



DERBY CITY COUNCIL

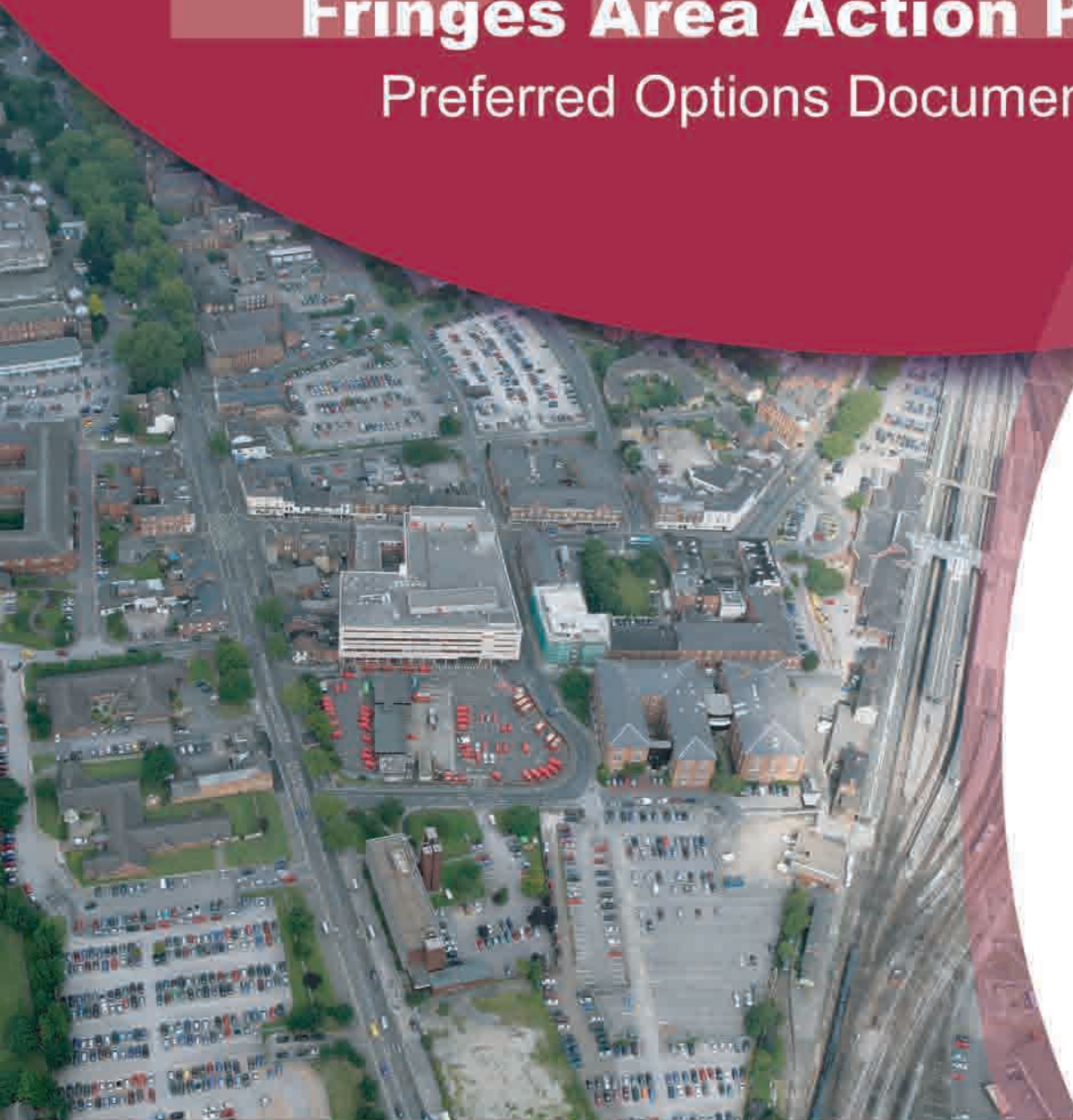
July 2008

# Development Plan Document

# DPD

## City Centre Eastern Fringes Area Action Plan

Preferred Options Document



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**Part 1**  
Introduction and  
Processes



# Part 1: Introduction & Processes

## 1.1 What is an Area Action Plan?

An Area Action Plan (AAP) is intended to establish the planning framework for areas where major change is anticipated.

The 'City Centre Eastern Fringes' has been identified as such an area. To facilitate this change, the AAP will;

- ☑ Set out the distribution of land uses and their interrelationships;
- ☑ Set out design, layout and accessibility requirements;
- ☑ Ensure developments are of an appropriate scale, mix and quality;
- ☑ Set out policies and proposals for the preservation and enhancement of areas worthy of Conservation;
- ☑ Set out a timetable for implementation of development, enabling people to see how and when the changes may start taking place;

The 'City Centre Eastern Fringes' AAP is being prepared as part of the City of Derby 'Local Development Framework' (LDF).

## 1.2 What work has been done so far?

Work started on the City Centre Eastern Fringes AAP in 2005. There have already been two informal consultation exercises, one in September 2005 and one in April 2006, which looked at different options for the development of the area. This period is known as the 'frontloading' period, the intention of which is to flush out as many issues as possible in order to give the Council a chance to address issues before the more formal stages of the preparation process.

As well as these exercises, the Council and its main partner in this process, Derby Cityscape Ltd, have had many discussions with key stakeholders, organisations, landowners, businesses and members of the public about how this area should be developed and how these changes can be implemented.

In addition, a number of pieces of research have been carried out to help formulate and provide evidence for the preferred proposals.

All of this has contributed to the 'frontloading' of the document and has helped to form the proposals set out in this Report.

## 1.3 What are we consulting on now?

### The Preferred Option Report

The Council must produce a 'Preferred Options' document for consultation. As the name suggests, it sets out the Council's 'Preferred Option' for the regeneration of the Eastern Fringes area and follows on from the consultation activity that has already taken place.

As well as setting out a broad strategy for the area, this document also includes ideas on the detail of development. This is useful for two reasons. Firstly, it allows us to demonstrate what will be needed to make the 'land-use strategy' work. One of the things we discovered during our consultation is that people are quite concerned with the detail. As such, adding some idea of detail at this stage will all the public to understand how the area may be developed.

The format of the Report is as follows;

#### Part 2: The Context for the AAP

- Provides a 'spatial portrait' of the Eastern Fringes Area;
- Describes the characteristics of each of the key areas of change;
- Sets out some of the social, environmental and economic characteristics of the area.
- Sets out the 'drivers for change' which will provide broad parameters for the types of options it is appropriate to consider.
- Illustrates how the AAP fits into the overall planning policy context, including the Regional Spatial Strategy, the CDLP Review and the Community Strategy.
- Identifies the strengths, weaknesses, opportunities and threats for the area.

#### Part 3: The Vision & Spatial Objectives

- Sets out the 'Vision' and 'Spatial Objectives' of the Plan. These are what the AAP will try to achieve through its policies and their implementation.

#### Part 4: The Preferred Option

- Sets out the broad strategy for the area as a whole;
- Sets out area-wide general policy objectives and specific character area priorities that should be followed for the following topic areas;
  - Land Use
  - Transport and Movement
  - Sustainable Design and Layout
  - Natural and Built Environment
- Sets out the mechanisms through which the Plan will be implemented;

- Sets out the priorities and phasing of development in the area;
- Identifies the alternative options, proposals that have been considered up to this stage;
- Summarise the findings of the Sustainability Appraisal Report for each area of change;

#### **Part 5: Monitoring Framework**

- Sets out the indicators we will use to monitor the progress of the AAP.

#### **Appendices**

- Appendix 1: The Policy context for the AAP (this illustrates the AAP's compatibility with the Community Strategy, the Local Plan objectives and demonstrates that the proposals are consistent with the AAP's own objectives);
- Appendix 2: The City of Derby Local Plan Review policies that the AAP will be replace;

## **1.4 The Sustainability Appraisal Report**

The Preferred Option is accompanied by a Sustainability Appraisal Report (SA). Local authorities are required to undertake a SA in conjunction with the preparation of all Local Development Documents that form part of the LDF. This is to ensure that the principles of sustainable development are an integral part of the plan making process and that all the significant social, environmental and economic effects of the proposals put forward are properly considered and mitigated.

SA also incorporates the requirements of Strategic Environmental Assessment (SEA) in accordance with European Legislation (EU Directive 2001/42/EC).

In August 2005 a *Scoping Report* was published for consultation, in which key sustainability issues in the Eastern Fringes Area were identified. This also included a large amount of baseline data, which illustrated the current situation in the Eastern Fringes area and gave some indication of the issues that AAP will need to address.

The Scoping Report also established a framework against which the significant effects of the Action Plan could be assessed. As a result of consultation on the Scoping Report this framework has been amended.

Comments can be made on the findings of the SA Report as part of this consultation exercise.



## 1.5 Consultation & Next Steps

The Preferred Option Report, and associated documents, is being published for a statutory 6 week consultation period and all aspects of it can be comment on, including the Sustainability Appraisal (SA).

The Council will consider all comments made very carefully. Once all the responses have been reviewed, the document and proposals will be amended where it is felt appropriate and will be re-submitted to Council Cabinet for approval.

Recent experiences of other local authorities with the LDF system have highlighted a number of concerns over whether the AAP is still the most appropriate vehicle for bringing forward the regeneration of the 'Eastern Fringes' area.

Of particular concern is the risk of preparing the AAP in advance of the Core Strategy. The Government has recently confirmed that the Planning Inspectorate is finding it very difficult to consider such plans. The development of the Core Strategy could soon overtake the production of the AAP and this could threaten to undermine development of the AAP.

A further area of concern is the changing aspirations of some AAP stakeholders and the lack of certainty over their long-term requirements. The AAP process is not suited to accommodating changes to proposals, particularly once the Preferred Option has been finalised.

It is important to ensure that delays in preparing the AAP do not hold up the regeneration of the 'Eastern Fringes'. The AAP was intended to facilitate regeneration by providing a statutory basis for a potential compulsory purchase, if necessary. It was never the intention, nor is it desirable, for the AAP process to restrict or delay otherwise acceptable proposals.

In order to mitigate the risks and delays outlined above, an alternative approach is being recommended as set out below.

The Preferred Option Report will be subject to a statutory 6 week consultation and any changes required as a result of this will be reported back to Council Cabinet as normal. At this point, however, the preparation of the AAP will be suspended. This will still give weight to the work carried out to this point in bringing forward and assessing regeneration proposals. In particular, it will provide part of the template for attracting and selecting a 'preferred developer' for the Castleward Area.

The 'preferred developer' will work with the Council and Derby Cityscape to bring forward appropriate proposals that are consistent with the planning framework already in place and bolstered by the Preferred Option. This approach would save the time and resources needed to prepare a formal Submission document and for its Examination by the Planning Inspectorate. If necessary, production of the AAP could be picked-up again at a later date.

The revised approach will potentially bring forward new development quicker than the AAP approach. Consultation will continue to be at the heart of the revised approach and the views of the public will be sought as more detailed proposals emerge. The Council will continue to endeavour to provide updates on the progress of regeneration in the Eastern Fringes area.

## 1.6 The Status of the Preferred Option Report

In light of the revised approach the Preferred Option Report, including any amendments made as a result of consultation, will continue to be a material consideration in any planning applications that may be submitted in the Eastern Fringes in the future. Proposals that conflict with the objectives of the emerging Plan or where it is felt that the proposal could prejudice the implementation of the wider strategy may not necessarily be considered favourably.

This should not preclude the submission of planning applications or delay proposals that fit in with, and do not prejudice, the emerging strategy for the area. Indeed, these may be welcomed where they can bring forward the vision earlier. The preparation of the AAP is to facilitate, and provide a framework for the regeneration of the area. It is not its intention to hold this up if appropriate comprehensive schemes can be brought forward through the normal planning application process.

## 1.7 Key Questions for Consultation

The Preferred Option has been developed over a significant period of time and we recognise that, in recent months, there are things which are changing in the wider market and economy. In particular, we are seeing a more difficult housing market, rising energy costs and other environmental pressures. These raise a number of questions. This consultation provides us with an opportunity to put the proposals to the test.

To help with this we have provided a few questions that might help you to frame your responses. It would be useful to us if, when making any comments, you could also explain what you would do to alter the proposals and why.

Questions:

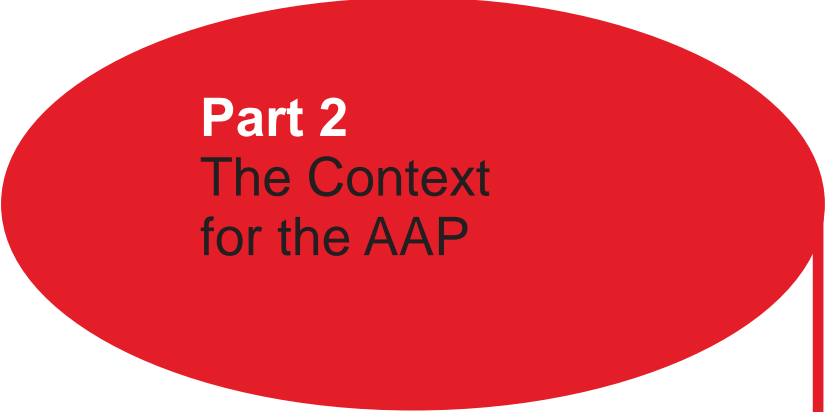
1. Are we proposing the right amount of new housing in the area? If not, how would you change it and why?
2. Are we proposing the right mix of housing types? If not, what would you change and why?
3. Are we proposing the right amount of commercial floorspace? If not, what would you change and why?
4. Are we proposing the right number and types of community facilities, including new shops, to serve the new community? If not, what would you change and why?
5. Is the approach to the design and layout of the area right? If not, what would you change and why?
6. Is the approach to transport and access through the area the right one? If not, what would you change and why?
7. Is the approach to nature conservation the right one? If not, what would you change and why?
8. Is the approach to built heritage conservation the right one? If not, what would you change and why?
9. Has anything important to the long term sustainability of this area, and wider Derby, been omitted? If so, what and why?

If you wish to submit comments on any aspects of the information contained in this document, or in the associated Summary Document or Sustainability Appraisal please contact;

Derby City Council at [derby.ldf@derby.gov.uk](mailto:derby.ldf@derby.gov.uk)

Alternatively, write to;

Plans & Policies  
Derby City Council  
Roman House  
Friar Gate  
Derby  
DE1 1XB



**Part 2**  
The Context  
for the AAP



# Part 2: The Context for the AAP

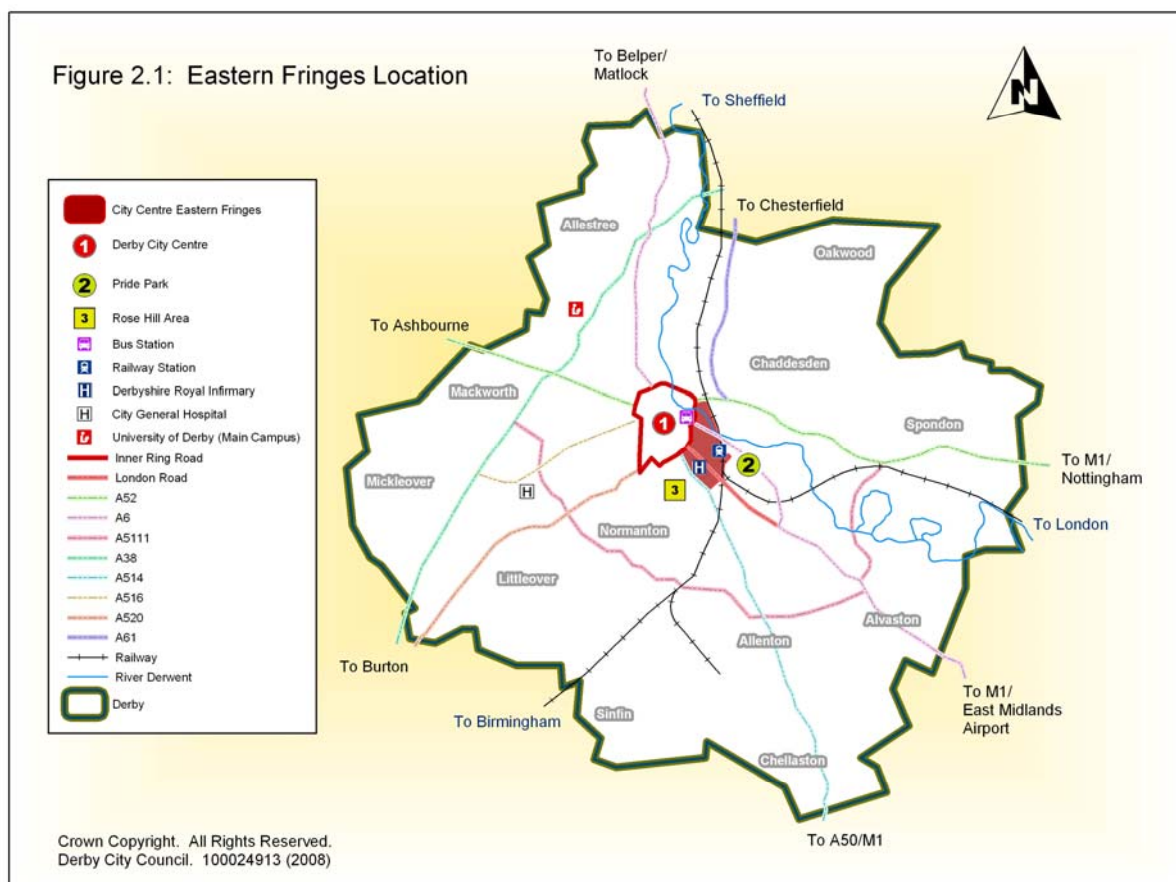
This section examines the context for the Area Action Plan in terms of planning policy context and other relevant plans, programmes and policies that the AAP takes account of and helps to take forward and implement.

This context both helps to justify the need for the AAP and the policies and proposals that are being pursued in this report.

## 2.1 The City Centre Eastern Fringes Location

The map below illustrates the Eastern Fringes' location within the City as a whole. As can be seen, it lies between the city centre to its west and the main railway station to its south east. It lies entirely within the Arboretum Ward of the City.

Its southern end is made up of a land parcel between London Road and Osmaston Road. This is occupied mainly by the Derbyshire Royal Infirmary, but also contains some residential properties on its southern side. **Figure 2.1**



To the north of this lies Castleward. This is a mixed use area, comprising mainly commercial properties but also some residential properties, including the historic railway cottages on its eastern edge. A pedestrian walkway and cycleway is routed through this area to provide access between the city centre and the railway station.

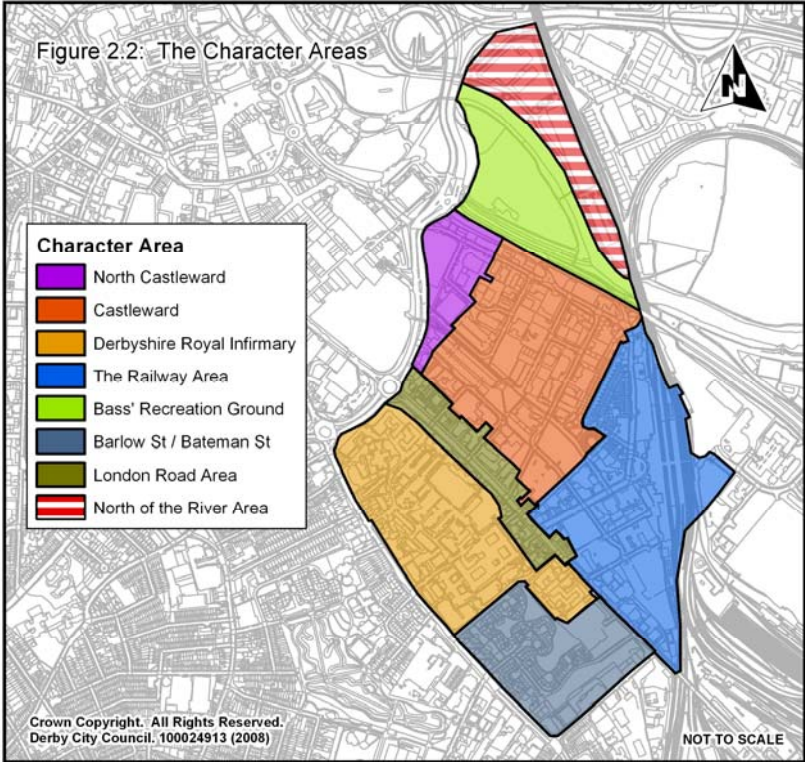
To the north of Castleward, across Station Approach, is Bass's Recreation Ground. This is a large but relatively underused open space, caused in part at least by its relatively poor linkages to the city centre and areas such as Castleward. The northern boundary of 'Bass's Rec' is formed by the River Derwent.

To the north of this lies an industrial area which is home to the Derby Evening Telegraph and Trent Bus Depot. This area forms the northern extent of the Eastern Fringes area and is bounded by the main railway line that runs through the City (which provides direct links to London, the North-east and the South-west).

The area contains a number of important 'gateways' to the city centre and a number of key transport routes, including the important arterial routes of London Road, Osmaston Road and the Inner Ring Road.

## 2.2 The 'Character Areas'

The Eastern Fringes area contains a varied range of characteristics and features. For the purposes of this report, and to make illustrating the 'Preferred Option' easier to follow, the Eastern Fringes has been divided into eight 'Character Areas'. We think these either have a very distinctive set of characteristics or they make sensible 'policy' areas. The map below identifies the Character Areas and the following section provides a brief description of their main characteristics.



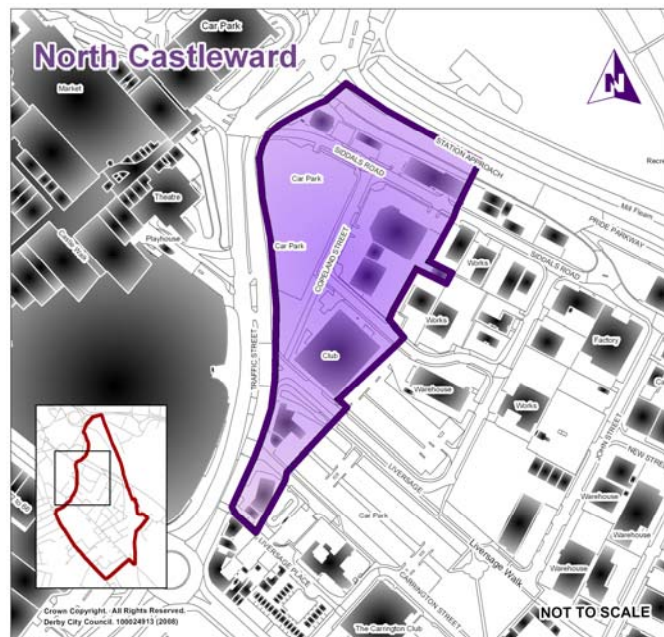


## A. North Castleward

The predominant land uses within the North Castleward area are a 233 space public car park, a large car dealership, a 3 storey office block, Bingo Hall, a petrol filling station and a tyre and exhaust fitter fronting onto Traffic Street.

The area covers some 3.1 hectares, with a considerable proportion of this in use for parking.

The general character of the area is low intensity, low density development, typified by shed like buildings and poor materials. There is no design consistency across the area. The office block is a 3 storey red brick building with a pitched roof (early 1990's). The car showroom is a 1-2 storey unit of fairly standard construction. The car parking area is not maintained to a particularly high standard.



