this opportunity. Comments were varied and 18 themes emerged. [Chart 17]

Word cloud 2: 100 most used words



Of the 18 themes that emerged from the comments participants made the leading themes were: ‘Green space/green wedge/green belt/flood prevention’ (49 comments), ‘Housing/buildings’ (45 comments), ‘Public transport links’ (32 comments), ‘Road infrastructure’ (21 comments) and ‘Aesthetics design’.

Comments made in ‘Green space/green wedge/green belt/flood prevention’ theme were varied with discussion ranging from benefits of greenspace to the importance of protecting flood plains and discouraging development on greenfield sites. Examples include:

“The City’s Green Wedges are important and should be protected from inappropriate development such as sports fields which are an ecological monoculture and useless habitat.”

“We need to ensure that any buildings are not built on flood plains”.

“Nobody in the general public wants green land to be developed over brown land,”.

“I feel that it is vital to protect Green Belt and Green Wedges for the future generations as well as the current communities that live next to them. they are needed to safeguard villages, farmland etc from flooding, drainage issues. The areas are very important to the future of this areas and country's wildlife. Developers should NOT be allowed to just build new estates wherever they wish if it puts the Green Belt and the Green Wedges at risk”.

45 comments regarded ‘Housing/buildings’ and ranged from re-use of existing, ensuring new builds met future need, types of housing that would be appropriate, infrastructure needed to support housing development and build quality/design. Examples include:

“Focus on building affordable, climate friendly homes (highly insulated with heat pump technology as standard/solar panels as standard) in places where people can easily get to shops, jobs, and services. Reuse buildings and land that does not have a high biodiversity and improve it by maintaining mature trees and protecting green spaces that already exist”.

“regarding housing - doors need to be wide enough for wheel chairs, bathrooms need to be more like a "wet zone" for elderly people (we will have more elderlies not less - but we also have young people with needs). Trying to build it right in the first place would be good. Please ensure affordable housing is still good housing - it will stay with all of us for years to come!”

“Innovative design required to build smarter housing. Housing designs same as 40 yrs ago despite new knowledge of environmental & wellbeing impact. Also reconsider the boom in private rentals - paying over £700 rent for single room flats with damp & maintenance issues but not able to get a mortgage which would be less”.

“We need to look at more brownfield sites, old commercial buildings, and the building of more flats that many European Countries promote to save space. We need to take over the empty buildings and houses and bring them to modern standard including housing local people on cheaper rents”.

“If a house estate or flats are built with more than 500 living there, then a GP surgery and dental practice should be part of that contract. You have an aging population that have no easy way of looking after themselves before they even head towards needing care! Prevention not just cure. It should take 16 weeks to get a general appointment”.

“New build housing only ever seems to concentrate on quantity and never quality. In general we squeeze too many houses on to new developments, with hardly a thought to the quality of life that will ensue from living in houses with miniature outdoor spaces for relaxation/gardening”

‘Public transport links’ garnered 32 comments, with views ranging from problems with the existing public transport offer, suggestions for improved offer and discussion of private car ownership. Examples include:

“Cross city public transport. Currently most bus services go to and from the centre when a large number of journeys are from one side to the other. Eg Allestree/ Duffield to Pride Park. There are no direct efficient services to do journeys like this without multiple buses taking extra time and costing a large amount”.

“I would say enhancing public transportation and affordable, sustainable housing are equally important but personally, I care a lot about cycling, active travel and public transport. To deliver the best possible outcome, Dutch cities should be used as a guide to deliver Dutch-style urbanism”.

“Transport infrastructure and reducing car dependency is so important for tackling the climate crisis, biodiversity loss, air pollution, addressing inequality (the poorest in society don’t have access to a car),making streets safer and more attractive, reducing congestion and boosting the local economy.

Transport carbon emissions are now the highest emitting sector. Surface transport is mostly responsible for this. Car ownership and car use has increased faster than population growth as public transport services have been reduced and fares increased while fuel duty has been frozen and developments and infrastructure have prioritised private vehicles and generated car dependence.

Cars also cause air pollution, congestion, take up public space and make streets less safe.

We’re not saying there can be no cars but there are too many on Derby’s roads and more forms of transport need be available to shift a percentage of car journeys of the road network.”

21 comments related to ‘Road Infrastructure’; several people were against the A38 expansion, others discussed the need to consider road networks when making planning decisions,

"The proposed A38 developments at Markeaton, Little Eaton and Kingsway will be hugely damaging, destroying a beautiful route into the city, damaging Markeaton Park and making a mockery of the councils environmental aims. More emphasis should be placed on reducing traffic in this area and improving public transport".