The site is directly bounded to the west by Traffic Street and the Cock Pitt Island, to the north by Station Approach and to the east by the Castleward industrial estate. The area relates reasonably well to the new Westfield Development, the emerging Riverlights development and to Bass' Recreation Ground via surface level crossings and the existing pedestrian underpass

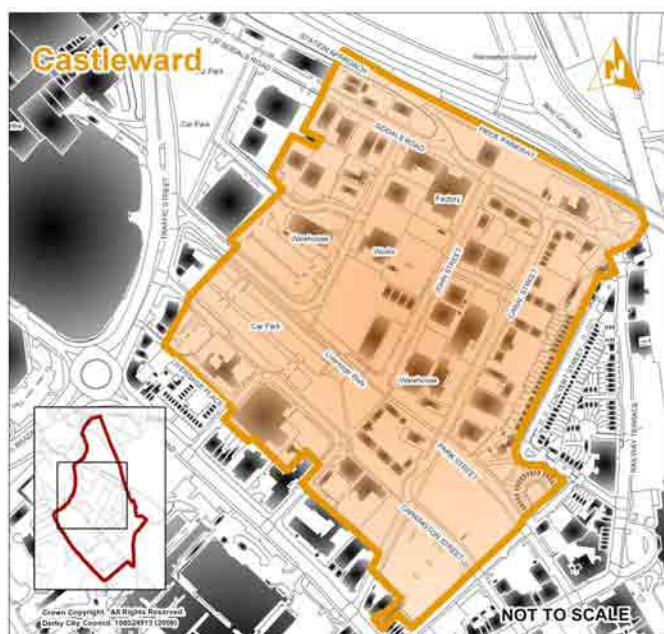
Access through the site to other parts of the Eastern Fringes is currently relatively poor for pedestrians. Copeland Street does facilitate access to the car park and other industrial units behind the Speeds site within the Castleward industrial estate but the route is unattractive for pedestrian users at present.

## B. Castleward

The Castleward area covers approximately 12 hectares and contains a number of small businesses of varying sizes and types, ranging from a concrete batching plant to a chocolate factory.

There is also a small area of open space, large expanses of surface level parking and a small number of residential properties, located around the Calvert Street area.

There is no coherent architectural style across the whole of the Castleward area. Buildings are small in scale (1-3) storeys and industrial in nature (metal cladding), with the exception of an





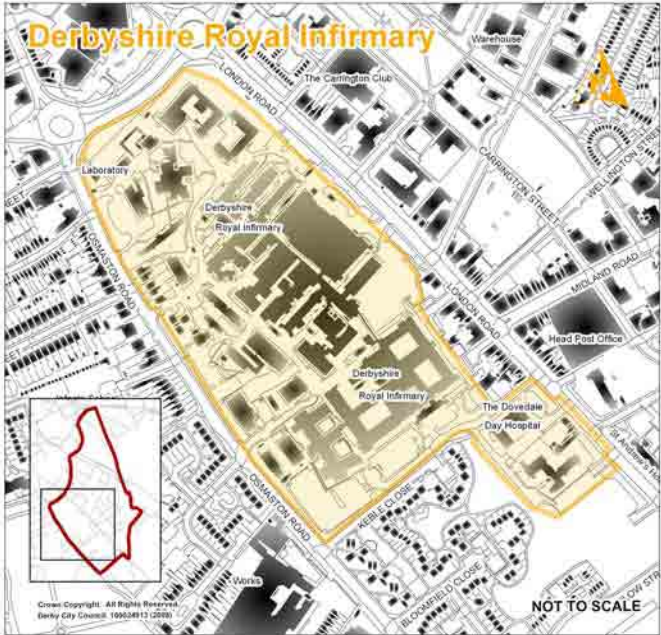
impressive older brick built building on Canal Street which is taller in height and of a higher architectural quality than surrounding buildings.

Permeability through the area is relatively good, with Siddals Road, Canal Street and Liversage Street providing important links through the area. However, the nature of the links make them unattractive, particularly for pedestrians and in the evening as the area suffers from a lack of activity.

The area has very little night time activity or sense of community.

### C. Derbyshire Royal Infirmary

The Derbyshire Royal Infirmary (DRI) site is located immediately to the south of the city centre, and is currently occupied by a range of NHS facilities including hospital wards, key worker accommodation, teaching facilities and ancillary plant operations. The north of the site contains several hospital medical buildings, as well as the 14 storey Wilderslowe Tower (nursing accommodation), the Public Health Laboratory and the school of nursing. Fronting onto Osmaston Road, in the north-western part of the site, is the Hartington Street Conservation Area, which includes a school of nursing building, the surgery building and five residential properties.



The central core of the site comprises a mix of various hospital facilities, including medical clinics, wards and servicing. Commercial properties, offering retail and service sector services, are in the south of the site, fronting onto London Road.

The architecture of the area is mixed ranging from ornate Victorian infirmary buildings to the 14 storey concrete Wilderslowe tower block and more recent red brick additions. The scale and massing varies across the site with the majority of development set back from the roadside.

The site is bounded to the north by Bradshaw Way, to the east by London Road, to the west by Osmaston Road and to the south by the Oriel Court residential area. The London Road frontage forms an important gateway into the City that exhibits exemplar streetscape, with numerous listed buildings and monuments.

Permeability is currently poor through the existing site due to the nature of the existing activities.

London Road and Osmaston Road are two key arterial routes into the city and provide excellent access along the edges of the site, but there is little pedestrian access between these key routes.

## D. The Railway Area

Railway Area there is dominated by the Railway Conservation Area.

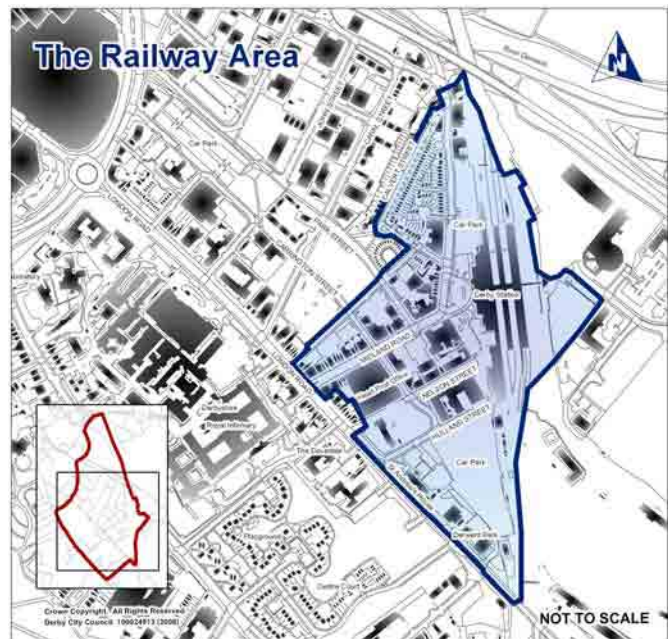
Within the Railway Conservation Area there are four 'mini' character areas, which overlap each other because of their use, scale and architectural detail. Within the four areas there is an evident overriding character of predominantly red brick buildings based around the railway station and the associated office buildings (Amber House, Wyvern House and Midland House) and the Midland Hotel.

The second area includes the small-scale residential buildings along Railway Terrace and the Brunswick Inn which form the remaining part of the former railway village. The buildings are simple in design and include stone hooded windows and stone dressings.

The Midland Road area forms the third of the mini character areas. Midland Road is a more commercial area that includes shops, restaurants, hotels, public houses and the incongruous Royal Mail building, which contrasts sharply with the smaller scale Victorian buildings adjacent and opposite.

The fourth area is the quiet, underused area on Wellington Street. The area predominantly contains areas of surface level parking and the rear elevations of the buildings on Midland Road. This area is mainly in operational uses associated with the businesses on Midland Road.

Outside the Conservation Area, the largest site is the 'South car park' that is currently utilised for surface level parking for the railway station. Adjacent to the car park, fronting onto London Road is a row of commercial buildings, including a large office block. This row of buildings is currently separated by a vacant development site, created through the demolition of a petrol filling station.



## E. Barlow Street / Bateman Street

The area contains a surface level staff car park serving the DRI, two areas of incidental open space; one serving the residential properties at Oriel Court and another stretch along the bottom of Barlow Street that was to be used for a new road linking Osmaston Road with London Road. The southern end of the site is more industrial in nature and is currently occupied by 'Quadralene'.

The site is approximately 2.5 hectares and is bounded to the north by the DRI, to the south by industrial land, to the east by London Road and to the west by Osmaston Road.

The existing buildings on the Quadralene site are industrial in nature and the surrounding residential properties are two storey dwellings (approximately 1970's).

Oriel Court is the largest area of existing residential property in the Eastern Fringes. It is set within a relatively open environment, with access to a fairly large area of open space.

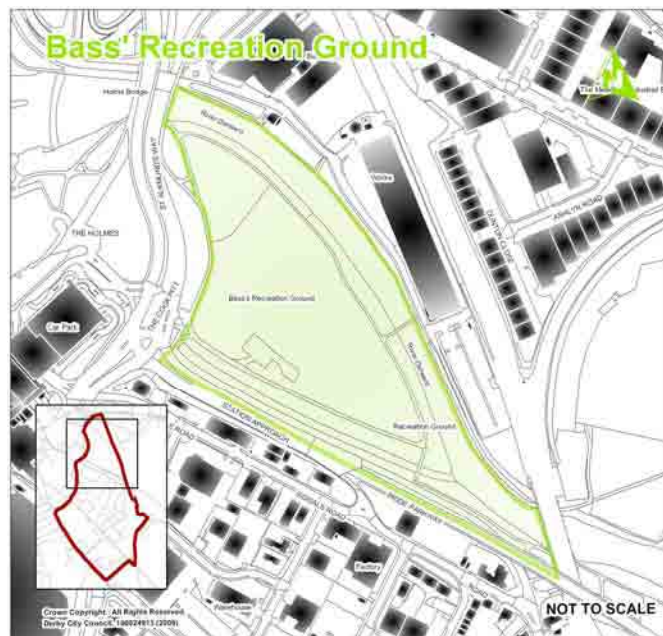


## Bass's Recreation Ground

The site contains 4.5 hectares of major open space surrounded by mature trees. The site is bounded to the north by the River Derwent, to the south by Station Approach and to the west by the inner ring road.

The site is undulating, peaking at the northern end and falling away towards the River and the Cock Pitt.

The area is open but has poor access and few attractions or facilities, meaning that the area is an underused resource. The River Derwent is an important environmental resource. Both the river and its banks have been identified as sites of importance for nature conservation.



A section of the southern end of the area is covered by a covenant having been left to the City by Michael Bass.

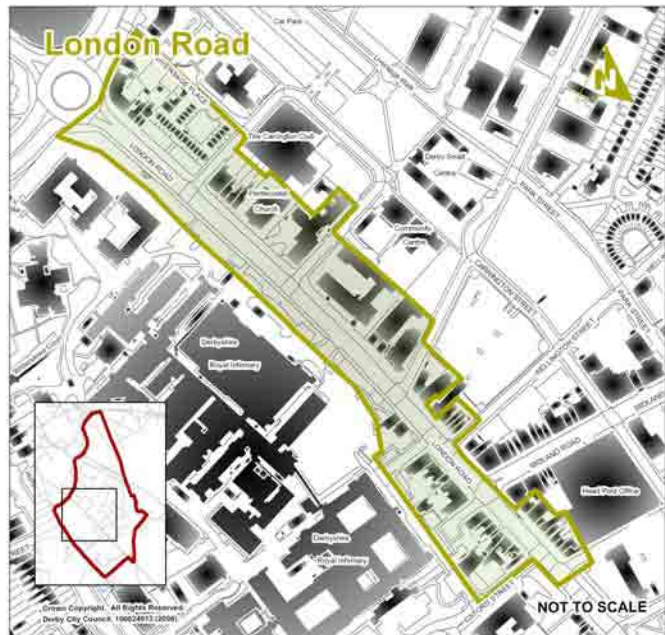


## G. London Road

London Road from Midland Road to Traffic Street is part of a major radial route within the city and one of the principal routes between the city centre and the railway station. It contains a number of special components that are not formally recognised. In Derby terms, the townscape here is outstanding and has citywide significance.

There is a mix of buildings, including the Liversage Almshouses, Holy Trinity Church and Victorian buildings within the DRI site fronting onto London Road.

On the south west side of the road, the Florence Nightingale statue including surrounding stonework; the walls and railings fronting the DRI, and the Queen Victoria Statue are all listed. Other buildings fronting London Road worthy of mention include, the Trocadero Centre (locally listed), Magee Court (locally listed). and the mature London Plane trees, which combine to create a distinctive and special townscape.



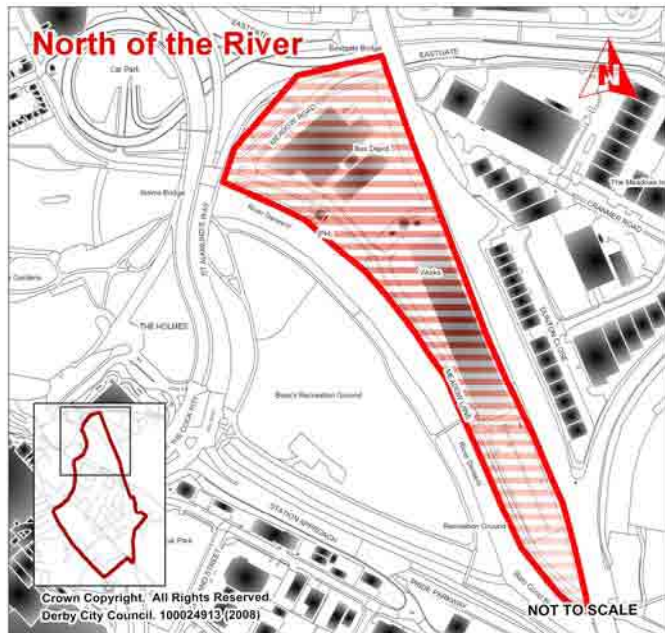
## H. North of the River

The area north of the river is predominantly industrial in nature, characterised by the Trent bus depot and the Derby Evening Telegraph production facility. The remainder of the area comprises of surface level car parking and the Smithfield Public House.

The site is approximately 4 hectares (gross) and is serviced by Meadow Road.

The site is bounded to the east by the railway line, to the north by the inner ring road and to the west and south by the River Derwent.

There is no prevailing architectural style. The Evening Telegraph building is approximately 5 storeys in height at its highest point. The bus depot is a maximum of 2 storeys. Both are industrial in nature.



For the purposes of this consultation, the area is still included within the Eastern Fringes area. However, it is the Council's preference to remove the area north of the river from the Action Plan for subsequent stages in plan preparation as it no longer represents a viable regeneration opportunity within the timescale of this plan (see Section 4.4).

## 2.3 Environmental, Social and Economic Characteristics & Issues

In preparing the SA Scoping Report an analysis of the 'baseline' situation was carried out to establish what the existing area is like socially, environmentally and economically.

This information is also useful in helping to establish some of the issues that the AAP will need to address.

The main findings of the scoping report are outlined below, with some further more up to date information also included, and not contained in the Scoping Report. The full Scoping Report is still available on the Council's website [www.derby.gov.uk](http://www.derby.gov.uk).

### Social Characteristics

According to the 2001 Census the existing population of the Eastern Fringes was approximately 865. This is roughly 6% of the population of the Arboretum Ward in which it is located. The area also seems to have been home to few families, with a much lower than average number of people under 17 and a higher than the City average proportion of people over 65. This also reflects the presence of residential homes for the elderly in the area.

The Eastern Fringes (based on best fitting 'super output area', SOA) themselves sit within an area of relatively high deprivation. The Government's 'Indices of Multiple Deprivation' – which is based on a comparison of SOA's – places the Eastern Fringes in the 418<sup>th</sup> most deprived SOA in the Country and is adjacent to the 176<sup>th</sup> most deprived (this is out of a national total of 32,482 SOAs).

In terms of health, the percentage of people within the Eastern Fringes who stated that they have a limiting long term illness was 35% compared to the city wide total of 19%. The percentage of people who stated that their general health was 'not good' was also 11% higher than the city average of 10%, totalling 21% of the Eastern Fringes population.

Educational achievement within the Eastern Fringes area is also below the city wide average. The percentage of people within the Eastern Fringes with no qualifications is 41% which is higher than the city wide average of 31%.

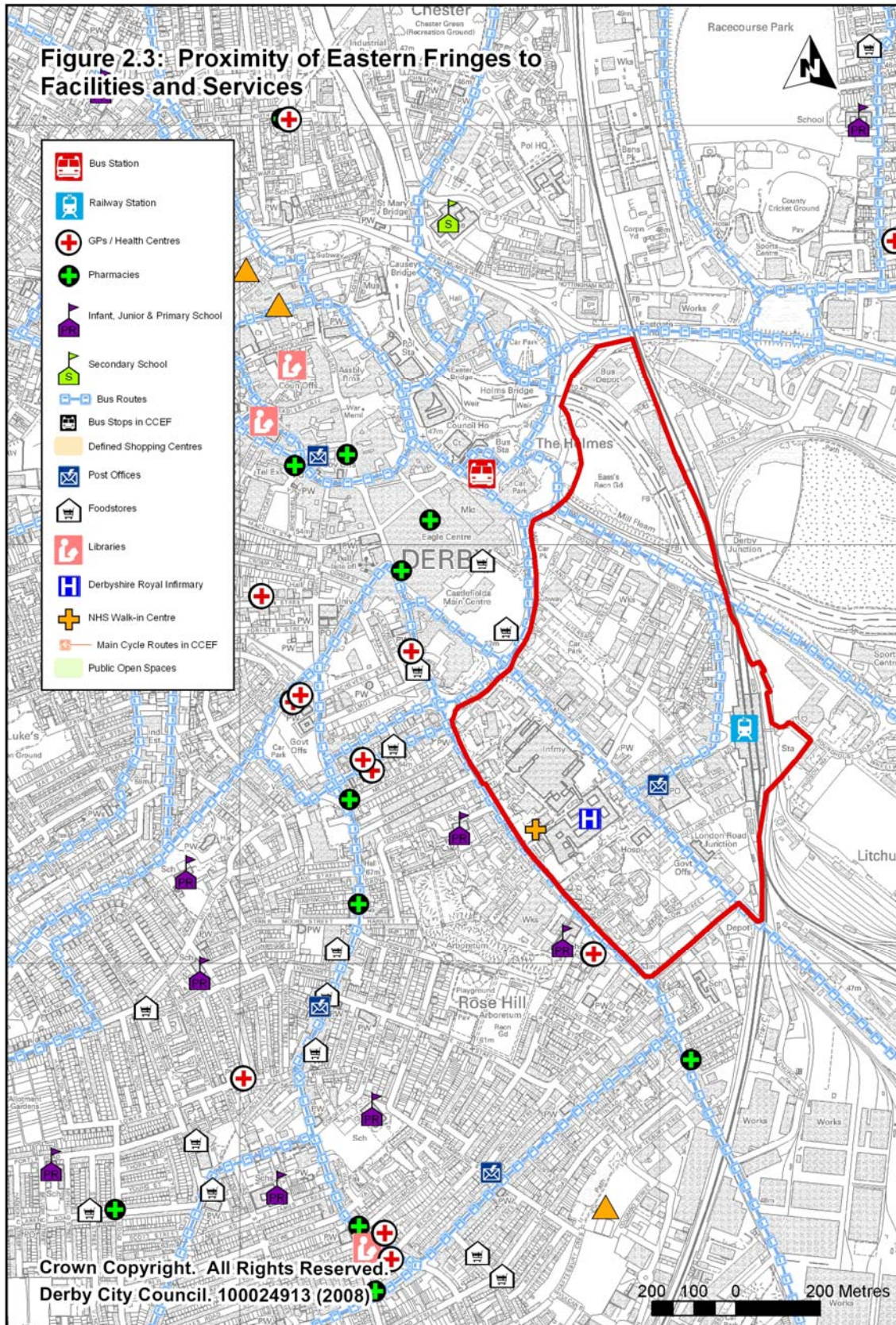
In the City as a whole, there were 30,273 reported incidents of crime between April 2004 and March 2005. Importantly for the AAP, 27.8% of these crimes were recorded in the Arboretum Ward. In terms of the best fitting SOA, 1572 crimes were reported in the 2004/05 period. This represents 19% of all crimes in the City and 5% of crimes in the City. This is a high level considering the small geographic area of the Eastern Fringes.

At the 2001 census 9% of the population of the Eastern Fringes area were classed as unemployed. This compares to 4% for the city as a whole. At 2005 the rate in Derby was down to 2.9%, however the level for Arboretum Ward was still considerably higher at 8%.

Figure 2.3 illustrates the location of a number of key services and facilities in the vicinity of them to the Eastern Fringes area. The area's location at the heart of the City, in close proximity to the city centre and the opportunities it provides, the proximity to a hospital and other healthcare facilities, the presence of major areas of public open space and the two major public transport nodes mean that much of the infrastructure required to create a sustainable community may already be in place. Obviously, the AAP still needs to consider what gaps there may be in this infrastructure and make sure it either makes provision within the Eastern Fringes itself or contains policies to ensure its provision elsewhere. This is



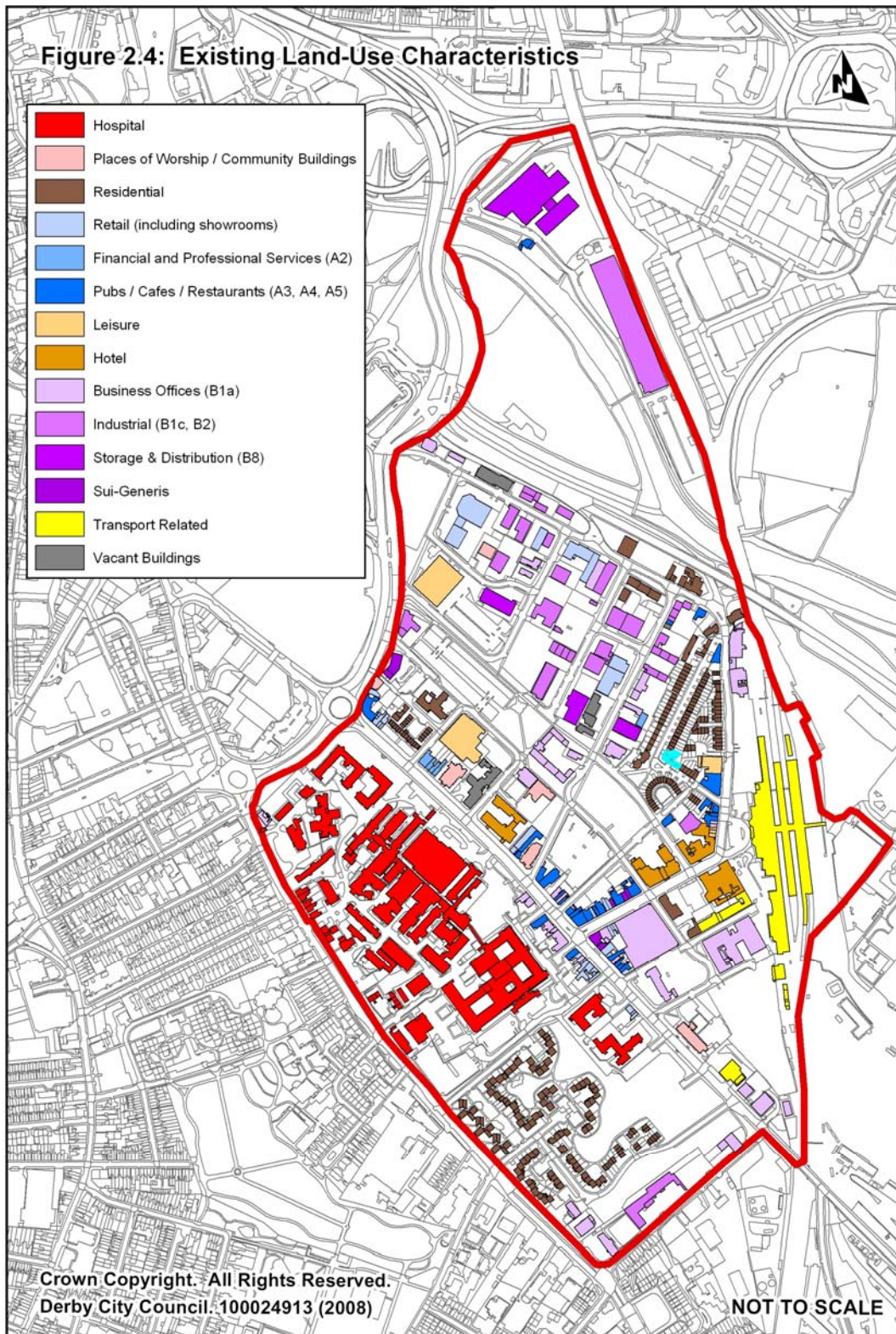
particularly in relation to such things as educational facilities, food shopping, leisure, open spaces and community facilities.