"Consideration of the transport impacts and the transport infrastructure needed to support allocations and cumulative growth should be at the forefront of any land

21 comments were also made and allocated to the theme 'Aesthetics/design'. These were varied comments but included discussion about the appearance of new build development, the appearance of the city and the benefits of quality design. Examples include:

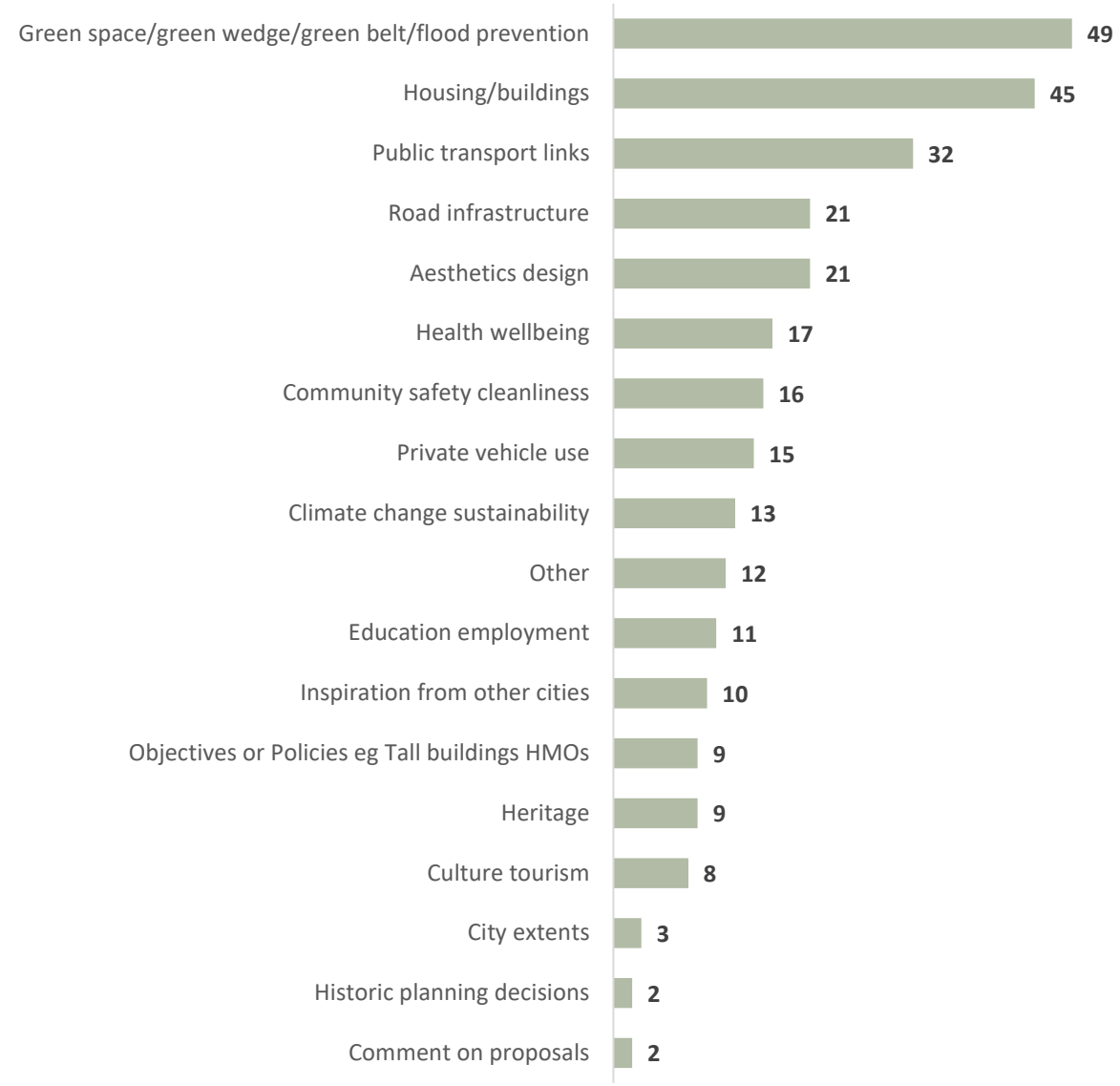
"I believe that great care and creativity is required with the design of any future developments. I think many of the existing developments are absolutely awful- why are so many houses crammed together on so many estates? There is hardly any room between each property".

"The priority must be to improve the city centre, make it a nice place to visit again, and give the immediate surrounding areas a bit of attention".

"Take a serious look at the design quality proposed for the replacement Assembly Rooms. It needs to be as iconic as the Quad. And as well-crafted as the Museum of Making. Quality has longevity''.