## Economic Characteristics

Figure 2.4 illustrates what the predominant land-uses were in the Eastern Fringes when they were surveyed in 2003. Very little has changed in the intervening period, with the only significant development occurring at Churnet House on Midland Road, which is being refurbished and redeveloped for 53 new apartments. Permission has also recently been granted to convert part of Wyvern House for residential uses.



As can be seen this is a mixed-use area with the dominant land uses being commercial, transport and institutional activities. At the time of the 2001 Census there were approximately between 7,300 – 7,800 people employed in the Eastern Fringes area – although it is not possible to be specific about where the majority of these are based. This represents 7% of Derby's total workforce.

In 2005, there were approximately 3,665 staff based at the DRI. Although it is likely that some of these will remain at the DRI once the acute services relocate, it is still quite likely that a proportion of this workforce will move.

There are three other significant institutions within the Eastern Fringes that have the potential to employ large numbers of people. These are the Royal Mail, Midland Mainline and the Probation Service. The remainder of the employment activity appears to take place in small or medium enterprises, primarily in the light industrial or wholesale industries.

There has been little development activity in the area in recent years. Indeed, there has been no new significant commercial development in over 8 years.

### **'Natural' Environmental Characteristics**

The Eastern Fringes area contains two key environmental allocations recognised in the adopted CDLPR. The banks of the River Derwent have been recognised by Derbyshire Wildlife Trust as important wildlife sites (SINC), including the riverside running alongside Bass's Rec and are thus covered by Policy E4 in the CDLPR.

The riverside banks and the Bass's Rec area are also recognised as a wildlife corridor and have been allocated under Policy E6 of the CDLPR to enhance their protection.

Only 1 cluster of trees within the study area is covered by a tree preservation order (TPO's) and these are located at the southern end of the area on the periphery.

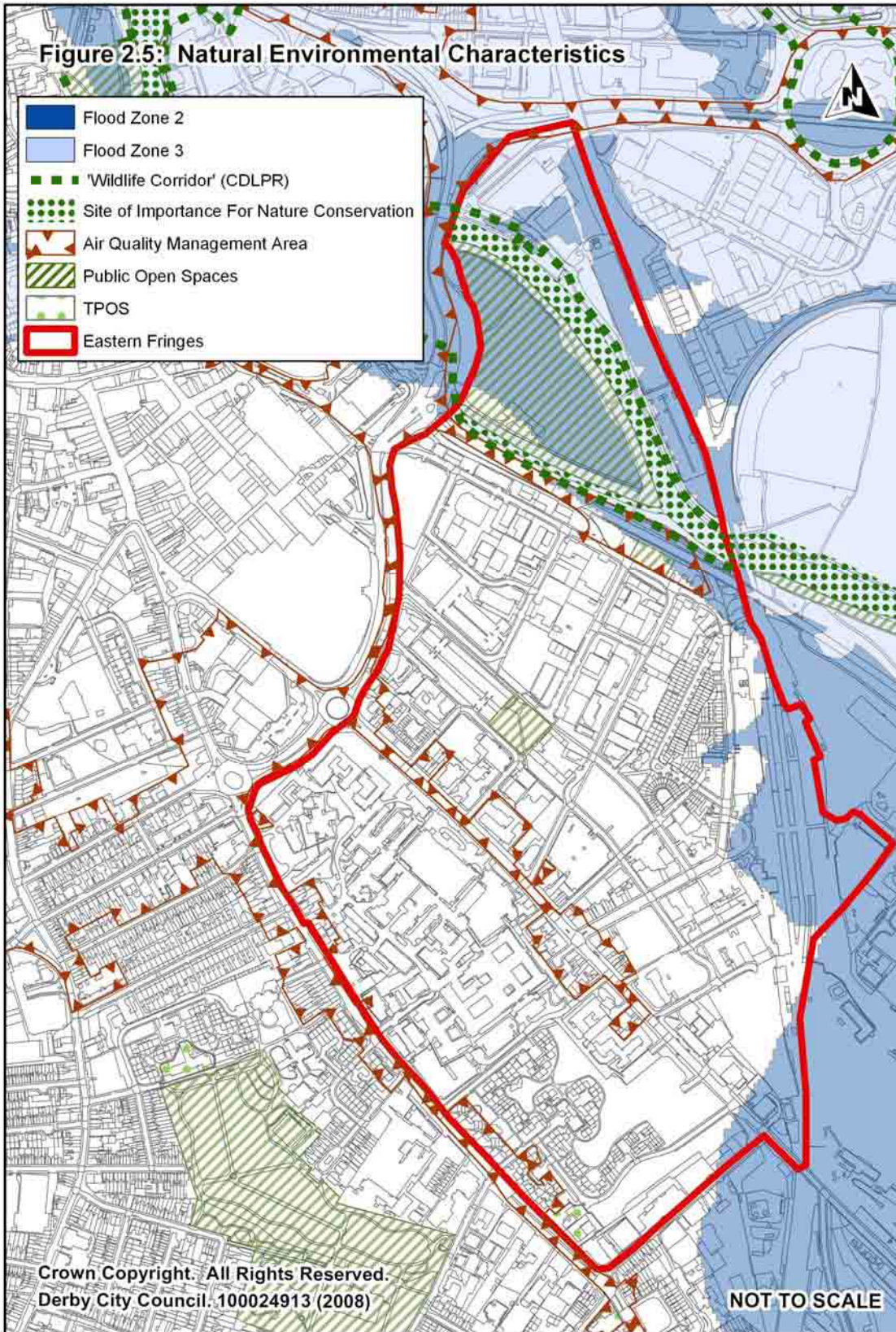
A Flood Risk Assessment (FRA) of the AAP area has been carried out which noted that when climate change is taken into account, land in the area of Station Approach, Bass's Recreation Ground, the Derby Evening Telegraph site and Trent Buses depot will be affected by Flood Zone 3a (1:100 year flood). This affects the potential deliverability of development within these areas. Since this work was done, the Council has been working on a city-wide Strategic FRA. This work is on-going and we are yet to determine the exact extent of the flood zone boundaries.

The Action Plan area intersects an identified Air Quality Management Area (AQMA) as shown in Figure 2.5 . This area has been identified on the basis of nitrogen dioxide levels.

In this area, the main producer of this is vehicle emissions from traffic on the Inner Ring Road. The AQMA generally follows the line of the Ring Road but spills out from this around the DRI area owing to the presence of sensitive receptors (i.e. residential properties).

The Council has produced Supplementary Planning Guidance (SPG) on Air Quality and Planning. All relevant proposals in the AAP area will have to have regard to this document.





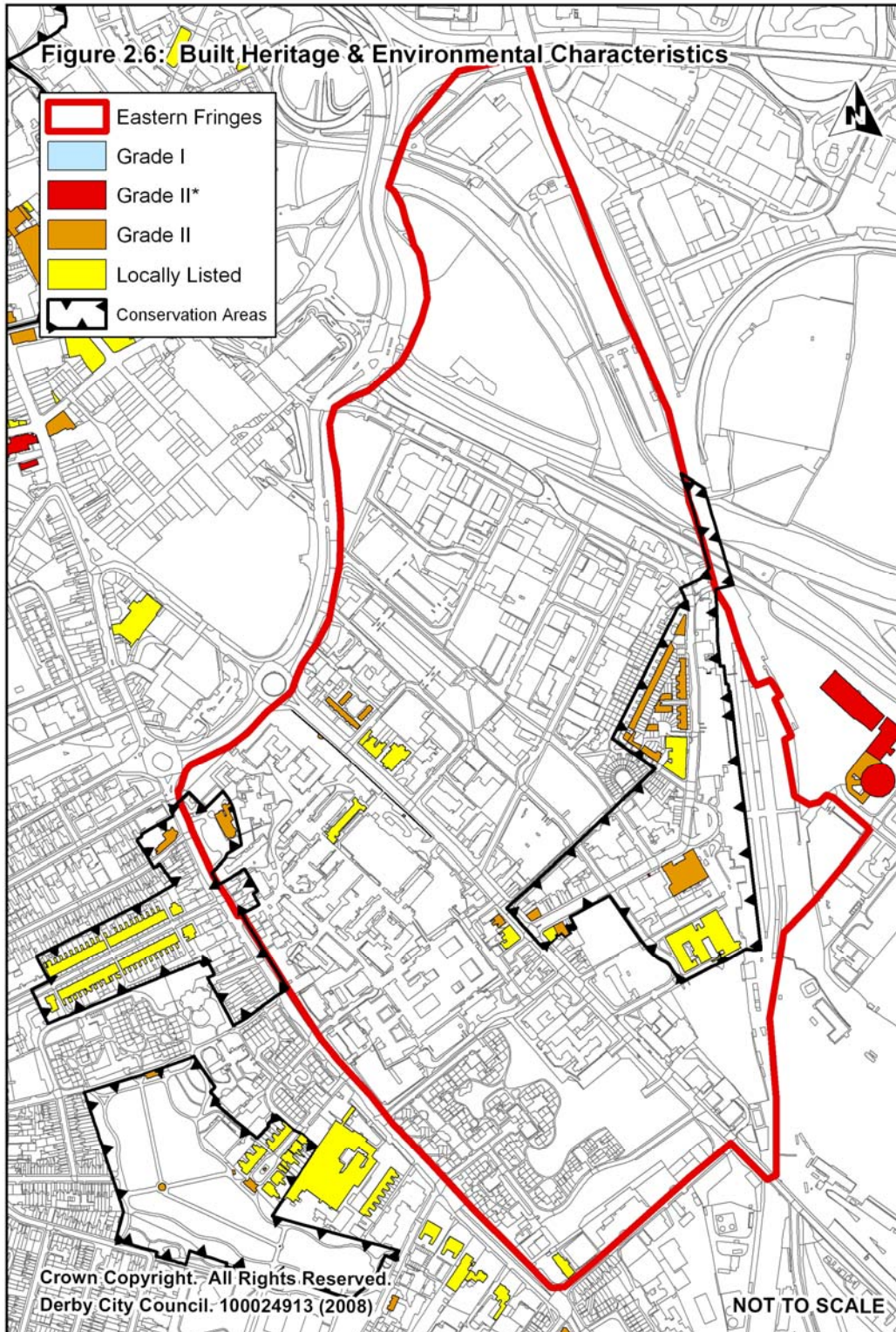
### **'Built' Heritage & Environmental Characteristics**

The majority of the 'Eastern Fringes' area is not of a high quality in urban design or architectural terms. This, however, has the effect of highlighting those areas that are worthy of protection. There are two Conservation Areas within the Eastern Fringes. The Railway



Conservation Area is entirely within the AAP area and the Hartington Street Conservation Area straddles the boundary at Osmaston Road and takes in part of the DRI Character Area.

There are concentrations of good quality buildings within the Railway Conservation Area, particularly in the Railway Terrace and Station Area. The railway cottage buildings are all Grade II listed as is the Midland Hotel. The DRI site also contains a number of good quality buildings, including the local listed original Infirmary buildings and the statutory listed Wilderslowe House. The DRI site is also home to a listed wall and listed statues.



Outside the Conservation Areas, there are a number of other Listed and Locally Listed buildings, primarily along London Road, including the Liversage Almshouses. Altogether, there are 17 Grade II Listed 'entries' within the AAP area. This equates to more than 17 buildings as a number of the listings relate to more than one property (e.g. 1-15 London Road). There are a further 8 features on the Local List.

Figure 2.6 illustrates the locations of the Conservation Areas and Listed Buildings.

## 2.4 Planning Policy Context

AAP's do not exist in a vacuum and cannot ignore other relevant policies and objectives at national, regional or local level. The AAP must reflect these and, as such, they will help to form the Preferred Option and the policy objectives it contains.

What follows is a brief summary of the main documents that are relevant.

### National Planning Policies & Government Objectives

National planning policy is contained within Planning Policy Statements (PPS) and Planning Policy Guidance notes (PPG). All PPSs and PPGs are relevant. However, the following have the most significance for this AAP.

#### PPS 1 - Delivering Sustainable Development

Focusing on sustainable development, community involvement and spatial planning.

#### PPS1 - Planning and Climate Change Supplement

The PPS sets out how planning, in providing for the new homes, jobs and infrastructure needed by communities, should help shape places with lower carbon emissions and resilient to the climate change now accepted as inevitable.

#### PPS 3 - Housing

The principal aim of PPS3 is to increase housing delivery through a more responsive approach to local land supply, supporting the Government's goal to ensure that everyone has the opportunity of living in a decent home, which they can afford, in a community where they want to live. The guidance also focuses on the use of previously developed (brownfield) sites.

#### PPG 4 - Industrial, Commercial Development and Small Firms

PPG 4 encourages continued economic development in a way which is compatible with its stated environmental objectives. It notes that economic growth and a high quality environment have to be pursued together.

#### PPS 6 - Planning for Town Centres

The Government's key objective for town centres is to promote their vitality and viability by:

- planning for the growth and development of existing centres; and
- promoting and enhancing existing centres, by focusing development in such centres and

- encouraging a wide range of services in a good environment, accessible to all

### **PPS 9 - Biodiversity and Geological Conservation**

PPS9 sets out planning policies on protection of biodiversity and geological conservation through the planning system.

### **PPS 12 - Local Development Frameworks**

This planning policy statement sets out the Government's policy on the preparation of local development documents which will comprise the local development framework.

### **PPG 13 - Transport**

This PPG's objectives are to integrate planning and transport at the national, regional, strategic and local level and to promote more sustainable transport choices both for carrying people and for moving freight.

It also aims to promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling and to reduce the need to travel, especially by car.

### **PPG 15 - Planning and the Historic Environment**

This PPG lays out government policies for the identification and protection of historic buildings, conservation areas, and other elements of the historic environment. It explains the role of the planning system in their protection.

### **PPG 17 - Sport and Recreation**

This PPG describes the role of the planning system in assessing opportunities and needs for sport and recreation provision and safeguarding open space which has recreational value.

### **PPS 25 - Development and Flood Risk**

Planning Policy Statement 25 (PPS25) sets out Government policy on development and flood risk. Its aims are to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas of highest risk. Where new development is, exceptionally, necessary in such areas, policy aims to make it safe, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall.

Full versions of these documents can be found on the Department for Communities and Local Government (DCLG) website ([www.communities.gov.uk](http://www.communities.gov.uk)).

### **Regional Planning Policies (RSS and Draft RSS)**

The Council is also required to meet housing targets set by the Regional Spatial Strategy. The current Regional Spatial Strategy for the East Midlands (RSS8) was published in March 2005 and covers the period up to 2021. This document is currently under review and, the revised strategy, will cover the period up to 2026.

The Draft RSS indicates that Derby must provide land for 700 new dwellings per year. The AAP must, therefore, consider how it can contribute to assisting in meeting this provision in a sustainable way. The Panel Report was issued in late 2007 and it is expected that the amended draft will be adopted towards the end of 2008.

In terms of employment land, the Draft RSS does not set out any figures. Rather, it states that local authorities should ensure that there is an adequate supply of good quality land for office and industrial development. The RSS does recognise that office land supply is constrained in Derby. As with housing, therefore, the AAP must take account of – and where possible contribute to – the meeting of RSS policy.

### **City of Derby Local Plan Review (2006)**

The City of Derby Local Plan Review (CDLPR) sets out the Council's planning policies and land use allocations for the entire City. It also sets out the Council's 'Planning Vision' and 'Planning Objectives'. The AAP must be consistent with the vision, objectives and policies of the CDLPR.

The CDLPR 'Vision Statement' is to;

*"... seek to ensure that development promotes the economic, social and environmental well being of Derby and contributes to improving the quality of life for its citizens."*

Appendix 1 illustrates how well the AAP's Preferred Option relates to the CDLPR objectives.

Specifically for the 'Eastern Fringes' area, the CDLPR contains the following site specific policies;

**R1:** Regeneration Priority Areas

**CC13:** Castle Ward

**CC14:** Wellington Street

**LE6:** Derbyshire Royal Infirmary

**H2b:** Barlow Street

**EP3b:** Pride Park

Continuing with these policies was put forward as a legitimate way forward for the area and has been consulted on. The AAP proposals will broadly supersede the policies listed above whilst many of the CDLPR Policies, particularly relating to conservation and environment, will remain and continue to underpin the proposals set out in this document.

## **2.5 Links to Other Plans, Programmes and Strategies**

### **Community Strategy and Derby City Partnership Priorities**

Derby City Partnership (DCP) is an alliance of organisations working together to improve the quality of life for people in Derby. They are the Local Strategic Partnership (LSP) for Derby and have published their renewed vision and priorities for seeking change.

DCP's vision is,

**'For people of all ages and from all walks of life to feel they belong to Derby and that Derby offers them everything they need - for work, education, housing, leisure and for a safe, healthy lifestyle'.**



DCP has set out key priorities in their Community Strategy entitled “2020 Vision”. This outlines a set of objectives to help achieve their priorities. The key priorities are to create a city centre which people of all ages and backgrounds will be able to enjoy at any time of day and also to focus on Derby's deprived neighbourhoods, so that opportunities for people living there are the same as for people living in the rest of the city.

Appendix 1 of this report outlines the extent to which the objectives of DCP correlate with the thrust of the AAP Preferred Option. This demonstrates that the AAP Preferred Option is moving towards the achievement of many DCP priorities.

DCP are currently working on a review of the Community Strategy in order to create a 'Sustainable Community Strategy' (SCS). Development of this document will help to inform the development of citywide planning policies contained in the Core Strategy DPD, produced by the City Council.

### **Derby Cityscape Ltd**

Derby Cityscape Ltd - the Urban Regeneration Company for Derby city centre was established in April 2003 by the Government in response to the City's relative underperformance in social and economic terms within the region.

Recognising the need for significant and co-ordinated change to address this, local and regional partners, from the public and private sectors joined forces in forming Derby Cityscape Ltd. to deliver comprehensive change.

To assist in the delivery of comprehensive change, Derby Cityscape has produced a Masterplan. The Masterplan sets out objectives and principles that will guide regeneration and identifies a number of key deliverable projects that will help to transform the city centre. The areas covered by this AAP are all identified within the Masterplan as major opportunities for change.

Although the Masterplan is not a statutory planning document, it was approved as a 'material consideration' in the determination of planning applications by the Council.

The AAP and Derby Cityscape Masterplan have been evolving in tandem, with work on one helping to inform the other. The development of the documents in parallel has allowed us to ensure that the wider objectives and principles of Derby Cityscape are picked up within the AAP. The Masterplan outlines the key objectives of the URC which include to:

- Generate a step change in the scale of activity in the city centre;
- Establish a living centre with new communities living in the city centre;
- Promote the commercial office sector and ensure the supply of small business premises;
- Reinforce the existing retail core;
- Reinforce the city centre as the focus for civic activity;
- Develop the tourism offer;
- Promote future development of the highest quality;
- Greatly enhance the quality of the public realm and connectivity;

- Improve access to the city centre by all means of travel;
- Ensure that Derby city centre is for the whole community;

All of the objectives and principles set out above should be achieved through the implementation of the AAP's proposals.

### **The Derby City Council Corporate Plan**

The Corporate Plan describes the city that the Council wants to help Derby become. It outlines 6 priorities for the period 2007-2010 including;

- Making us proud of our neighbourhoods;
- Creating a 21st Century city centre;
- Leading Derby towards a better environment;
- Supporting everyone in learning and achieving;
- Helping us all to be healthy, active and independent;
- Giving you excellent services and value for money;

The AAP must contribute to these objectives where it can.

The final of these priorities relates to City Council services and cannot be directly related to the AAP Preferred Option. Within the 5 remaining priorities there are a number of objectives to help achieve these priorities. Each of the objectives are listed in Appendix 1 of this report. The table outlines the extent to which the objectives of the Corporate Plan correlate with the thrust of the AAP Preferred Option.

Appendix 1 demonstrates that the AAP Preferred Option is moving towards the achievement of many corporate objectives and subsequent priorities. Out of the 16 listed objectives, the AAP will directly help to achieve 9, whilst 4 could be achieved; dependant upon the implementation of the Plan and 3 cannot directly be related to the AAP.

## **2.6 Other Drivers for Change**

### **Relocation of Hospital**

A decision was made several years ago to relocate acute services from the Derbyshire Royal Infirmary to the City Hospital. It is expected that this process will be completed by the end of 2008.

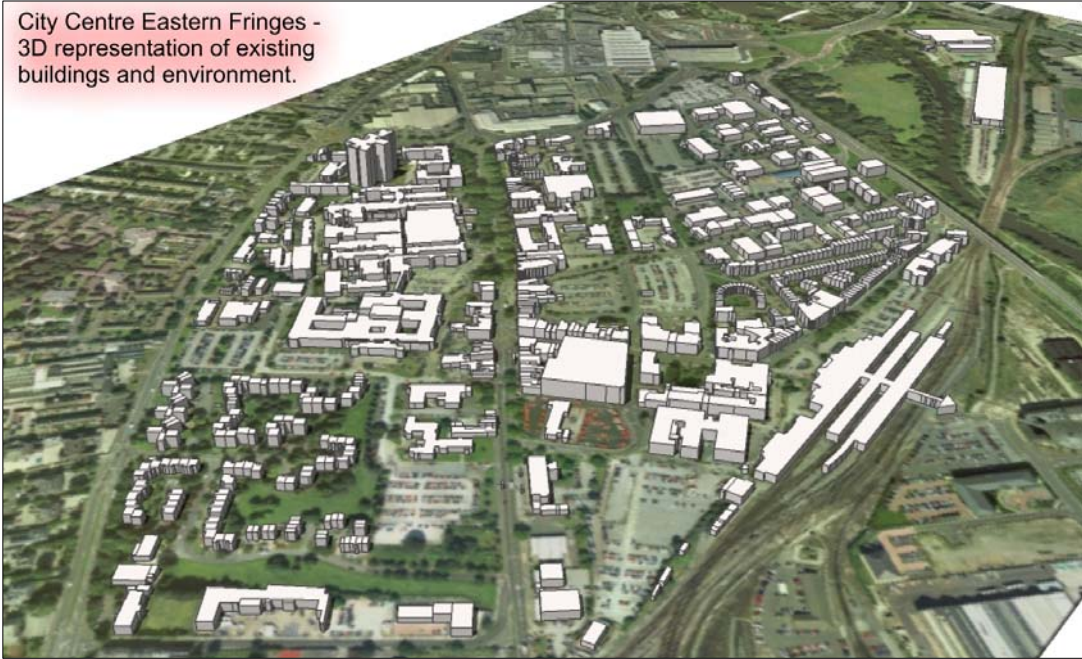
This will result in a large amount of land becoming available for development, both in the main site and in adjacent areas where land is currently being used for staff parking.

It is important that any development that happens on this land does so in a co-ordinated and comprehensive way, that contributes to the wider planning objectives for the area and that creates real benefits for the area as a whole.

**Inefficient use of Land and Lack of Vitality**

This is an area characterised by large expanses of inefficient surface car parking, low-density industrial uses and poor quality townscape. Owing to its location, what should be an area of vibrancy, activity and community is, to a degree, dormant and not fulfilling its potential. This is an area that people walk through, but don't particularly engage with.

At a time where sustainable development and increasing the efficiency of how resources, including land, are used it would seem to run contrary to the aims of national, regional and local government not to try and make better use of this land. The AAP will provide an opportunity to achieve this.



**The need for Brownfield Housing and Sustainable Patterns of Development**

Following on from above, the Government has set a target for 60% of all new housing to be developed on previously developed (or brownfield) land. The Eastern Fringes provides a significant opportunity to bring forward large numbers of brownfield housing.

Consequentially, it will also serve to promote the city centre a place to live. Currently very few people live in the city centre, which is a missed opportunity. Encouraging more city centre living will not only be more sustainable, it will also make the centre more vital and viable.

In addition to this, the proximity of the railway and bus stations, not to mention the city centre itself, all point to this area being potentially one of the best opportunities we have to create a sustainable urban community, particularly in terms of reducing the need to travel.

**Importance of Conservation, the Environment and Open Space**

Within the Eastern Fringes lies one of the City's most important Conservation Areas; The Railway Conservation Area. This area is already given protection by both specific legislation and the City of Derby Local Plan Review. However, the AAP can take existing guidance



further by giving specific design guidance for new development and, perhaps more importantly, it can identify sites or buildings that are currently undermining the quality of the area and set out specific policies for their improvement.

Outside the Conservation Areas, there are other features of architectural and historic importance that may benefit from more detailed guidance the AAP can provide. This might be particularly important for preserving the setting of important historic buildings.

Bass's Recreation Ground is a major piece of open space within the city centre. However, it is recognised that it is a massively underused resource, with poor access and facilities. Including the park within the AAP area enables the Council to link any development that happens with bringing about changes that can rectify this situation and turn Bass's Recreation Ground into a vital part of city centre life.

### **Railway Station Changes**

It is widely recognised that the area in front of the railway station, and potentially the station itself, needs some improvement. For many visitors to Derby it is the first and last image that they have of the city which helps to shape people's opinions of the city as whole.

A group called the '*Derby Station Partnership*' has been established to look at ways to bring forward the regeneration of the station. In addition, East Midlands Trains (Stagecoach) have recently taken over the franchise and may wish to make enhancements themselves.

The AAP proposals can help to facilitate these proposals where appropriate.

## **2.7 SWOT Analysis**

As mentioned in Part 1, once it was decided to prepare an Area Action Plan for this part of the City, a large amount of effort went in to analysing the characteristics of the area and gathering data and information. This was done to help identify the key issues affecting the Eastern Fringes and to help us to measure the effects of the Plan over time.

Drawing together the evidence gathered, issues raised by the 'drivers of change', the underlying policy context and from discussions and consultations, it is possible to identify the **strengths, weaknesses, opportunities** and **threats** (SWOT). This analysis has been used to help define the 'vision' and 'spatial objectives' for the AAP.

The SWOT characteristics are shown below. The aim would be to create a plan that builds on the area's strengths, improves on its weaknesses, takes advantage of the opportunities it provides and that ensures any threats are kept to a minimum.

### 2.71 - Strengths

- **Locational Advantages – transport benefits**
- **Locational Advantages – access to facilities**
- **Locational Advantages – gateway location**
- **Historical context**
- **Examples of high quality in the built environment (Railway Conservation Area / London Road)**

### 2.72 - Weaknesses

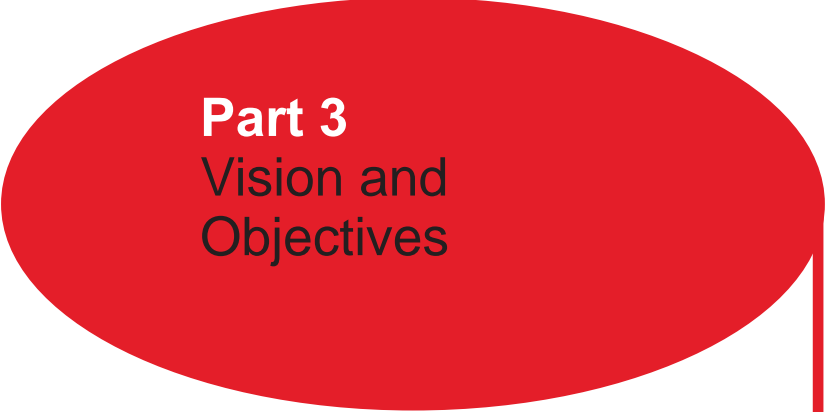
- **Existing pedestrian access to city centre and open spaces poor (the 'Rail Trail is visually weak)**
- **Restricted east/west pedestrian links**
- **Dead frontages**
- **Examples of poor quality in the built environment**
- **Inefficient use of land**
- **Small resident population**
- **Underused open space resources**
- **Poor public realm**

### 2.73 – Opportunities

- **Within Derby Cityscape URC area**
- **Availability of key development sites**
- **city centre living opportunities**
- **Potential for modal shift**
- **Improved public transport links**
- **Quality place making**
- **Improved pedestrian and cycling links to city centre and open spaces**
- **Potential for Railway Station improvements**
- **Potential to elements of the Railway Conservation Area**

## 2.74 – Threats

- **Development of different sites taken forward without proper integration – leading to more isolation and a lack of cohesiveness**
- **Growing congestion and reducing air quality**
- **Unconstrained car use leading to worsening accessibility**
- **Lack of developer interest**
- **Ineffective public sector delivery capabilities and resources**
- **Flood risk in parts of the site**
- **Difficulty in relocating existing businesses**



**Part 3**  
Vision and  
Objectives



# Part 3: Vision and Objectives

## 3.1 The Vision

Drawing on the 'drivers for change' and the strengths, weaknesses, opportunities and threats identified in the previous section, a 'vision' for the regeneration of the area, and a set of 'spatial objectives' were devised. These will guide

The Vision that has been decided on for the AAP is as follows;

***“To establish a framework for the creation of a sustainable neighbourhood, where people can enjoy a high quality of life within a distinctive, high quality urban environment”***

This Vision encompasses three main ideas;

- ☑ **A Sustainable Neighbourhood:** The Government's Sustainable Development Strategy sets out five guiding principles for sustainable development;
  - Living within Environmental Limits;
  - Ensuring a Strong, Healthy and Just Society;
  - Achieving a Sustainable Economy;
  - Promoting Good Governance;
  - Using Sound Science Responsibly

These principles are the cornerstone of the planning system and the proposals set out in this report help to ensure that they are achieved in this area. The idea of creating a new neighbourhood is also vitally important. Neighbourhoods are not just residential estates. Rather, they are areas where people can live and work and which provide for their leisure, health, shopping and educational needs. The proposals recognise this. Any significant sustainability issues identified in the Sustainability Appraisal have also been mitigated.

- ☑ **A High Quality of Life:** There are numerous factors that go into achieving a high quality of life. The proposals help ensure that people live in a high standard of housing, in a safe and attractive environment, with good access to jobs, shops, open space, leisure, health and educational facilities. As can be seen from some of the area's existing strengths, residents already have excellent access to a great number of facilities. The challenge will be to ensure that those facilities or services that don't currently exist are provided.

- ☑ **A Distinctive Urban Environment:** The Council wants the Eastern Fringes to become a nationally recognised area of best practice in sustainable design and architecture. The proposals include design objectives that set out challenging minimum requirements and also objectives for sustainable design and layout. However, the Council does not want to stifle creativity and innovation. Architects will be encouraged to show flair and forward thinking in all aspects of design in order to make ensure this part of the ‘vision’ is achieved.

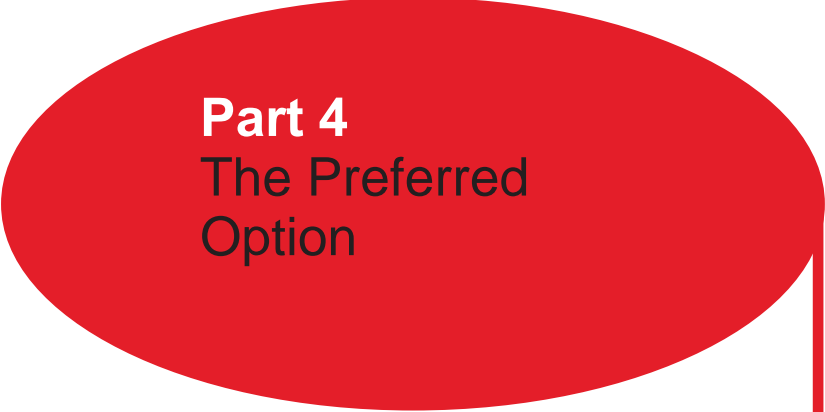
## 3.2 Spatial Objectives

To achieve this vision, to address significant issues that have been identified through evidence gathering and consultation and building on the known ‘drivers for change’, eleven ‘*spatial objectives*’ for the AAP have been adopted.

The objectives try to cover all aspects that will need to address and demonstrate the Plan’s commitment to sustainable development and to creating a better, safer and more vibrant environment where people *want* to live and work.

These objectives have been consulted on at every stage so far and have been amended over time to address specific concerns or points raised. Along with the local characteristics and the policy context (Part 2), the spatial objectives of the AAP are an important factor in considering what form of development is most suitable for the Eastern Fringes area.

1. To ensure that the AAP supports the wider aims and objectives of the Local Development Framework, the Community Strategy and the Derby Cityscape Masterplan.
2. To provide sustainable mixed-use development that reinforces Derby city centre’s role as a place to live and work.
3. To ensure the provision and access to all the key services and facilities that are needed to support the ‘Eastern Fringes’ and that the mobility and accessibility needs of the neighbourhood are met.
4. To provide wider opportunities for city centre living, by providing residential development with a mix of size, types and tenure.
5. To provide commercial and employment generating development that contributes to the continued economic prosperity of the City.
6. To ensure that development within the Eastern Fringes sets new high standards of design for the City and that a consistent approach to quality is taken in order to create a distinctive urban environment.
7. To ensure that the best elements of the Eastern Fringes’ existing natural and built environment are protected or enhanced.
8. To ensure that new development promotes energy efficiency and prudent use of resources and minimises the impact on the environment.
9. To improve linkages between the Eastern Fringes and the city centre, that encourage walking, cycling and public transport use, particularly focussing on the links between the railway and the bus stations.
10. To create safe, convenient and attractive routes in, out and through the Eastern Fringes which help to create a vibrant and active neighbourhood.
11. To improve the design, access and usage of existing areas of open space and to ensure that the public realm is a fully and safely integrated part of the wider urban environment.



**Part 4**  
The Preferred  
Option





# Part 4: The Preferred Option

## 4.1 Introduction

This section provides a detailed illustration of the Council's 'Preferred Option' for the regeneration of the 'Eastern Fringes' area. It deals specifically with how the Council would want to see the area developed and the principles that we want to see embraced by development proposals to ensure the regeneration of the area is sustainable and of the highest quality possible.

This section also provides further information on when we feel development might take place and how it will be implemented.

Importantly, there is also a description of the alternative options that have been considered and sets out why they were not considered as part of the 'preferred option'. Comments on these alternatives are welcomed.

The section is presented on a topic-by-topic basis, as follows;

- **The Overall Preferred Option – Summary**
- **The Proposals Map**
- **Land-use Principles**
- **Transport Principles**
- **Sustainable Design & Layout Principles**
- **Natural and Built Environment Principles**
- **Delivery & Implementation Principles**
- **Key Issues Raised in the Sustainability Appraisal**
- **Alternative Options Considered**

A '*Summary Document*' is also available that outlines all the proposals for each 'character area' and sets out the area-wide principles that the Council wish to see adopted in the area. This is available on the City Council website ([www.derby.gov.uk](http://www.derby.gov.uk)).

**It is important to note that in the event of a planning application being made within the AAP area prior to the adoption of this Plan, the following section (including all principles objectives and discussions) will be considered material in its determination.**

Figure 4.1: Preferred Option Character Area Summary

**F. Bass's Rec**

This will be maintained and enhanced and will act as the main open space serving the new Castleward community. A new access point will be created across Station Approach and existing access points will be improved.

**A. North Castleward.**

Commercial-led development, creating a transition between the business core of the City centre to the more residential area of Castleward. Will provide a strategically important site for new office and related development.

Provision is made for a significant new office development, alongside potential complementary uses such as hotels and conferencing facilities.

**G. London Road.**

The Preferred Option does not propose any new development but does promote enhancements to the already excellent public realm in this area. It also suggests that the area is of such a high quality townscape environment that a special policy is needed to control future development.

**C. DRI.**

New residential development will be permitted on those areas surplus to the requirements of the NHS Trust. Special consideration will be given to important architectural and historical features on the site.  
On the remainder of the site, the Council will continue to support the healthcare role of the hospital and the site.

**E. Barlow St / Bateman St**

The Preferred Option provides for the redevelopment of an existing car park and industrial uses north of Bateman Street for new residential development. This would have to be designed in a way that respects the amenity and setting of existing development and retains as much of the existing open space as possible. The proposals also include a requirement to alter the junction arrangements to improve safety.

**H. North of the River**

The Preferred Option is to no longer seek any change to this area in the medium to long term. The area is subject to considerable flood risk and there are substantial viability issues which makes redevelopment very uncertain. For this reason, it is felt that the area north of the river should be removed from the AAP for future stages of plan preparation.

**B. Castleward**

The Preferred Option is the creation of a new sustainable residential neighbourhood formed around a central 'boulevard' linking the railway station to the City centre. This will be a new pedestrian and cycle priority link, characterised by active ground floor uses, with residential or commercial above. This new street will become the focal point for the new community.

To complement the housing a new primary school and shopping facilities will be provided. In addition, a new multi-storey car park will be provided to consolidate existing surface parking.

**D. Railway Area**

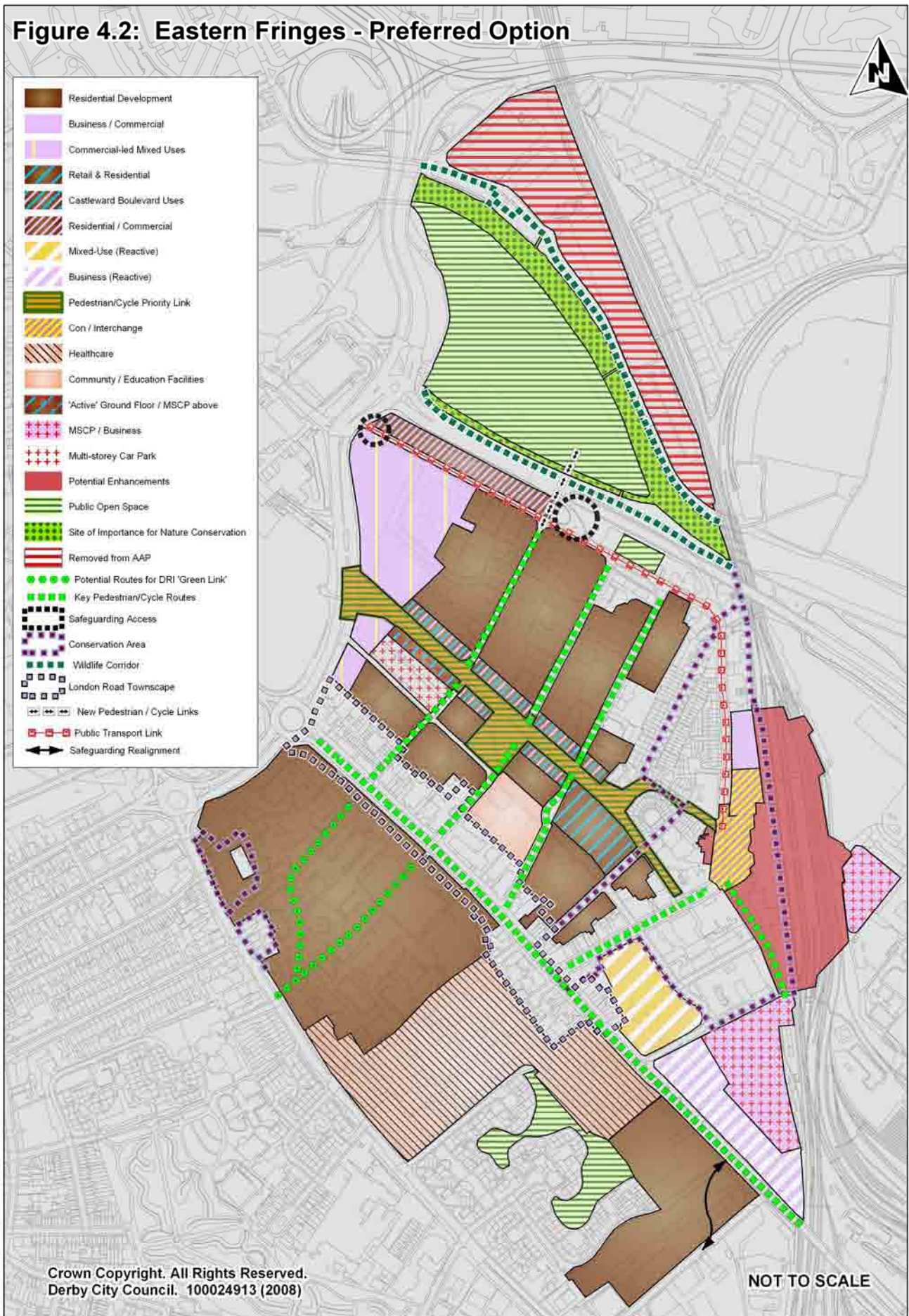
The aim will be to preserve and enhance the existing Conservation Area, but make better use of underused or vacant sites for either residential or business uses.  
In addition, the AAP will provide for the refurbishment and improvement of the railway station and its environs. This could include the development of two new car parks to consolidate existing facilities and release land for development.

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**Figure 4.2: Eastern Fringes - Preferred Option**



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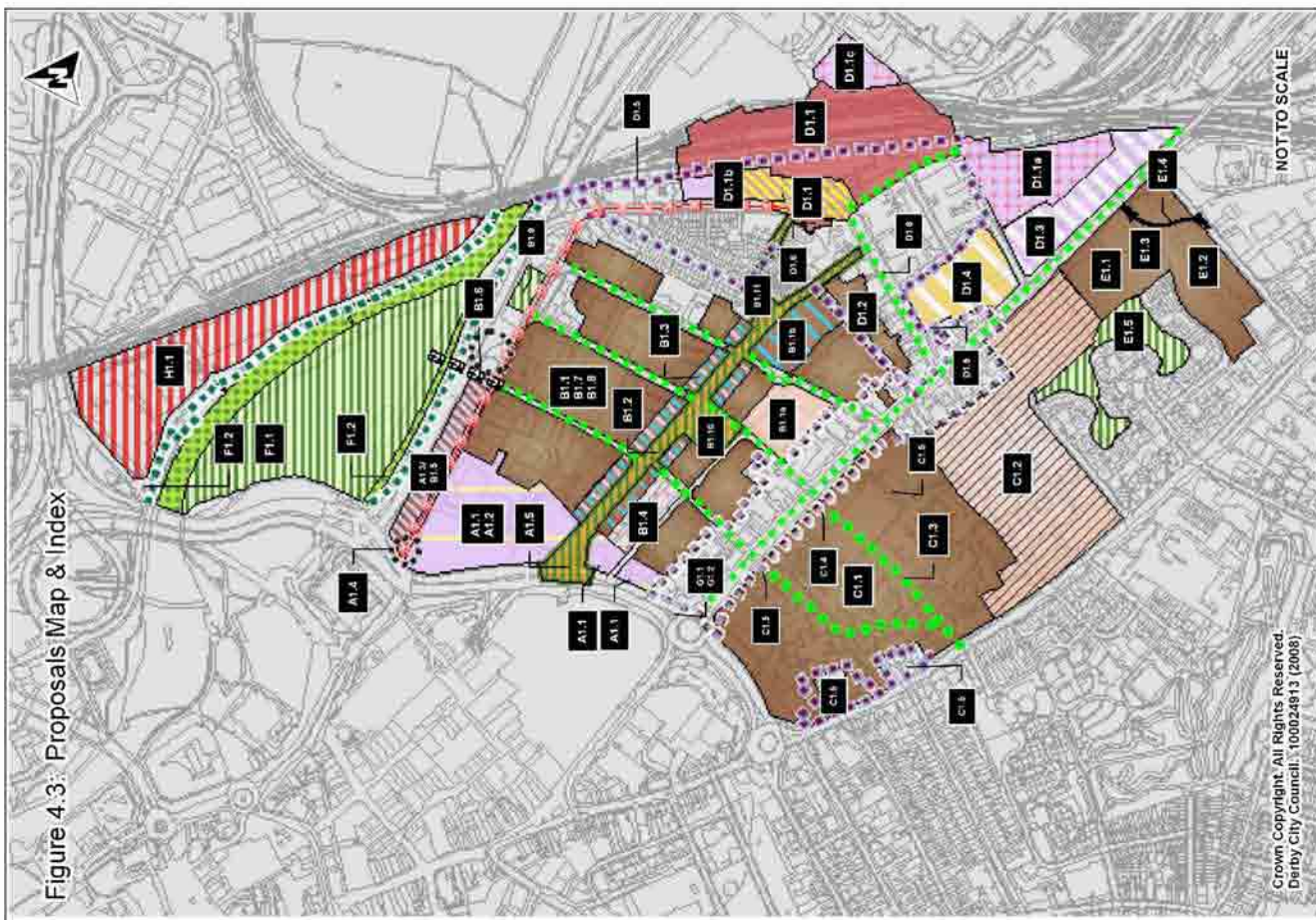
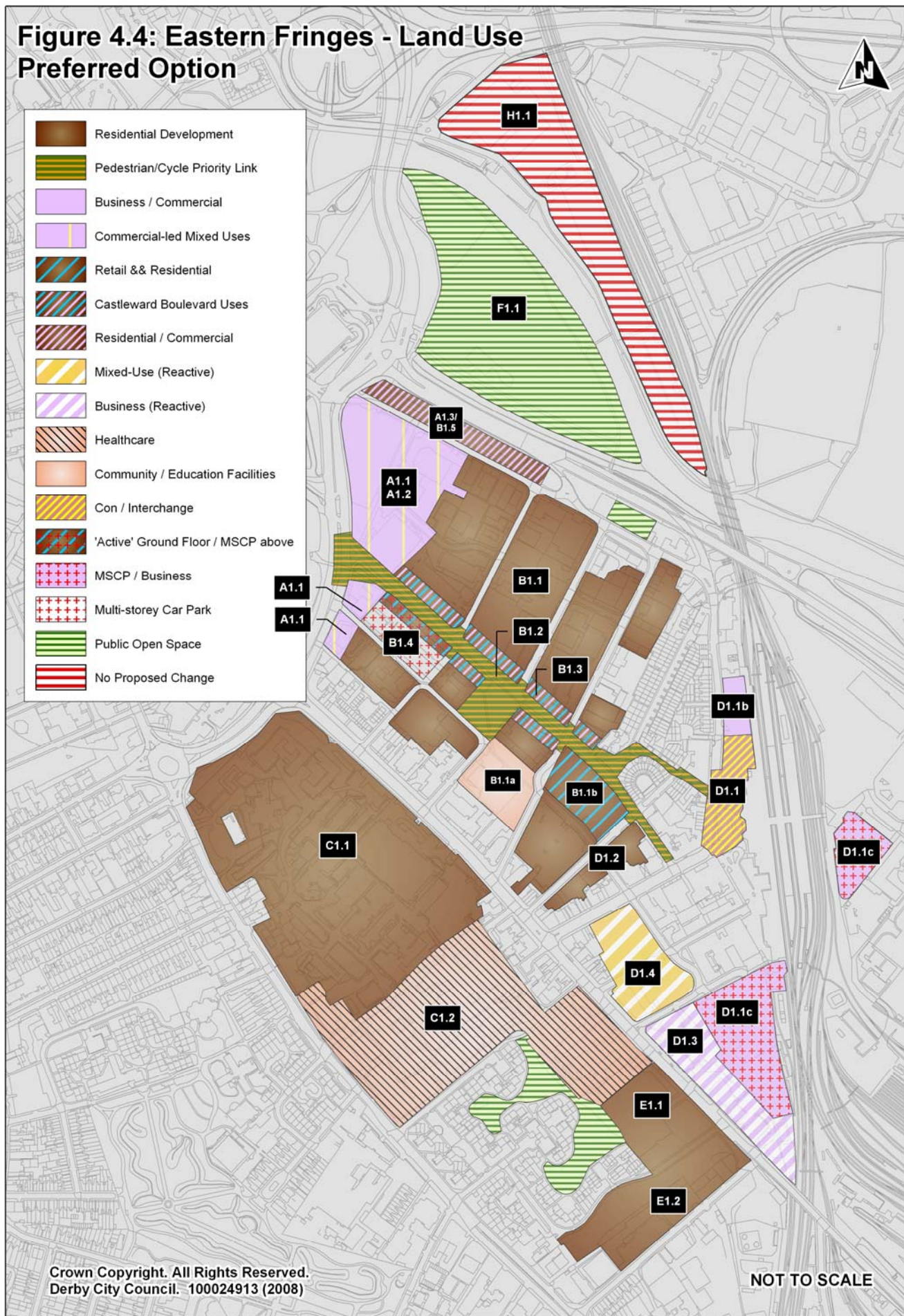


Figure 4.3: Proposals Map & Index

Refs	Page(s)	Refs	Page(s)	Refs	Page(s)
A1.1	Page 37	C1.5	Page 59	Residential Development	
A1.2	Page 37	D1.1	Page 38	Business / Commercial	
A1.3	Page 37	D1.2	Page 38	Commercial-led Mixed Uses	
A1.4	Page 45	D1.3	Page 38	Retail & Residential	
A1.5	Page 52	D1.4	Page 38	Castleward Boulevard Uses	
B1.1	Page 37	D1.5	Page 60	Residential / Commercial	
B1.2	Page 37	D1.6	Page 62	Mixed-Use (Reactive)	
B1.3	Page 37	E1.1	Page 38	Business (Reactive)	
B1.4	Page 37	E1.2	Page 38	Pedestrian/Cycle Priority Link	
B1.5	Page 37	E1.3	Page 38	Con / Interchange	
B1.6	Page 45	E1.4	Page 45	Healthcare	
B1.7	Page 54	E1.5	Page 63	Community / Education Facilities	
B1.8	Page 59	E1.6	Page 54-55	'Active' Ground Floor / MSCP above	
B1.9	Page 59	F1.1	Page 38	MSCP / Business	
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B1.11	Page 59	G1.1	Page 63-64	Potential Enhancements	
C1.1	Page 37	G1.2	Page 64	Public Open Space	
C1.2	Page 38	H1.1	Page 39	Site of Importance for Nature Conservation	
C1.3	Page 45			Removed from AAP	
C1.4	Page 54			Potential Routes for DRI 'Green Link'	
				Key Pedestrian/Cycle Routes	
				Wildlife Corridor	
				Public Transport Link	
				New Pedestrian / Cycle Links	
				Safeguarding Access	
				Safeguarding Realignment	



**Figure 4.4: Eastern Fringes - Land Use Preferred Option**



## 4.4 Land Use Principles and Priorities

Figure 4.4 illustrates the preferred land use mix for the Eastern Fringes. This map is cross-referenced to the text below, which provides detailed information on what the Council would like to see developed on each site. This is broken down by 'character area' for ease.