"Stop building cheap awful red brick blocks everywhere that will need knocking down in 20 years because they are so cheap. Actually insist on creating something we can be proud of and that in 100 years will still be an asset to the city"

Chart 17: Emerging themes from comments



Base: 151 respondents

Comments received by email or letter

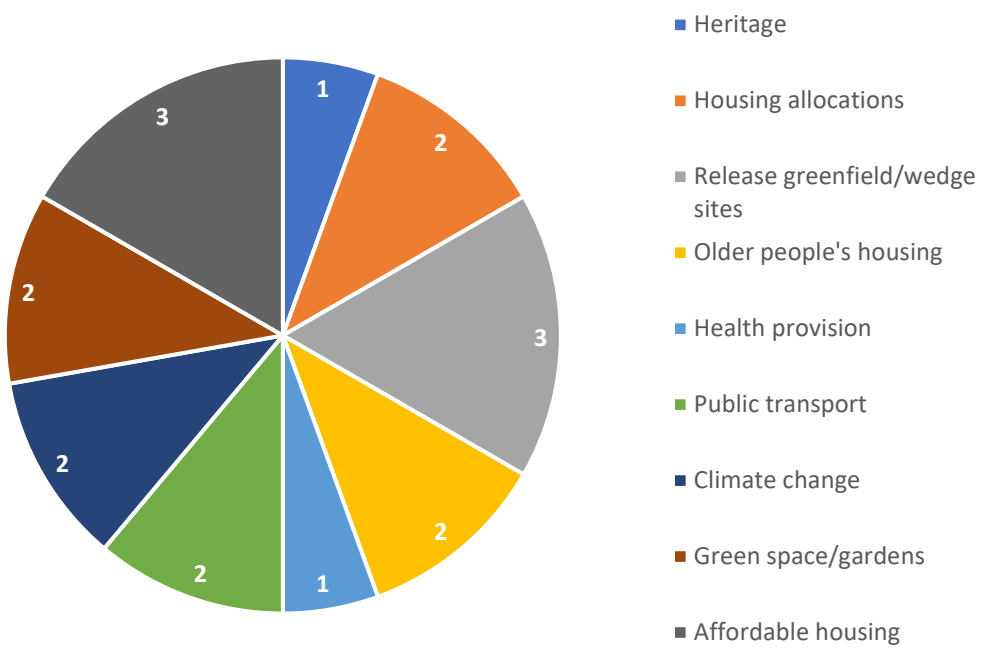
Nine emails/letters were also received - one was from a member of the public and the remaining eight were statutory or stakeholder representatives. These were:

Historic England	NHS Property Services	Network Rail	South Derbyshire District Council
Miller Homes	L & Q Estates (Pegasus Group)	McCarthy & Stone	Churchill Retirement Group

Eight themes emerged from the comments received. Full feedback from the above contributors has been passed on to the project team.

In essence the key topic areas discussed can be seen in Chart 18.

Chart 18: Key themes from emails received



Base: 5 respondents

Who responded to the survey

49.3% of respondents (268) described their gender as Female, 43.2% (235) were Male, 33 people (6.1%) preferred not to say. 1.1% (6 people) described their gender 'in another way' and 0.4% (2 people) identified as non-binary. 93.1% of respondents (501 people) identified as the same gender as assigned at birth. 0.7% (4 people) identified as a different gender and 6.1% (33 people) preferred not to say.

In terms of age, the largest group represented (33.2%) were aged 56-65. The average age of respondents was 56 years.

In terms of ethnicity, 475, 88.8% of respondents were White - English / Welsh / Scottish / Northern Irish / British. Some of the other ethnic groups represented were Asian or Asian British – Indian (6, 1.2%), Any other White background (24, 4.5%), Asian or Asian British – Pakistani (4, 0.7%), Black or Black British – Caribbean (3, 0.6%). 6 people (1.1%) responded that they were 'White Irish', 'Any other ethnic group' (0.6%). Other ethnic groups with less than 3 respondents are shown in the data tables.

Regarding religious belief, just under half of people surveyed stated that they had no religious beliefs (249 people, 45.8%). Of the other respondents, 213 (39.2%) said they held religious beliefs and the remaining 82 people (15.1%) preferred not to say. 86.3% of respondents (183 people) were Christian. The other religions represented were Muslim - three people, Buddhist - five, Other - 11 and Sikh - four people. 6 people preferred not to say.

Of the 533 people that responded, 66 (12.4%) considered themselves to be disabled.

535 consultees told us about their sexuality; over three quarters (434, 81.1%) considered themselves to be heterosexual/straight, 13.6% (73 people) preferred not to disclose, 14 respondents (2.6%) were bisexual, 9 people (1.7%) were gay men, 1 respondent (0.2%) was a Gay woman/lesbian and 4 people (0.7%) considered themselves to be 'Other'.