### (A) North Castleward

**A1.1** Creation of an area of commercial-led mixed-use development forming a transition from the city centre to the residential area of Castleward.

Regeneration will focus on;

- Development of a large-scale landmark office scheme comprising a minimum of 18,000 sqm of new floorspace;
- Provision of complementary uses, such as additional business uses, hotels, leisure and residential (where air quality issues are properly mitigated).

**A1.2** Parking provision to serve the office development that will serve a dual purpose on evenings and weekends to serve the city centre. Parking will not exceed the standards set out in the adopted Development Plan.

**A1.3** Allow business and / or residential uses on land north of Siddals Road. Residential development will only be accepted where air quality issues can be satisfactorily mitigated.

### (B) Castleward

**B1.1** Creation of a sustainable residential-led neighbourhood on the edge of the city centre. This will be complemented by supporting facilities, including;

- a. New primary and nursery school facilities;
- b. Provision of a new convenience shopping facility of a scale commensurate with the needs generated by the enlarged community;

**B1.2** Creation of the Castleward 'boulevard' pedestrian priority link and public realm improvements, linking the railway station to Traffic Street (see Section 4.7 for more detail).

**B1.3** Provide for 'active frontages' on buildings fronting the Castleward boulevard, including the potential for small scale retail, food & drink, leisure and community uses. At first floor level and above, residential or commercial uses will be encouraged.

**B1.4** Consolidate existing surface parking into a new multi-storey car park.

**B1.5** Allow business and / or residential uses on land north of Siddals Road. Residential development will only be accepted where air quality issues can be mitigated.

### (C) Derbyshire Royal Infirmary

**C1.1** Creation of a new residential neighbourhood on the parts of the site no longer required for healthcare, supported by small scale convenience retail facilities.

- C1.2** Continue to make provision for new healthcare uses within the area to be retained by the NHS Trust.

### **(D) The Railway Area**

- D1.1** Reorganisation of the parking and drop off areas at the railway station to facilitate a new and improved inter-modal transport interchange. This will include improvements to the layout, short stay parking provision, access to public transport and improvements to, and a increase in, cycle parking provision. Improvements at the railway station should provide a new attractive gateway to the city centre from both the Midland Road side and Pride Park. Improvements at the railway station should also include the following:

- D1.1 (a)** Consolidation of existing railway station parking into new multi storey facility on the existing South car park. Part of the site surplus, surplus to the development of the MSCP will be expected to be used for business and / or light industrial uses.
- D1.1 (b)** Surplus land on the North car park should be utilised for small scale office development which respects the character of the Conservation Area.
- D1.1 (c)** Consolidation of existing railway station parking into a new multi storey facility on the existing Pride Park car park. Suitably designed complementary office development will also be permitted on surplus land.

- D1.2** Make provision for residential development on 'back land' sites along Wellington Street for residential development that takes account of and enhances the character of the Conservation Area.

- D1.3** Make provision for new business and/or light industrial uses along the London Road frontage.

- D1.4** Make provision for the suitable redevelopment of the Royal Mail sorting office for a mix of commercial and / or residential uses in the event of the current occupier wishing to relocate within the City.

### **(E) Barlow Street / Bateman Street**

- E1.1** Creation of a new sensitive residential development on the existing surface car parking on the London Road frontage.
- E1.2** Creation of a new sensitive residential development on the existing industrial land to the north of Bateman Street and the existing open land.
- E1.3** Development should not prejudice the potential replacement of the London Road railway bridge.

### **(F) Bass's Recreation Ground**

- F1.1** Retain Bass's Recreation Ground as major public open space to serve the new residential community. Measures will be taken to improve access and safety to generally make the area more attractive to users.



## **(G) London Road Corridor**

There are no land use implications in this area.

## **(H) North of the River**

**H1.1** Propose 'no change' to this area in the medium to long term. The area will be removed from the AAP after the publication of the Preferred Option. Development will be controlled via existing Development Plan documents.

# **4.5 Land Use: General Principles**

## **Alternative Land Uses**

The Council wishes to promote the uses proposed in the AAP and provide as much certainty as possible. However, it is recognised that, over time, conditions may change and alternative proposals may be put forward. The Council would only consider these, where;

- The allocation development proposals are demonstrably not viable or required to achieve either the AAP's Vision or the wider objectives of the Development Plan;
- The alternative proposals would contribute to the achieving the wider Vision and Objectives of the AAP;
- The proposal is consistent with other LDF and AAP policies and would not prejudice the comprehensive regeneration of the area.

# **4.6 Land Use: Commentary**

## **Residential Uses:**

The Preferred Option reflects the fact that the Eastern Fringes area is one of the most sustainable locations in the City. It has unparalleled access to the facilities in the city centre, the railway and bus stations, major open space at Bass's Recreation Ground and the major healthcare facilities that are anticipated to remain on the DRI site.

In addition to its locational advantages, residential development would make a significant contribution to the City's 'brownfield' housing development, thus helping to meet the 60% brownfield housing target and reducing the need for greenfield housing on the edge of the City.

Derby City Council are required by the Government to allocate land for residential development to meet the increasing demand for housing. In 2006 Derby was granted 'Growth Point' status, which recognises the City as a key area for residential growth. In light of these facts it is very important that highly sustainable housing locations are identified in order to cater for the increasing housing demands. The Draft Regional Spatial Strategy (RSS) suggests that Derby must provide land for an average of 700 dwellings per year up to 2026. The central location of the Eastern Fringes area is highly sustainable and has the potential to contribute towards meeting some of the demand for housing.

The relocation of acute services from the DRI site will open up major development opportunities in the coming years and it is felt that a sustainable residential community in conjunction with the 'urban village' being proposed for the Castleward area is the most sustainable and appropriate option. Development of this type will also help the NHS to

facilitate the relocation of facilities to the City General Hospital and accomplish its other objectives in the City. In this way the AAP is contributing to wider spatial interests. Considering the objectives of the AAP and the wider context for this site, and the Eastern Fringes as a whole, residential-led development is the only viable option.

### **Employment Uses:**

Derby is currently lacking in high quality strategic city centre office sites. In recent years, the office market in the City has been focussed on Pride Park and the Wyvern Business Park. Pride Park is now close to being complete and there are early signs are of a recovery in the city centre's office market with a number of new schemes recently being granted planning permission.

Making provision for this type of development in appropriate parts of the Eastern Fringes can provide further opportunities for such development both at the strategic and smaller scale, without undermining employment development proposed elsewhere in the City.

The City has an extensive portfolio of employment land outside the city centre that will provide for the majority of Derby's general industrial, storage and distribution needs over the coming years. Unfortunately, the City does not have the same portfolio in the city centre and the Council feels that the Eastern Fringes area, particularly the North Castleward site would be attractive to high profile occupiers, requiring a highly visible site, with good connections to the strategic road network, railway station and bus station.

The proposals will help to redress the balance in terms of available office site provision and provide a sustainable alternative, particularly now that alternative sites are nearing completion. The proposals will contribute to the creation of sustainable patterns of development and will help bolster the city centre's economy. The levels of floorspace proposed for the area are considerable, but are needed if the City is to attract the type of operator aspired to.

This offer could be further enhanced by recognising that other complementary uses should be permitted on the North Castleward site. Examples of what may be acceptable are hotels or conferencing facilities. Other complementary uses may also be acceptable, provided they wouldn't undermine the vitality and viability of other areas and would not prejudice the objectives of the AAP.

There will also be opportunities for commercial development around the railway station. The development of MSCP's on Pride Park and South car park will open up opportunities on land currently used for surface level parking, such as the North car park.

The Preferred Option for the land north of the river, currently occupied by the Derby Evening Telegraph is to continue to allocate it for employment uses, as in the CDLPR.

Redevelopment of this site was considered however there are a number of important issues that may constrain the redevelopment of this area in the short to medium term and thus reduce the certainty of bringing the site forward in the timescale of the plan. A proportion of the site is within Flood Zone 3 and thus there are concerns over the potential for flooding of this area. The FRA carried out for the plan has recommended that this area is not identified for housing at this time owing to these risks.

### **Retail:**

The population of the 'Eastern Fringes' will increase substantially over the life of the Plan. It is considered that new shopping facilities will, therefore, be needed to provide for this population's food and convenience shopping needs. These facilities should be in the most

accessible place for the new community and it is felt that the Bemrose & Sovereign car park site would be the best location.

Other locations, such as the DRI site and railway station, have been considered for the location of a new supermarket. However, the boulevard has benefits in terms of its relationship to other similar uses and would be in a more central, accessible and sustainable location.

A store that will serve the needs of the local area may be appropriate here. The size of the store should be gauged so that it does not attract people from other parts of the City or impact on the city centre or other District Centres. This would be unsustainable and contrary to the Council's retail strategy. New shopping should be for the local community and not become a city-wide resource.

Although there are obviously shopping facilities within a walk-able distance from Castleward it is still felt that there would be a qualitative advantage in providing some specific facilities for the new community within the Castleward area. The new store will provide the focal point for the new neighbourhoods and provide easier access to shopping facilities.

### **Education:**

The AAP must make provision for new education facilities to meet any needs it will generate. It is unlikely that enough housing will be created to justify a new secondary school and so, at this time, this possibility is not being progressed. However, in line with existing policies, developers will be required to make provision for secondary school education elsewhere (see Section 4.14 on Implementation). This will be guided by the Council's emerging SPD on Planning Obligations.

As a minimum, it is expected that a new primary school will be provided as part of the Castleward regeneration scheme. This could also incorporate a new or relocated nursery.

### **New Parking Facilities:**

Three multi-storey car parks will potentially replace the existing surface car parks in the area. This will make more efficient use of land. The Liversage Street site will serve the immediate area and has benefits over other sites considered. It is already a car park and has good access off of Traffic Street and London Road. It would also be located on the boulevard and has excellent access to the city centre. It will also have less impact on the Railway Conservation Area than, for example, the Bemrose & Sovereign car park site, previously considered.

It is felt that the parking is required to serve city centre needs and will not add significantly to the number of public spaces already in the area. Coupled with the other benefits the provision of a new car park will bring, this is still a reasonable proposal to include in the AAP.

The North, South and Pride Park car parks at the railway station are currently used as surface car parks for the railway station and its staff. Consolidation of this car parking into two new, sensitively designed, multi-storey car parks will release the remainder of the land for development. This option will make much more efficient use of the land and may also facilitate other improvements at the railway station. The development of MSCP's to serve the railway station will only be permitted provided that areas of surface level parking are released for beneficial development. The aim of the proposals is to not significantly increase the level of parking at the station, instead to rationalise current facilities, making better use of the land.

The North Castleward site will employ a large number of people and it will be necessary to provide a certain level of on-site car parking to meet demands. This parking should also provide opportunities for evening and weekend parking for the city centre, when demand is at its highest. This 'dual-use' is an efficient use of a facility that would be required to serve the office development in any event.

### **Health and Community Uses:**

There are no plans to *require* further health related facilities as part of the redevelopment proposals but the AAP would allow the development of such uses within the 'Castleward Boulevard' and the retained element of the DRI site.

The area is already home to some existing community facilities (for example, the West Indian Community Centre, Castle Nursery, St Johns Ambulance training centre). As part of the wider regeneration of the area, the existing premises for these uses are identified for redevelopment. However, in line with existing Council policy, no existing community facilities will be redeveloped unless it can be demonstrated there is no longer a demand for these facilities or appropriate alternative accommodation has been provided (either within the Eastern Fringes area or in an alternative suitable location). Buildings fronting the boulevard could potentially provide a suitable location for community type uses.

Derby Cityscape will continue to work with the Council and any organisations affected, to ensure that appropriate accommodation can be found for these uses.

### **Open Space:**

Section 4.10 and 4.11 give further detail on open space provision however it is important to mention Bass's Rec in this section due to its obvious significance.

There are few realistic alternatives to consider for Bass' Rec. While we considered the redevelopment option, it was decided that there were far too many constraints for this to be realistic, viable or desirable. Bass's Recreation Ground will be retained as public open space but the AAP will have to ensure that improvements are made to the facilities and most importantly access to the park.

Bass's Recreation Ground is identified in the City of Derby Local Plan Review as Public Open Space and any proposals would continue to be assessed against the relevant saved policies. Should any development need to take place on the park to facilitate improvements, then it will necessarily be of a scale and nature that fits in with the character of Bass's Rec.

### **Royal Mail Site:**

The Royal Mail building on Midland Road is recognised as being incongruous and out-of-keeping with the area. Considerable improvements would be made to the quality of the built environment if this building were to be redeveloped. In particular, the setting of the Conservation Area would be greatly enhanced.

The Council recognise that the Royal Mail carry out an important and necessary function from these premises and would not want to see the operation move out of the City. However, should a relocation within the City be facilitated, then this site does offer opportunities for mixed-use development that takes account of its location near to the railway station. This should have an element of residential and employment within it, but could also include a hotel, conferencing and/or community facilities. An active frontage on the ground floor would help to maintain Midland Road's character.

Leaving the site unallocated would be inappropriate. As mentioned above, the building is out of scale and character with its surroundings and not giving guidance on what would be a suitable replacement, would constitute a wasted opportunity.

During consultation, no overall consensus was gained as to what should replace the Royal Mail building. This is perhaps inevitable. Its scale and location make it attractive for a range of uses and a flexible approach is probably the most sensible.

### **The Boulevard:**

The new 'boulevard' will provide a vital link between the key retail area of the city centre and the railway station. The boulevard will utilise high quality materials and place the needs of the pedestrian above those of the motorist. See Section 4.7, Transport and Movement for further details

### **Implementation:**

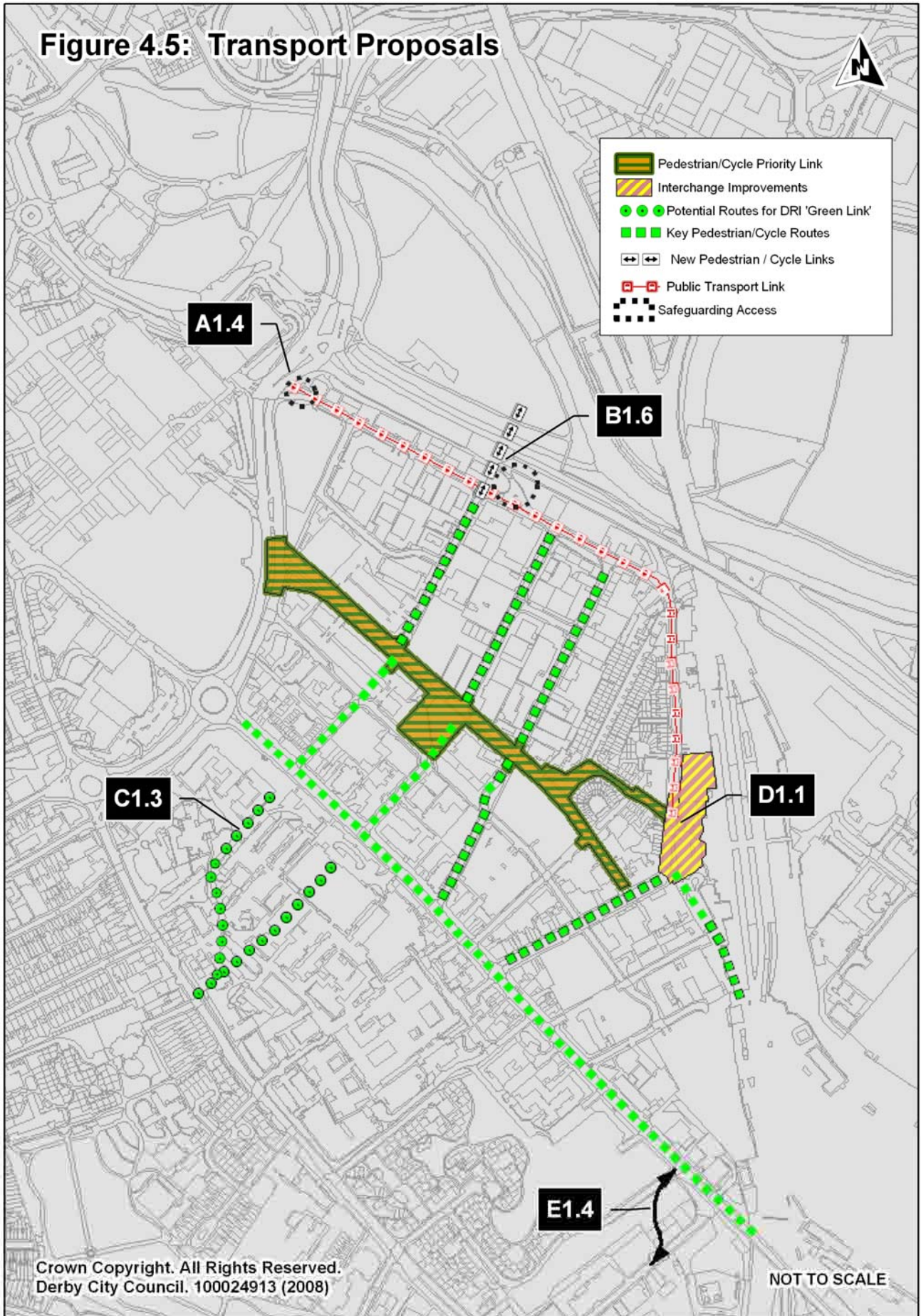
Section 4.13 gives further guidance on implementation; however it is recognised that bringing forward the proposals will mean facilitating the relocation of existing businesses in the area.

The Council, working with its partners at Derby Cityscape, will try to work with businesses to find an acceptable solution to this. With this in mind, Derby Cityscape (who will have a key role in implementing the proposals) have prepared a 'Relocation Strategy'. The Council and Derby Cityscape will be working hard to ensure that **no** jobs are lost to the City through the implementation of this Plan.

Derby Cityscape have recently purchased 2.42 hectares (5.97 acres) of land at Raynesway to aid their relocation strategy. This site will provide a range of units and further demonstrates another step towards the successful implementation of these plans.



**Figure 4.5: Transport Proposals**



## 4.7 Detailed Transport and Movement Principles: Character Area Proposals

### (A) North Castleward Priorities

- A1.4** Continue to protect the dedicated public transport access point ('bus-plug') and ensure that future development does not prejudice this important link.

### (B) Castleward Priorities

- B1.6** Creation of a new 'all moves' junction on Siddals Road and surface level crossing at this point to Bass's Recreation Ground.

### (C) Derbyshire Royal Infirmary Priorities

- C1.3** Creation of a 'green infrastructure' pedestrian link through the site to form a safe and accessible route between the Arboretum and Bass's Recreation Ground.

### (D) The Railway Area Priorities

See proposal D1.1 in the land use section.

### (E) Barlow Street / Bateman Street Priorities

- E1.4** Reorganisation of the highway configuration between Barlow Street and Bateman Street in order to improve the safety at this junction.

## 4.8 Transport and Movement: General Principles

It is recognised that the amount of development envisaged in the Eastern Fringes area will bring with it challenges with regard to transport and movement through the area and to the rest of the City. This is identified by the Transport Study carried out by consultants on behalf of the City Council and Derby Cityscape.

As already stated, the location of the Eastern Fringes makes it an ideal location to try to promote alternative modes of transport to the car. The Preferred Options proposals are therefore designed to maximise this potential.

However, it cannot be ignored that there will still be a demand and a need for people to use and own cars. The AAP will therefore need to make sure appropriate measures are taken to ensure that development does not create unacceptable levels of congestion and impact upon the high quality living environment.

### Implementation of a 'Street Hierarchy'

The Transport Study recommends the adoption of a 'street hierarchy', in line with the recently published 'Manual for Streets' (MfS) report published by the DfT, which will underpin the transport strategy for the AAP.

The street hierarchy has been developed with the aim of creating a site that meets the vision set out in the AAP. In order to do this a number of objectives were identified which set the parameters for the hierarchy and which it achieves. These include the following:

- Streets to be designed principally with regard to them harbouring residential/light traffic;

- Pedestrians and cyclists to have a high permeability across the site and a high quality route to and from the station;
- Provide a 'green route' from Bass's Recreation Ground to the Arboretum for pedestrians and cyclists;
- Public transport routes to ensure that more of the site has quick access to a bus route, and that bus routes to and from the station are enhanced;
- Three new MSCP's to be provided, with all to have efficient entry and egress so that the impact on the local network is minimal;
- Ensure that all frontages are served for servicing and loading;
- Ensure that the number of through trips and any rat running across the site is minimised;
- The boulevard needs to be the principal focus of the site;

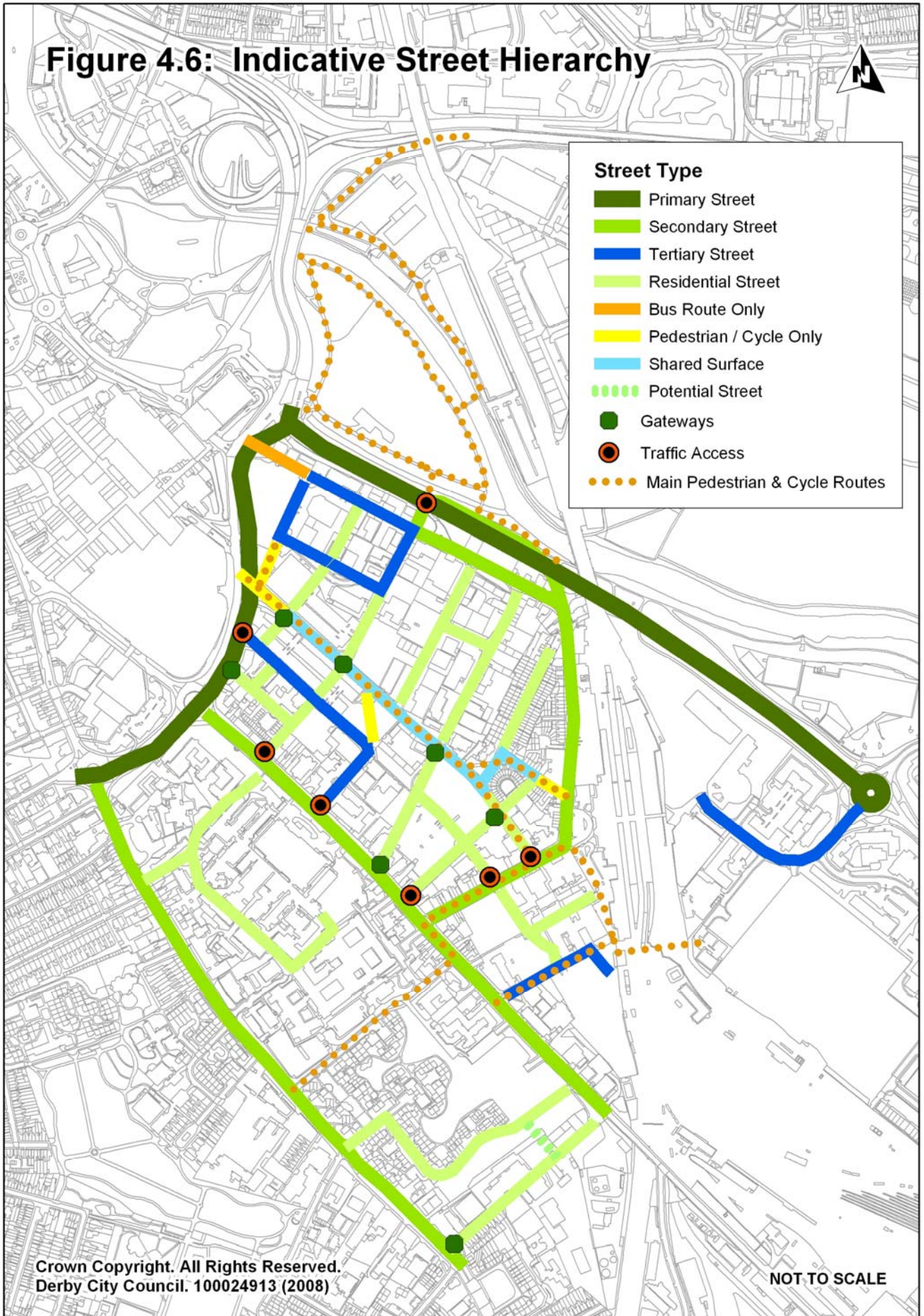
Figure 4.6 illustrates the street hierarchy the Council would want to adopt in Castleward. Table 4.1 sets out the function that each street-type would fulfil.

**Table 4.1**

Functions	Urban Routes			Local Streets	
	Primary Street	Secondary Street	Tertiary Street	Residential Street	Shared Surface
Pedestrian Movement	Footways either side. Controlled crossing at defined points	Footways either side. Mix of controlled and uncontrolled crossings	Along footways. Uncontrolled crossings	Along footways	Complete freedom
Vehicular Movement	Fast moving, long distance through traffic	Medium distance traffic	Vehicle movements in and out of multi storey car parks	Vehicle movements near the beginning or end of all journeys. Other activities include servicing, walking, meeting, children playing out.	
Vehicle Speeds	Urban speed limits apply - typically 30mph or 40 mph	Typically 25mph	Layout of street should discourage speed to less than 20mph	Layout of street should discourage speed to less than 20 mph	Less than 20mph
Vehicles Peak Hour Flow (pcu)	1000 to 2000	500 to 700	300 to 400	20 to 30	10 to 20
Lane Width (m)	3.65	3.5	3	2.85	- (2.85 min)
Typical Surface	Tarmac	Tarmac	Tarmac	Paved	Quality Paved



**Figure 4.6: Indicative Street Hierarchy**



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The street hierarchy and overall transport plan set out a number of significant site specific proposals, which have already been detailed in Section 4.6. There are, however, a number of cross-cutting themes that are outlined below;

## Walking and Cycling

The Council will seek to improve the number and environmental quality of pedestrian and cycle connections across the area as a whole. The overall principles in terms of walking and cycling are to;

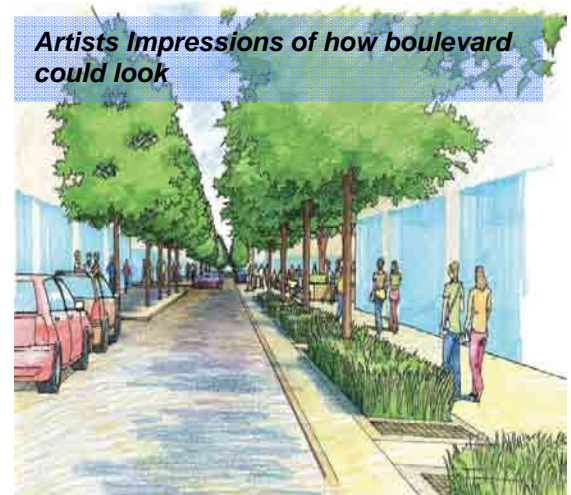
- Improve connections between the city centre and railway station, including the Castleward 'boulevard' and Midland Road / London Road links.

One of the key aims of the AAP is to improve connectivity and movement between the city centre and the railway station for pedestrians and cyclists. This will be done through the implementation of a new tree lined 'boulevard' or avenue running through the heart of Castleward.

Consultants were commissioned to produce a potential scheme design for the new link. They were instructed to take on board the recommendations from the Transport Plan and Highway Design Code produced previously.

They have recommended that the following principles are followed during further stages of development:

- Creation of a shared surface, link where the needs of the pedestrian and cyclist are put before those of the motorist.
- Provision of on street parking in designated bays;
- Creation of new interrelated spaces / squares along the route of the boulevard at Station Square, Midland Green, Carrington Square and at Castleward Gateway. The spaces will have their own character and a strong sense of place.
- Extensive tree planting to give the street a green canopy and helping to define the key spaces and route.
- SuDS techniques will be implemented where feasible along the route of the boulevard and within the key spaces provided appropriate maintenance and management can be agreed;
- Street furniture will be kept to a minimum to avoid unnecessary clutter;
- Yorkstone paving, granite setts and dressed asphalt will be used to link areas and reflect the status and functioning of spaces in a coordinated manner.
- Materials used in the Conservation Area will be sensitive to the historic area and compliment the Railway Conservation Area Appraisal.



Improving the link between the city centre and the railway station is a key objective of the Action Plan and the creation of the 'Castleward boulevard is one of the main ways in which this objective will be achieved.

At ground floor level the boulevard will contain small-scale units, providing an active frontage that will give much needed vitality and vibrancy to an area that is currently dormant. The upper levels will be a mixture of commercial office uses and residential units.

It is envisaged that the boulevard will not just contain shops, cafes and restaurants. It is also seen as an excellent location for new community facilities to locate, such as nurseries or crèches, community centres and health uses. It is hoped that the boulevard will become the focus for the existing and new community.

The creation of 'active frontages' will also contribute to the cultural economy of the City, improving the public realm and making the City more attractive to visitors and, potentially, investors. When implementing the boulevard, care will need to be taken to ensure that the built and natural environment are treated with care and sensitivity.

Other principles in terms of walking and cycling are to;

- Improve connections between areas of open space and recreation, including the creation of a 'green link' between the Arboretum and Bass's Recreation Ground.
- Create a new pedestrian and cycle at grade link across Station Approach and the Mill Fleam, including a new bridge over the Fleam.
- Improve existing pedestrian and cycle routes through the area.
- Provide new or improved crossing facilities in the following locations;
  - ⇒ Midland Road/Midland Place at rail station;
  - ⇒ Traffic Street, linking to the city centre;
  - ⇒ London Road/Trinity Street;
  - ⇒ London Road/Canal Street;
  - ⇒ Station Approach/Pride Parkway;
- Provide cycle parking spaces and storage both within the public areas, and within the developments, to facilitate and encourage cycling;

### **Public Transport Links**

The overall public transport principles are to;

- Continue the use of the 'bus plug' at the end of Siddals Road to provide improved access to Cock Pitt roundabout and the new bus station (see proposal A1.4);
- Provide improved high quality bus stopping facilities on Siddals Road and adjacent to the railway station as part of a new railway station interchange;

Public transport routes have been allocated within the Street Hierarchy. The principle route for buses will be Midland Road, via Siddals Road for two-way operation of buses. The creation of the bus plug at the western end of Siddals Road, as part of the wider

modifications to the Cock Pitt junction, has opened up the opportunity for a bus route, which will run along the northern boundary of the Castleward area and serve the new community.

## **Parking**

The overall parking principles are to;

- Provide new parking facilities in North Castleward, Castleward, Pride Park and the railway station's 'south car park' to consolidate existing surface parking.
- Provide short-stay on-street parking within different parts of the 'street hierarchy as set out in the Transport Plan.'
- Adopt residential parking standards lower than those set out in Appendix A of the City of Derby Local Plan Review.
- Adopt City of Derby Local Plan Review parking standards for commercial and office development.
- Provide parking for the development sites within the individual development plots either as surface, basement or under-croft parking. or within the proposed multi storey car parks

## **Highway Proposals**

As part of the preferred Street Hierarchy to accommodate the development proposals, a number of proposed improvements have been recommended for the local highway network. Highway improvements will be required to improve access and egress at the following locations:

- Hope Street/Traffic Street - left in left out priority junction;
- Trinity Street/A6 London Road - all movements priority junction;
- Midland Road & intersections of Park Street and Carrington Street - all moves priority junctions;
- Hlland Road/A6 London Road;
- Pride Parkway Junction - new traffic signal controlled junction with pedestrian crossing facilities;
- Barlow / Bateman Street - realignment of existing highway;

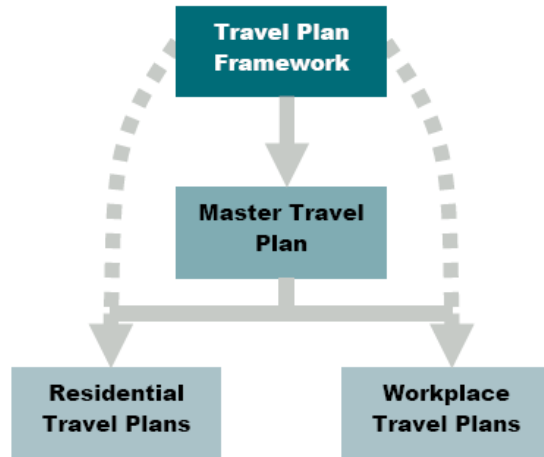
The key elements will be the new all moves junctions on Station Approach and at the Midland Road / Carrington Street intersection. The new junctions will provide access and egress from the Castleward area onto the surrounding network and also enabling access and egress to and from the Cock Pitt and Pride Park. These junctions are essential to allow the functioning of the wider network once development within Castleward has commenced.

Provision of a pedestrian crossing over Station Approach as part of the highway works will make accessing Bass' Recreation Ground easier which is a fundamental objective of the AAP. A pedestrian bridge was considered here, however, it is not considered practical from an engineering perspective to proceed with this further.

New development in this area also provides an opportunity to realign Bateman Street, to join up with Barlow Street. The existing junction at Bateman Street is problematic and this scheme will enable a safer solution to be designed.

### Promoting Modal Shift

In order to achieve the target trip generation required to ensure the effective future operation of the local highway network it will be absolutely essential that Travel Plans are adopted to complement the physical measures being proposed. It is envisaged that the residential, office and retail elements of the scheme will be subject to individual travel plans that are developed in line with a Master Travel Plan framework. There will essentially be three types of Travel Plan for the proposed development as follows:



- A Master Travel Plan for the area will set out the principle aims, objectives and targets for the whole site, including measures that will apply to each organisation;
- A Residential Travel Plan;
- Workplace Travel Plans for the each non residential unit;

A Travel Plan is the term used for a package of measures tailored to meet the needs of individual sites, aimed at promoting more sustainable travel choices, and reducing reliance on the car.

The Travel Plan should have a core set of aims and objectives, which should include measures to:

- Minimise the level of single-occupancy vehicle trips;
- Maximise travel choice;
- Minimise overall vehicle mileage;
- Minimise environmental pollution;
- Reduce the need to travel overall;
- Improve safety for all road users.

Depending on the nature of any given site, it may be appropriate to address a range of these issues.

In order to ensure that Travel Plans are successfully implemented it will be essential that a Travel Plan Coordinator is appointed. The Coordinator will work alongside the future occupants of the site to assist them in the development of their own Travel Plans and to provide advice and support.

To encourage use of a range of modes of transport, it is important to ensure that buildings and facilities are tailored to the varied needs of people using modes other than the private



car. Developers will need to ensure that all future occupiers of the sites will have access to a range of the following facilities and initiatives:

- Providing cycle parking facilities is a simple and effective way to contribute to Travel Plan objectives. It involves relatively little cost and takes up little space.
- Securing safe and convenient cycle parking for residents, staff and visitors and ensuring cycle access to the site is secure and convenient is a good way to promote cycling as a means of access.
- Walking, running and cycling as a means of access to and from work can also be promoted by provision of employee shower and changing facilities on site.
- Changing the way people work. This should include the provision of high speed broadband infrastructure and WiFi technology to facilitate 'teleworking' within the development of new buildings.

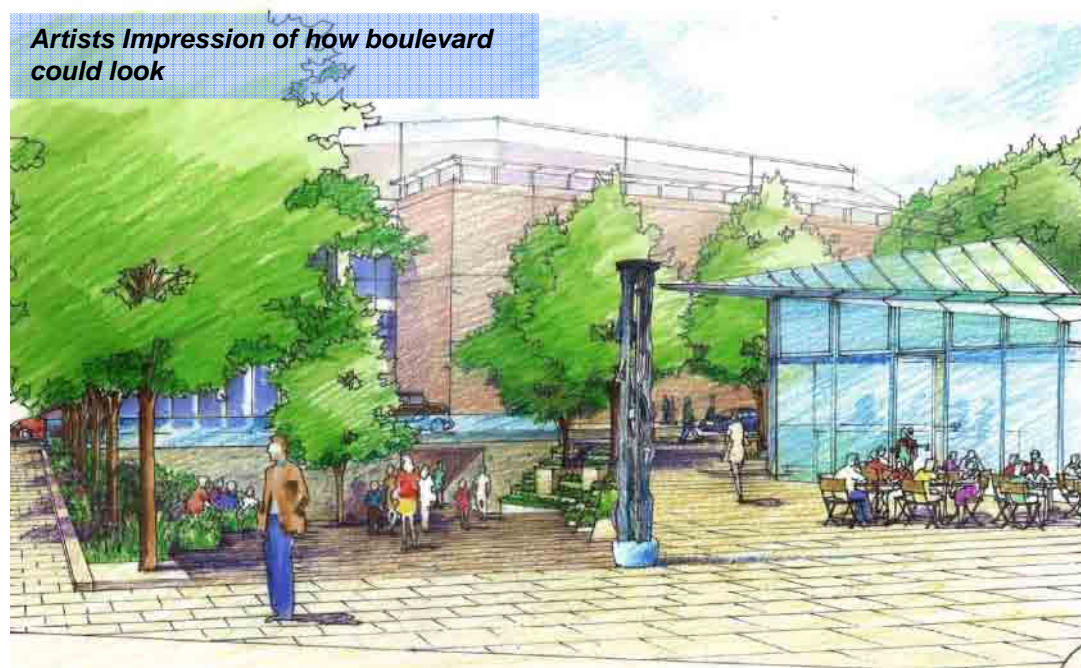
The adoption of a MfS approach with low design speeds, tighter junction radii and limited forward visibility will help contribute to creating a pedestrian friendly environment where vehicles are guests within a pedestrian dominated Urban Village.

All the principals and proposals set out in this section are required to facilitate the implementation of the land use proposals in the most sustainable manner. The principals are in line with current thinking at a national and local level, particularly the aims of promoting walking and cycling and enabling healthier lifestyles.

## 4.9 Sustainable Design and Layout: Character Areas

### (A) North Castleward Priorities

**A1.5** Gateway to Castleward - A new public space will be created at the termination point of the boulevard at Traffic Street. This will provide a high quality gateway into the new community and potentially provide a new A3 (restaurant / café) use. It should maintain the pedestrian underpass into the Westfield Shopping Centre and create an attractive gateway to the city centre shopping area.





The aim of this space is to make a statement that announces the qualities of Castleward to the rest of the city centre when viewed from Traffic Street and Westfield shopping centre. It should terminate the visual axis of the boulevard and create activity within the space. Proposals should also soften the unattractive brick elevation of the Bingo hall and use tree planting to form a definite yet permeable threshold to the new neighbourhood.

**A1.6** The scheme should exhibit exemplary architectural quality and create a strong “statement of place”. This could potentially include;

- A landmark building fronting onto the Cock Pitt.
- The creation of strong frontages onto Traffic Street. A range of building heights of up to 7 storeys may be appropriate here where it would not have a negative impact on the amenity of existing areas.
- Layouts should provide safe and accessible routes through the area for pedestrians and cyclists to the wider ‘Eastern Fringes’ and the city centre.

The ‘Castleward’ Boulevard scheme is discussed in more detail as a whole in Section 4.7.

The form of development envisaged in this character area should reflect its prominent location. A tall building in this location may be appropriate and the prospect of creating a strong frontage both onto the Cock Pitt roundabout, but also on Traffic Street provide a major opportunity to contribute to the ‘step-change’ in the scale and quality of development in this area. This has already been started by the Eagle Centre extension and is set to continue with the Riverlights development in the near future.

Fitting in with the general design and layout objectives to be found throughout the Preferred Option Report, we feel that this site should be part of the wider pedestrian and cycle focus and would expect any proposals to reflect this.



## **(B) Castleward Priorities**

**B1.7** The regeneration of Castleward should exhibit exemplary architectural quality and create a strong 'statement of place'. The scheme should exhibit the following characteristics:

- Building massing and density to be greater along key routes. Residential densities in such locations will be a minimum average of 100 dwellings per hectare.
- Building massing and density away from primary routes to be lower. Residential densities in such locations will be a minimum average of 70 dwellings per hectare.
- A range of building heights of between 3 and 6 storeys will be acceptable.
- In areas adjacent to the Conservation Area, built form and architectural styles will have regard to the character and detailing of the railway related buildings, in line with the findings of the Conservation Area Appraisal. There should be a transition to more contemporary styles as progression is made to the city centre.

The area lends itself to high density development of a mixture of apartment and family housing. This will be set within an attractive environment, which includes network of private and public open spaces, linked by safe and attractive routes for pedestrians and cyclists alike.

Coupled with the locational benefits, the design objectives of the AAP will try to ensure that the housing is not only of the highest architectural quality, but also contains best practice in terms of sustainable design features and methods.

In terms of the design of the car park, it is intended to be 'wrapped' by other uses. This will incorporate the car park into the general design ethos of the area as a whole. Care will need to be taken to lessen impact upon the amenity of surrounding uses and properties.

## **(C) Derbyshire Royal Infirmary Priorities**

**C1.4** The regeneration of the Derbyshire Royal Infirmary should exhibit exemplary architectural quality and create a strong 'statement of place'. The scheme should exhibit the following characteristics:

- Creation of an attractive and cohesive frontage that takes account of the special townscape quality of London Road.
- Development will be expected to be at a high density that takes into account the existing quality of the environment and the setting of existing buildings of architectural and/or historic importance.

The DRI site offers an opportunity to create a high quality urban environment. However, it is also recognised that there are features of importance that should be protected and enhanced. Therefore, proposals will need to be balanced, sensitive and coordinated.

## **(E) Barlow Street / Bateman Street Priorities**

**E1.6** The regeneration of this area should exhibit exemplary architectural quality and create a strong 'statement of place'. The scheme should exhibit the following characteristics:

- Development should create an attractive frontage onto London Road and a high quality and prominent 'entrance' to the city centre. Building heights up to five storeys along, and to the rear, of London Road may be appropriate.
- Buildings along Barlow Street will be no higher than three storeys and should be laid out so as to minimise the impact on the existing open space.

The form of development is important here and it is envisaged that housing would be built in two distinct styles. On the land fronting onto London Road is expected to accommodate a taller, more intensive urban form that will 'frame' the gateway into the city centre.

In those areas related to Oriel Court, lower density housing will be preferred which makes the best use of the existing open spaces and which respects the existing character of the area.

## **4.10 Sustainable Design and Layout: General Principles**

There are two aspects to design and layout. The first is the general architectural quality of the area and the second relates to the sustainability of design. Both aspects are covered below.

The design and layout principles the AAP will adopt are critically important. However, the majority of these are not dependent on what the Preferred Option is for the area. This is because they would represent good practice for all forms of development and would, in many cases, be required as part of national, regional or local policy. All proposals will adhere to the standards set out in English Partnerships' 'Quality Standards' Policy Guidance.

All development will have to adhere to the criteria set out in the other relevant parts of the Development Plan. As a pre-requisite, however, the Council will expect all designs to be of the highest quality. This is such a prominent location that it deserves to showcase the best forms of development possible.

The Council will expect proposals to;

- preserve or enhance local distinctiveness and create a stylish addition to the city centre's townscape;
- respect the urban grain of the surrounding area;
- not generate an unacceptable impact on the amenity of existing areas;
- facilitate journeys made by foot, cycle and public transport
- not have a detrimental impact upon significant views and vistas within, to and from the area;
- provide a sense of design unity, reduce light pollution, relate to the scale of a pedestrian, and create an attractive night-time ambience;
- adopt pedestrian friendly layouts, with simple and uncluttered designs that help to change driver behaviour and reduce vehicle speeds. The principles set out in the '*Manual for Streets*' should be adopted.

- provide public spaces, with streets, squares, and green areas that are well designed, joined-up and safe to use;
- create public realm that relates well to the surroundings and heritage and helps strengthen and develop the style and character of the area.
- consider the creative use of roof spaces, where appropriate. This could be used as a way of maximising private open spaces and promoting other aspects of sustainable design such as 'green roofs'.
- create an appropriate sense of enclosure and natural surveillance for streets and other public spaces and respects the scale and setting of retained buildings;
- adopt the principles of 'inclusive design' and 'secured by design', meeting Association of Chief Police Officers (ACPO) guidelines. This should help to create spaces that feel safe as well as that are safe.

At key design phases and following the implementation of phases of the development the City Council will review the development against the key principles outlined in this document. The 'Building for Life' national standard for well designed homes and neighbourhoods, led by CABI and the Home Builders Federation will also be used to inform the review process. The Council will expect proposals to adopt the principles of 'Building for Life' and will require the preparation of information to illustrate how the 20 criteria are to be addressed.

The *Derby Declaration on Climate Change* acknowledges the increasing impact that climate change will have on our community during the 21<sup>st</sup> Century and commits Derby City Council to tackling the causes and effects of a changing climate on the city. All developments will be expected to contribute towards tackling climate change and this has been taken into account in producing the proposals set out in this document.

The 'Code for Sustainable Homes' will be the standard applied to all new housing. It is expected that the performance standard for all new homes will initially be Code Level 3 (in line with English Partnerships' 'Quality Standards' Policy Guidance).

Projects which require English Partnerships' (EP) funding support may, after April 2010, need to achieve Code Level 4 and Code Level 6 (zero carbon) after April 2013. Other new homes will be expected to meet Building Regulations, as revised, which are expected to reach zero carbon (Level 6) development by 2016. Proposals for new homes which exceed these standards and accelerate the timescales proposed will also be encouraged.

The environmental performance of all non-residential buildings designed for the scheme will be assessed using the *Building Research Establishments Environment Assessment Method (BREEAM)*. This assessment can be applied to offices, industrial units, retail units and schools and a level of performance equivalent to 'very good' should be achieved. Again proposals exceeding these standards and the timescales outlined above will be encouraged.

The design and construction of all buildings will consider and address at the outset the need to reduce carbon and greenhouse gas emissions and deliver low carbon development.

The Council will expect all proposals to;












- use landform, layout, building orientation, and landscaping to minimise energy consumption;
- give careful consideration to the extent to which the proposed massing of buildings, density and mix of development helps to minimise energy consumption;

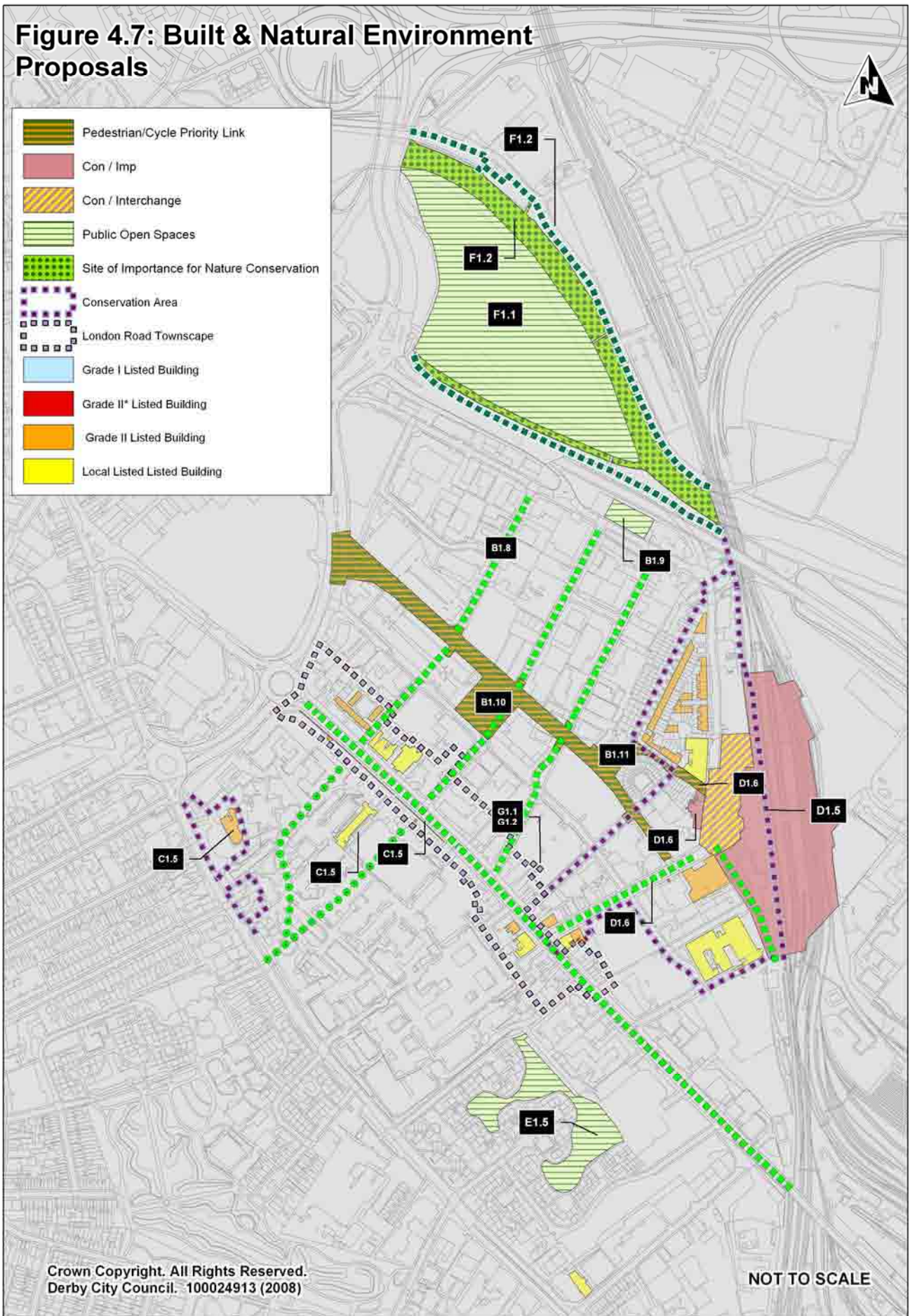


- ensure new development does not create adverse local environmental conditions for people or undermine biodiversity
- consider and take into account the potential of renewable micro-technologies and decentralised energy supply systems based on renewable and low carbon energy.
  - or**
  - provide a significant proportion (minimum 10%) of the energy supply from renewable micro-technologies and decentralised energy supply systems based on renewable and low carbon energy.
- consider and take into account the future use of renewable micro-technologies;
- promote a reduction in energy usage in line with the 'energy hierarchy'
  - to reduce the need for energy
  - to use energy more efficiently
  - to use renewable energy
  - any continuing use of fossil fuels to be clean and efficient for heating and co-generation
- promote waste management in line with the hierarchical approach of
  - waste reduction
  - re-use
  - recycling and composting
  - energy recovery
  - disposal
- Provide space within developments for communal recycling facilities and adequate space should be provided to allow recycling lorries to reach them.
- Consider the environmental impact of construction materials to reduce the embodied energy of new buildings by maximising the use of materials which have a reduced impact on carbon emissions, are locally sourced and are reclaimed, recycled or reused.

The Council is preparing a Supplementary Planning Document (SPD) on Sustainable Design which will provide further guidance once published. The SPD is likely to be adopted during 2009.

**Figure 4.7: Built & Natural Environment Proposals**

-  Pedestrian/Cycle Priority Link
-  Con / Imp
-  Con / Interchange
-  Public Open Spaces
-  Site of Importance for Nature Conservation
-  Conservation Area
-  London Road Townscape
-  Grade I Listed Building
-  Grade II\* Listed Building
-  Grade II Listed Building
-  Local Listed Listed Building



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NOT TO SCALE

## 4.11 Natural and Built Environment: Character Areas

### (B) Castleward Priorities

- B1.8** A series of linked and usable open spaces should be created that provide an attractive setting for the development, providing safe links through the area and adding to the biodiversity interest in the area. These should be well integrated with the Castleward boulevard proposals and the creation of a 'green infrastructure link' between Bass's Recreation Ground and the Arboretum.
- B1.9** Harper Gardens will be retained and will form part of the open space provision for the new community.
- B1.10** The majority of the existing area of open space, adjacent to Liversage Street car park will be retained and enhanced to form a high quality open space at the heart of the new neighbourhood. It should also mark the intersection between the new 'boulevard' and the east to west green link.
- B1.11** The existing area of open space at the back of Wellington Crescent will be improved and enhanced to form another incidental area linked by the boulevard.

The Castleward area as a whole should comprise a series of interrelated pedestrian focused spaces each with their own character and sense of place. These will be places where residents and visitors have the opportunity to linger, relax and easily orientate themselves, making the whole neighbourhood highly liveable.

### (C) Derbyshire Royal Infirmary Priorities

- C1.5** Retention, and where appropriate, sympathetic conversion of important architectural buildings and features of historic importance (in line with existing Development Plan policies) including;
- Buildings within the Hartington Street Conservation Area and their settings;
  - The listed Wilderslowe House and curtilage;
  - The listed wall, railings and statues;
  - The locally listed original infirmary buildings;

Existing 'listed buildings' and 'buildings of local importance' policies will still apply. In the case of buildings of local importance, it must be demonstrated that all reasonable alternatives to demolition have been considered and found unrealistic before demolition will be permitted.

In line with existing Development Plan policies, proposals will not be approved where they would have a detrimental effect on the special architectural or historic interest of a statutory listed building, its character or setting. Exceptions will only be made where there is a convincing case for demolition or alteration.

PPG 15 advises that there should be a general presumption in favour of the preservation of listed buildings and the City Council has a duty to pay special regard to the preservation or enhancement of the building, its setting, or any features of special architectural or historical interest which it possesses.

## **(D) The Railway Area Priorities**

**D1.5** Continued identification of the Railway Conservation Area and to implement policies that ensure its preservation and enhancement. Any development in the Conservation Area will, in line with existing policies, be expected to preserve or enhance its established character. Proposals would be expected to reflect the prevailing local architectural details and materials and also the findings of the Railway Conservation Area Appraisal. Examples of some of the important features include

The Railway Conservation Area Appraisal has set out what the main characteristics of the Conservation Area are. Because of the special nature of the conservation area the AAP will ensure that all new development will have due regard to the following characteristics;

- pitched or hipped roofs with Welsh slate
- red / orange brick construction of imperial brick sizes
- Flemish brick bond
- terracotta decoration, for example at Churnet House and the former Midland Railway Institute, with terracotta framing apertures or rooflines and moulded terracotta tiles with date of construction
- multi-paned timber vertical sliding sash windows subdivided into 6 or 8 panes of glass in each sash, or tall windows with a single pane in the bottom sash and 6 panes in the top sash
- stone window and door surrounds, string courses and parapet cornices in a early Victorian, classically inspired manner
- hooded windows and doors reflecting the late Georgian, early Victorian neo-classical style
- panelled doors
- brick dentilated eaves course and projecting course on chimneys
- cast iron rainwater goods, traditionally designed with half round gutters on rise and fall brackets, or leaded gutters hidden behind simple parapets
- granite setts and kerbs
- blue brick paving for private and public space, using dark Staffordshire blue brick in an imperial size
- copper lined roof elements

All regeneration in the railway area should exhibit exemplary architectural quality and create a strong 'statement of place'.

Any new development within or adjacent to the Conservation Area should also have regard to the following site specific criteria;

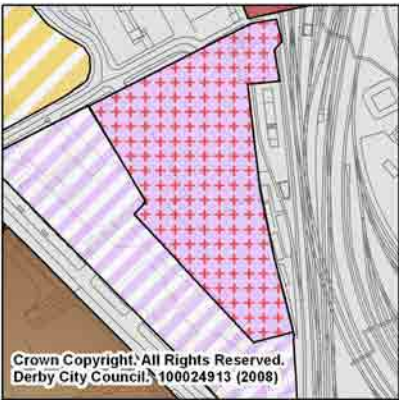




**North Car Park** (see proposals on Page 38) The trees and decorative railings fronting Railway Terrace should be retained. They create a unique frontage onto the site.

The scale of any new buildings should reflect and respect the special character of the Conservation Area and nearby buildings, in particular, the residential buildings opposite.

It should be ensured that the setting of the 1893 pediment clock from the original railway station is not adversely affected. The incorporation of this feature into any redevelopment scheme or as part of a new station frontage would be welcomed.



**South Car Park** (see proposals on Page 38) - It should be ensured that all development respects the height, scale and façade of Midland House and other nearby buildings.

Any redevelopment of buildings on London Road frontage to facilitate a significant improvement to the streetscene and townscape quality of this area.

A range of building heights of up to 5 storeys could be acceptable here.



**Royal Mail Site** (see proposals on Page 38) - It should be ensured that any redevelopment has regard to the architectural form and setting of the Conservation Area and nearby buildings, including Churnet House and Midland House.

Development proposals should ensure that there is a dramatic improvement to the Midland Road streetscene, whilst avoiding any adverse visual impact, including any potential impact relating to the two storey buildings on Midland Road.



**Wellington Street** (see proposals on Page 38) - Reinstatement of the strong building line along Wellington Street.



**Pride Park Car Park** (see proposals on Page 38) All development proposals should respect the setting of the Grade II\* listed Roundhouse buildings;

**D1.6** Facilitate physical and environmental improvements to the Railway Conservation Areas, particularly in relation to;

- The terrace opposite the railway station
- Midland Place, including improvements to the public realm as part of the Castleward 'boulevard' proposals.
- Midland Road, including improvements to public realm, shop fronts and signage

The preferred strategy for the Railway Area is one of continuing to protect and enhance the quality of the Conservation Area and ensuring that no new development in the area has a detrimental impact on its character and that, where appropriate, improvements to the fabric of the area are made.

Improvements envisaged for Railway Terrace would include the removal of the modern shop fronts and such features as the dormer windows that currently undermine the quality of these buildings.

The possibility of redeveloping these buildings has been discussed extensively during earlier consultation. The majority of responses received indicated that they agreed with the principle of making improvements to these buildings, but that retention and refurbishment would be preferable.

These buildings fall within the control of existing Conservation Area policies in the Development Plan, which does allow redevelopment **if** it can be demonstrated that a replacement scheme enhances the character of the Conservation Area. The Preferred Option cannot, therefore, rule out redevelopment, but does **not** actively propose or encourage it. It does, however, highlight this area as one where the Council and its partners should focus their attention.

Midland Place will be the 'entrance' to the Castleward boulevard and, as such, should be attractive and welcoming. Works will be done to improve the public realm here and make the area more legible.

Midland Road is within the Conservation Area and has some important features, including the war memorial. However, the standard of the public realm is lower than in other parts of the Conservation Area (compared to London Road and parts of Railway Terrace) and this should be enhanced. New tree planting and street furniture could be introduced, as will improvements to the shop fronts and signage. Making it a more attractive route for cyclists will also be a priority.

The Council will seek to implement a number of enhancements to the Conservation Area in order to improve on what is already an excellent urban environment.

The four specific sites identified are the properties opposite the Railway Station, Midland Place, Midland Road and the Railway Station itself. Improvements to these parts of the Conservation Area will enhance its special character and make this important gateway location more attractive, appealing and welcoming to people who live, work and travel through it.

### **(E) Barlow Street / Bateman Street Priorities**

**E1.5** Oriel Court Open Space - This area will be retained to provide incidental open space for the local community.

This open space performs an important function and thus proposals should not undermine or prejudice its functioning.

### **(F) Bass's Recreation Ground Priorities**

**F1.2** Continue to identify and protect the Wildlife Corridor and Sites of Importance for Nature Conservation associated with the River Derwent. The biodiversity value of the area should also be enhanced.

The Eastern Fringes contains only one area of major public open space in Bass's Recreation Ground, which is also the area of richest biodiversity. The proposals seek to maintain this area and maintain and enhance the biodiversity value of the area. Developer contributions will be required to help bring improvements forward.

It is also recognised that new open spaces will also be required as part of the development proposals, that will help contribute towards the biodiversity value of the area. The Council will have regard to existing LDF policies and good practice in considering new development and negotiating with developers. See next section for more information on the Wildlife Corridor.

### **(G) London Road Corridor Priorities**

**G1.1** Give greater recognition and protection to the important townscape character of this part of London Road. Development proposals will be expected to make a positive contribution to the character and quality of London Road as a whole. Particular regard would have to be given to the impacts of development on the streetscene, architecturally and historically important buildings, existing trees and landscaped areas, statues, walls and railings. Key features include;

- late Victorian, neo-Jacobean and Gothic features
- red brick
- plain cast iron railings
- stone walls
- vertical sash windows
- stone string courses and window surrounds
- clustered chimney stacks
- terracotta stacks

- terracotta dressing
- stone paving
- plane trees

**G1.2** Make improvements to the public realm along London Road, where appropriate.

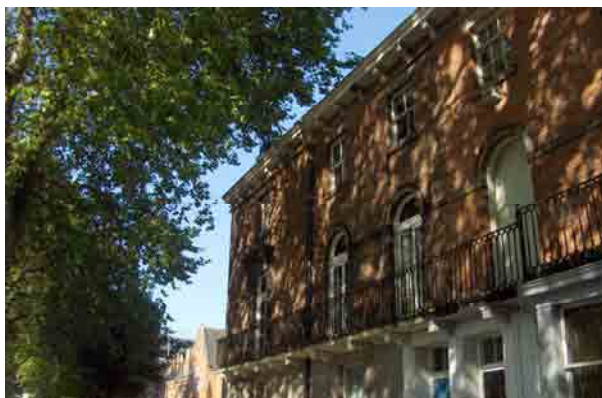
There are no specific proposals for the redevelopment of any sites within the ‘London Road’ Character Area and very few comments have been received during frontloading to suggest that redevelopment is a desirable option.

A new policy will be created to preserve and enhance the special townscape of the London Road area. At the present time a number of the buildings along the London Road corridor are listed (statutory and locally). However, the buildings are just one element that contribute towards the special townscape character. It is the overall package including the setting of the buildings, architecture, trees, public realm and monuments that create the special character.

It is important that the overriding character is protected rather than just the single constituent elements and that the public realm is further enhanced. Development proposals will also be expected to make a positive contribution to the character and quality of London Road as a whole.

London Road has a number of features of historical, architectural and townscape importance, including a number of listed buildings. The sum of these parts has created an area with a distinctive townscape that the Council feels merits additional protection. The AAP cannot designate Conservation Area status on this area, but it can provide detailed design guidance so that when planning applications are submitted, applicants know exactly what will be required of them. The Preferred Option is, therefore, to maintain the overall character of the area, without stifling development if sites come forward over time. Any subsequent policies that are drafted will need to ensure that proposals for new development have regard to the prevalent characteristics and built form.

As well as this general guidance and protection, the AAP also envisages public realm improvements along the length of London Road. These would not be intended to reduce the traffic capacity of London Road, but would add value to the existing high quality environment that exists.





# 4.12 Natural and Built Environment: General Principles

The Eastern Fringes exhibits a number of features of historic and natural importance that the AAP will seek to preserve or enhance. Figure 4.7 illustrates the locations of some of these features. This section outlines the main policy principles that will be used to meet the objectives of the Plan.

The majority of these principles are already part of the CDLPR policies and it is unnecessary for the AAP to repeat or make any changes to these policies.

Where value will be added to existing policies is specifically in the **Railway Conservation Area** and **London Road** areas, where the AAP will provide specific guidance on the nature of development that will be acceptable (see Section 4.11).

## Public Realm Improvements

Public realm will be enhanced and improved in a number of areas. The key project will be the provision of an exemplar tree lined 'boulevard' linking the city centre with the railway station through the Castleward area. High quality materials such as Yorkstone paving and granite setts could be used whilst 'shared surface' principles could potentially be implemented.

Improvements will also be implemented on all existing streets in the core Castleward area to make them more residential in nature and to encourage walking and cycling. Materials on residential streets will include blue brick, granite setts and conservation kerb stones. Public art will be encouraged across the area as a whole as part of the wider improvements.

Materials used in and around the Railway Conservation Area will be in line with the recommendations of the Conservation Area Appraisal. Further improvements to the public realm will also be sought along the London Road corridor and also Midland Road. This may include tree planting, improvements to paving and the provision of enhanced street furniture.

Permeable surfaces should be provided where possible whilst SuDS schemes should also be utilised as part of public realm works, where technically feasible and where appropriate maintenance and management can be agreed.





## Water and Flooding

A flood risk assessment (FRA) has been carried out by consultants to help inform the allocation of and uses within the Eastern Fringes area. Based on the information available to the consultants at the time, this concluded that there were significant issues with land north of the river, which has been reflected in the proposals set out in this document.

Since this work was done, the Council has been working on a city-wide Strategic FRA. This work is on-going and we are yet to determine the exact extent of the flood zone boundaries; however it is unlikely that any of the Castleward area will be in the highest area of flood risk. Discussions with the Environment Agency are ongoing to determine the exact boundaries of the flood zones and to determine what, if any, mitigation measures may be needed.

To help improve the environmental sustainability of new development, potential developers will need to consider ways of reducing the risk of flooding and improving water use efficiency. Therefore, the Council will expect all proposals to consider;

- the provision of sustainable urban drainage systems (SuDS) and the potential contribution to be gained by water harvesting from impermeable surfaces and encourage layouts that accommodate waste water recycling. SuDS will only be implemented where appropriate maintenance and management can be agreed;
- where required, the provision of surface water attenuation solutions to ensure that surface water run-off does not exceed existing levels.
- measures to minimise domestic and other water use in developments

## Air Quality

Some development within the Eastern Fringes will be adjacent to Air Quality Management Areas (AQMA). The Council has adopted Supplementary Planning Guidance (SPG) on *Air Quality and New Development* (October 2003). This guidance suggests a number of mitigation measures that can be used as part of the layout and design of buildings, including;

- locating 'sensitive receptors' (e.g. housing) on parts the site where exposure to sources of pollution can be limited. This could include the vertical separation of mixed-uses located at higher levels.
- locating and designing buildings to act as barriers – protecting sensitive uses from sources of pollution;
- Use of detailed building design measures to reduce the impact of pollution, such as;
  - mechanical ventilation;
  - locating habitable rooms away from building facades affected by air pollution
  - use of non-opening windows on facades affected by air pollution.
- Use of planting and landscaping to screen or filter pollutants.

## Trees

All attempts will be made to minimise the loss of trees and groups of trees that contribute to the amenity, environmental quality and biodiversity value of the area.

It may be that, to facilitate regeneration, some trees may need to be removed. However, where trees are lost, every effort will be made to replace them. See Policy E9 in the CDLPR.

### **Strategic Wildlife Corridor**

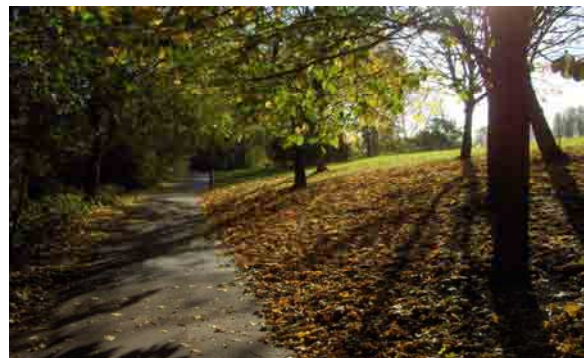
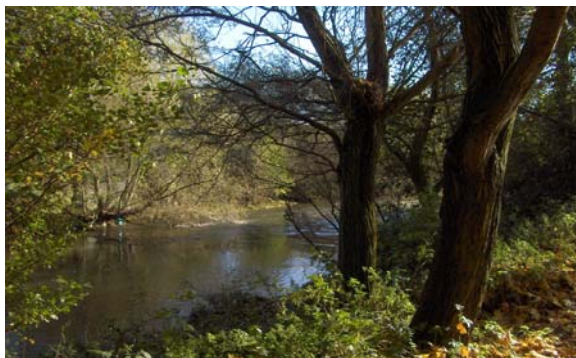
The wildlife corridor around Bass's Rec will continue to be identified and protected through policies contained in the CDLPR. Development that severs the link or severely undermines its value will not be permitted. Proposals that reduce the size of the corridor will only be permitted if compensatory features are also proposed.

A pedestrian footbridge will be necessary to cross the Mill Fleam and open up access to Bass's Rec. This may impact upon the wildlife corridor and compensatory measures will be considered in this event.

### **Site of Importance for Nature Conservation (SINC)**

The SINC will continue to be protected along the River Derwent and its banks and the Mill Fleam, in line with existing Development Plan policies. Development will subsequently not be permitted where it would adversely impact on these areas unless appropriate mitigation measures, such as compensation, enhancement or long-term management are agreed.

White clawed crayfish are present in parts of the river and a number of clean water damselflies and dragonflies have been recorded. Kingfishers have also been recorded breeding on the river course as have sand martins. The River Derwent is a key ecological resource within the City and it is vitally important that all proposals respect this.



### **Green Infrastructure and Biodiversity**

The AAP will seek to improve the biodiversity of the area through wildlife friendly planting as part of the public realm improvements. SuDS (Sustainable Urban Drainage System) schemes may be part of this. New planting and habitat creation will help to take forward Local Biodiversity Action Plan priorities.

The key axis links from north to south and east to west will include green elements such as trees, planting, landscaping and potential SuDS schemes to help improve the biodiversity and natural environment in these areas and creating pleasant links between the railway station and the city centre and Bass's Rec to the Arboretum. SuDS will only be implemented where appropriate maintenance and management can be agreed.

The aim is to create a new linked strategic green infrastructure corridor for both ecology and people. To complement this, linked green infrastructure networks should be created throughout the area. These should include local green areas along streets, linking to the

larger strategic corridors. This will create a fully linked multi purpose network throughout the area for people and wildlife.

**Open Space**

The Preferred Option is for existing Development Plan public open space policies and standards to apply. It is recognised that the CDLPR makes provision for lower open space standards where it would facilitate higher quality development and higher densities on previously developed sites, especially where these are closely related to the city centre, the railway station and public transport interchanges. The Eastern Fringes Area meets the criteria set out in the CDLPR and this will be material in negotiations over public open space.

New and existing open spaces will be of the highest quality design and easily accessible through improved routes including high quality public realm. The preferred option also seeks to maximise the value of public open spaces for people and wildlife alike.

Bass's Rec will provide the major open space for the Eastern Fringes area. However, it will be important for public open spaces to be provided within development blocks, including the provision of children's play areas where appropriate.

**Listed Buildings**

The AAP will continue to identify statutory listed buildings such as the Midland Hotel, the Railway Cottages and Wilderslowe House. Locally listed buildings will also continue to be identified such as Midland House and the Queens Chambers on London Road. Buildings of local importance and listed buildings will continue to be protected by policies contained within the Development Plan and the relevant listed building legislation.

**Conservation Areas**

The AAP will continue to identify the two Conservation Areas that impact upon the Eastern Fringes area. The Hartington Street Conservation Area overlaps minimally into the western corner of the Plan area. The Railway Conservation Area is entirely contained within the Plan area and forms one of the character areas in the Plan. Policy protection for these areas will continue to be in line with Development Plan policies with added value through proposals set out in Section 4.10 and 4.11.



## 4.13 Delivery and Implementation Priorities: Character Areas

This section will examine the priorities and principles the Council will wish to pursue to implement the preferred land-use options.

There will be no single approach adopted to the implementation of the AAP. Different areas will require different methods, over different timescales.

In all circumstances, if the market can bring forward the comprehensive regeneration of the area in a way consistent with the Council's objectives, and in a reasonable timescale, then there will be no reason for the Council to intervene in acquiring land. However development will still need to be acceptable in relation to the Development Plan. This would be the case, even if development were to come forward prior to the adoption of the AAP.

### Land Ownership, Assembly & Phasing

**North Castleward / Castleward** - The preferred approach for Castleward is to appoint a 'preferred developer' who would be able to control the planned and phased comprehensive redevelopment of the area. This will allow a developer to take a longer term view of viability and will have benefits in terms of the provision of infrastructure and design quality.

The 'preferred developer' will need to be appointed relatively soon so that they can begin to negotiate with landowners, facilitate relocations and prepare the necessary detailed planning application.

Land in public ownership will be brought forward in a timely manner to assist with the implementation of the proposals. The City Council will expect the preferred developer to take the lead in site assembly but, in certain situations, the Council would be prepared to use its powers of compulsory purchase to ensure that the regeneration of the AAP area happens.

The role of Derby Cityscape will be intrinsic to the delivery of the preferred option and, working closely with their partners, they will facilitate implementation of the proposals by building developer confidence, accessing financial assistance and the like.

Clearly, there are a number of existing businesses in Castleward who will need to be relocated to appropriate alternative locations. It is not the intention of the Council or Derby Cityscape to see any businesses or jobs lost from Derby.

In connection with progressing their priority projects in pursuit of the Masterplan Vision, Derby Cityscape has prepared a Relocation Strategy to help meet the requirements of displaced businesses and it has consulted businesses within the AAP area on their requirements where relocation is likely.

Figure 4.8 provides an *indicative* idea of how Castleward & North Castleward development will be phased. This is not definitive as bringing development forward in some parts of Castleward may facilitate the bringing forward of other parts sooner than envisaged. The dates on the map indicate the amount of time it will take for development to be completed from an envisaged start date to completion.

The early phases of development are expected to be the implementation of the Castleward 'boulevard' and the bringing forward of land within existing public ownership (Phase 1). There are fewer constraints to bringing this area forward and it is hoped that the provision of the boulevard will act as a catalyst for further regeneration.



**Derbyshire Royal Infirmary** - The DRI is owned by a single landowner who is already committed to relocating many of its facilities in the near future. Subject to acceptable proposals coming forward it is unlikely that intervention will be required.

The Council and Derby Cityscape will want to work closely with the NHS Trust and any development partner selected for the site to develop an acceptable way forward. This consultation process will assist in this.

Figure 4.8 indicates that development could begin in 2010 and take approximately 5 years to complete. This will be dependent on a number of factors, including the timing of the release of existing facilities and the nature of development proposed.

**Railway Area** - The majority of proposals in the Railway Area relate to land owned by Network Rail. The Council and Derby Cityscape will wish to work closely with Network Rail and others to bring forward satisfactory proposals at the earliest opportunity.

Figure 4.8 indicates the expectation that enhancements to the public transport interchange at the front of the station will take place in advance of other proposals. This is seen as a priority by the Council, Network Rail and East Midlands Trains (the current rail operator).

Improvements are already taking place within the station, with the replacement of the condemned canopies and the construction of new lifts between the station footbridge and platforms 2, 3, 4 & 6. This work should be completed by mid-2009 and is being funded and carried out by Network Rail.

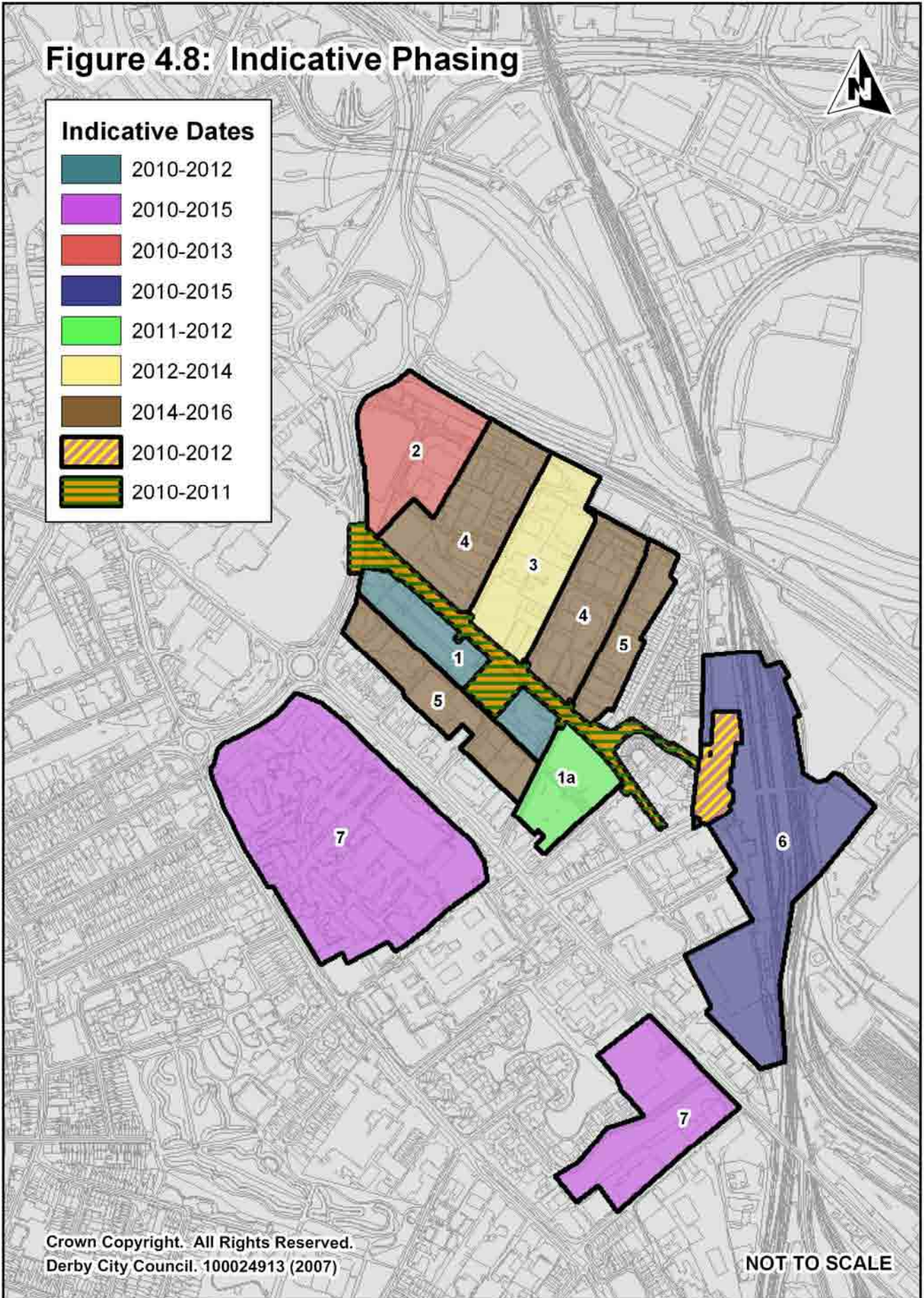


Artist's impressions of new canopies  
Source: Network Rail

**Bateman Street / Barlow Street** – The Barlow and Bateman Street 'site' is within multiple ownerships. The existing car park fronting onto London Road is currently owned and operated by the NHS, but once the hospital has relocated, the site will come back into Council ownership. The strip of highway land to the south of Barlow Street is also within Council ownership. Existing industrial land north of Bateman Street is in private ownership.

The City Council will seek to bring forward comprehensive development proposals, preferably in partnership with the owner/developer of the existing industrial land north of Bateman Street.

**Figure 4.8: Indicative Phasing**



## 4.14 Delivery & Implementation Priorities: General Principles

### Compulsory Purchase

The Council will take necessary action to implement the policies and proposals contained in this document. To ensure comprehensive development the Council will use its powers of compulsory purchase where;

- all attempts at purchasing sites or premises through negotiation have been unsuccessful;
- the proposed development accords with the policies, proposals and design objectives set out in this document; and
- the funding and development costs are underwritten by the preferred developer;

### Planning Obligations

The City of Derby Local Plan Review sets out policies on the implementation of major schemes and the potential requirements for S106 agreements. These policies will remain relevant to proposals in the Eastern Fringes.

In addition, the Council is preparing a Supplementary Planning Document (SPD) on Planning Obligations. This will set out in more detail how the Council will implement its planning policies for securing contributions from developers towards new development. This is due to be adopted later this year and will be relevant to all proposals being brought forward in this area.

Development will be required to contribute to the provision of;

- affordable housing & lifetime homes;
- highway & infrastructure improvements (as set out in the Transport section) – including improvements to utilities;
- public transport & traffic management improvements;
- new public open space and improved facilities and access to existing open space;
- public realm improvements;
- a new primary school;
- contributions toward secondary education facilities either in the area, or elsewhere in the City;
- health and community facilities;

Given the scale of the development being proposed, it will not be appropriate to consider the impact of proposals solely at the individual site level. Developer contributions will, therefore, be pooled in order to help bring about the comprehensive changes proposed.

In order to achieve the comprehensive regeneration of the Eastern Fringes, developer contributions will be sought from all schemes that have a proven indirect or direct impact on the area, either individually or cumulatively.



The wider context needs to be addressed. This is particularly the case with the impact on the existing highway network both within the 'Eastern Fringes' and further afield. A similar holistic approach will be followed in relation to contributions for other things that will be needed to serve the area as a whole, such as the provision of new public open spaces, improvements to the public realm, the provision of the new education facilities in the area and to the securing of new community facilities.

### **Planning Application Submission Requirements**

In order to demonstrate the suitability of individual proposals applicants will be required to submit, where deemed appropriate by the Council, the following information with individual applications;

- Details of the type and quantity of proposed uses;
- An air quality assessment;
- Biodiversity survey;
- A flood risk assessment;
- Land contamination assessment;
- A utilities statement;
- A site waste management plan;
- Noise impact assessment:
- Detailed travel assessments and details of mitigation measures to mitigate any identified impacts, both within the vicinity of the site and within the wider context of the city centre as a whole.
- Details of access / restriction arrangements for vehicles and non-car modes including green transport plans and the parking strategy to be employed.
- A design statement that demonstrates adherence to the design principles set out in the AAP and the Saved Policies of the CDLPR.
- Details of how proposals meet the objective of conserving or enhancing the heritage value of the AAP area, particularly in relation to applications within or on the edge of the two Conservation Areas.
- A sustainability audit and energy assessment to demonstrate that sustainable principles will be applied to methods of construction, recycling, surface and waste water and renewable energy.
- Details of the number, tenure type, mix of housing types and sizes, and 'affordability' of affordable housing provision to meet the needs identified in the AAP
- Draft heads of terms outlining the approach to the delivery of key elements of infrastructure.








# 4.15 Sustainability Appraisal: Character Areas

Each of the proposals above has been appraised by the Sustainability Appraisal. The SA Report has identified the following key issues and conclusions about the proposals and has identified where mitigation may be necessary to avert, or minimise, any significant social, environment or economic impacts. This mitigation has been included in the proposals and principles outlined in this report.

The SA Report is available on the Council’s website ([www.derby.gov.uk](http://www.derby.gov.uk)) and comments can be made in relation to its findings.

The key issues relating to the proposals for each ‘character area’ are shown below.

## North Castleward

<p> Provision of commercial mixed-use, including a landmark office will have significant beneficial economic effects including employment creation, inward investment etc.</p>
<p> Safeguarding access for the dedicated public transport link and creation of safe pedestrian / cycle routes will help to encourage alternatives to private car.</p>
<p> Ensuring the development is of an exemplary architectural quality will improve the quality of the built environment and enhance distinctiveness.</p>
<p> The site is adjacent to Markeaton Brook and the wildlife corridor; therefore development could have an adverse effect upon these environmental resources.</p> <p><b>MITIGATION:</b> In addition to having regard to Policies E4, E5, E6, E7 and L1 of the CDLPR, developers will be expected to take advice from a qualified ecologist and undertake appropriate ecological surveys prior to development.</p>
<p> Development is likely to increase traffic in the area- could have an adverse effect upon air quality, particularly a concern due to the presence of the AQMA. Provision of new parking may encourage car use.</p> <p><b>MITIGATION:</b> The Preferred Option proposals should ensure provision of frequent, high quality public transport services. Incorporate real time information public transport systems. Incorporate cycle storage into the office development to further encourage use of this method of transport. Ensure a green travel plan is developed for the site. Introduce measures to encourage people to use their cars less (e.g. car sharing schemes, incentives to not drive to work).</p>

## Castleward

↑ Provision of high levels of residential development will have a significant beneficial effect in relation to provision of good quality housing. In addition, large scale residential development may enable provision of affordable housing and thus help disadvantaged people.

↑ Provision of residential development in this location will mean that residents will have good access to employment, services and facilities within the city centre. In addition, the provision of retail, leisure and a new primary school as part of the proposals for Castleward will ensure good access to services and facilities for those living in the area and help to encourage community cohesion.

↑ Creation of the Castleward Boulevard and improving access for cyclists and pedestrians will help to encourage alternatives to the private car and will provide a high quality link between the city centre and the railway station.

↓ The site is adjacent to Markeaton Brook and the wildlife corridor; therefore development could have an adverse effect upon these environmental resources.

**MITIGATION:** In addition to having regard to Policies E4, E5, E6, E7 and L1 of the CDLPR, developers will be expected to take advice from a qualified ecologist and undertake appropriate ecological surveys prior to development.

↓ Development is likely to increase traffic in the area; this could have an adverse effect upon air quality, particularly a concern due to the presence of the AQMA. Provision of new parking may encourage car use.

**MITIGATION:** The Preferred Option proposals should ensure provision of frequent, high quality public transport services. Incorporate real time information public transport systems. Incorporate cycle storage into the office development to further encourage use of this method of transport. Ensure a green travel plan is developed for the site. Introduce measures to encourage people to use their cars less (e.g. car sharing schemes, incentives to not drive to work).

## Derbyshire Royal Infirmary

↑ Provision of high levels of residential development will have a significant beneficial effect in relation to provision of good quality housing. In addition, large scale residential development may enable provision of affordable housing and thus help disadvantaged people.

↑ Provision of a green link between Bass's Recreation Ground and the Arboretum will

help to improve the quality of the built environment, help to enhance biodiversity in the area and may encourage walking (and cycling, if provision is made for this).

↑ Making provision for new healthcare uses within the area to be retained by the NHS will enable the healthcare related uses of the site to continue.

↑ Provision of small scale convenience shopping facilities to serve the immediate community will help to ensure that new residents have access to services and may contribute towards creation of a mixed community.

↓ This DRI site includes a number of good quality buildings and incorporates part of the Hartington Street Conservation Area therefore insensitive development could have an effect upon this important historic resource.

**MITIGATION:** The Preferred Option includes provision for ensuring that development has regard to part of the site within a Conservation Area and that important architectural buildings and features associated with the DRI are protected.

↓ Redevelopment of the DRI may result in lower levels of traffic in the area, however, there is likely to be additional traffic associated with the new housing development. Should there be an increase in traffic this could have an adverse effect upon air quality, particularly a concern due to the presence of the AQMA.

**MITIGATION:** The Preferred Option proposals should ensure provision of frequent, high quality public transport services. Incorporate real time information public transport systems. Incorporate cycle storage into the office development to further encourage use of this method of transport. Ensure a green travel plan is developed for the site. Introduce measures to encourage people to use their cars less (e.g. car sharing schemes, incentives to not drive to work).

## The Railway Area

↑ Provision of physical and environmental improvements to the Railway Conservation Area will help to improve the attractiveness of the area and may encourage use of the railway station and also encourage people to walk / cycle into the city centre from the railway station. Ensuring that development proposals within the Railway Conservation Area preserve / enhance its traditional established character will contribute significantly to maintaining and enhancing local distinctiveness.

↑ Provision of business / light industrial / commercial uses in the Railway Area will provide employment development and may help to attract inward investment.

↑ Provision of housing in the Railway Area will have a beneficial effect in relation to

provision of good quality housing and may enable provision of affordable housing and thus help disadvantaged people.

↓ Development is likely to increase traffic in the area could have an adverse effect upon air quality. Provision of new parking may encourage car use.

**MITIGATION:** The Preferred Option proposals should ensure provision of frequent, high quality public transport services. Incorporate real time information public transport systems. Incorporate cycle storage into the office development to further encourage use of this method of transport. Ensure a green travel plan is developed for the site. Introduce measures to encourage people to use their cars less (e.g. car sharing schemes, incentives to not drive to work).

### Bass's Recreation Ground

↑ Improving the facilities and the physical environment of Bass's Recreation Ground will improve the quality and attractiveness of this important area of open space and may encourage increased use of the park, which will have beneficial effects upon health and wellbeing. Improving and creating new access points to the park will further encourage its use.

↑ Enhancing the biodiversity of the park and ensuring that all proposals for the area have regard to the nature conservation importance of the site will have a significant beneficial effect upon biodiversity in the AAP area.

↓ Improving access to and facilities within Bass's Recreation Ground is likely to increase the number of visitors to the park. This could have an adverse effect upon habitats and species associated with the park, particularly given the designation of the River Derwent as a wildlife site and wildlife corridor.

**MITIGATION:** In addition to having regard to Policies E4, E5, E6, E7 and L1 of the CDLPR, developers will be expected to take advice from a qualified ecologist and undertake appropriate ecological surveys prior to development.

### London Road

↑ Improvements to the public realm on London Road, ensuring development proposals make a positive contribution to the character and quality of the area and requiring new development to be of a high quality will help to improve the quality of the built environment.

↑ Protection of the townscape of London Road and ensuring new development has regard to the prevalent architectural features, building materials and green spaces will help to maintain and enhance local distinctiveness of the area.



## North of the River

↑ The Preferred Option will help to ensure that employment land is maintained in the city.

↑ There will be other effects (e.g. increased flood risk) should redevelopment occur.

## 4.16 Alternatives Considered

Table 4.1 outlines the strategic alternatives that were considered and not wholly pursued. Elements of these options outlined in the table have been combined to create the Preferred Option, detailed in this document.

The alternative options have been referenced A to G so that they can be cross referenced against the Sustainability Appraisal (SA), The SA full report is available in the City Council's website, [www.derby.gov.uk](http://www.derby.gov.uk).

Following Table 4.1 there is a breakdown of the different alternative options that were looked at for each character area. Each alternative character area option has been given a reference so that it can be cross referenced with the strategic options within Table 4.1. This helps to demonstrate how alternative options that were suggested for each character area have helped to shape the strategic options that have been tested in the SA.

**Table 4.1: Strategic Alternatives**

Strategy	Description	Comments
<p><b>OPTION A -</b> The City of Derby Local Plan Review <b>(Proposals, A3, B2, C2, D2, E2, H2 and G3)</b></p>	<p>CDLPR adopted in January 2006. Represents no change to existing policies for the area (maximum flexibility, minimum certainty). Two small residential allocations, mainly general mixed-use policies or a reflection of existing land-uses.</p> <p>Recognises the area as a 'regeneration priority'. Identifies, and contains policies for the protection of, areas of importance for the built and natural environment.</p>	<p>Elements of the Local Plan have been carried through to the Preferred Option, including the identification of the Railway Conservation Area, the Sites of Importance for Nature Conservation, Wildlife Corridor.</p> <p>The Preferred Option also maintains the Local Plan's aspirations for the improvement of Bass' Rec.</p> <p>Many of the land-uses the Local Plan would allow within its mixed-use policies have been carried through to the Preferred Option. However, these policies set no requirements or provide any specific guidance on what would be expected.</p> <p>The Preferred Option for land north of the River also reflects the 'Local Plan' Option in that we are no longer proposing any changes to this site.</p>

**Table 4.1: Strategic Alternatives**

Strategy	Description	Comments
<p><b>OPTION B -</b> The Original Derby Cityscape Masterplan  <b>(Proposals, A2, B3, C3, D3, E3 and H3)</b></p>	<p>Original Derby Cityscape Masterplan published January 2005.</p> <p>Residential-led mixed use development with significant areas of commercial activity, particularly in North Castleward and the 'Castleward Boulevard'</p> <p>Improvements to railway area.</p> <p>Improvements to access to Bass' Recreation Ground</p> <p>Redevelopment of part of Railway Terrace (opposite station)</p> <p>Provision of two new public multi-storey car parks to consolidate existing surface level parking.</p>	<p>Although the Preferred Option shares many of the principles with the Original Masterplan 'vision' for the area, there have been significant detailed changes to that original plan.</p> <p>These have been developed through the 'front-loading' consultation process.</p> <p>A number of the detailed proposals from the original Masterplan were not considered appropriate and have been amended as a result.</p>

**Table 4.1: Strategic Alternatives**

Strategy	Description	Comments
<p><b>OPTION D -</b>                      'More'                      Residential                      Development                      (Proposals,                      A6)</p>	<p>This 'option' is based on the bringing together of detailed comments during the 'front-loading' of the AAP. This is where people felt that some of the 'commercial' sites would be better suited to residential.</p> <p>This scenario would take the mixed-use elements of the Masterplan option (and/or April 2006 Option) and increase the level of residential development and reduce the level of commercial. This would be done through the allocation of those areas dedicated to employment development to housing. This would result in a wholly (or almost wholly) residential development across the whole Eastern Fringes area.</p> <p>Those areas that would be identified as residential in this option would be all, or a number of, the following sites;</p> <ul style="list-style-type: none"> <li>➤ North Castleward</li> <li>➤ Railway Station North Car Park</li> <li>➤ Railway Station South Car Park</li> <li>➤ Siddals Road</li> </ul>	<p>The balance of development in the Eastern Fringes is geared toward housing. A greater focus on residential development would not necessarily be undesirable. It would meet many of the Council's policy objectives and would, in the main, be a sustainable option (subject to certain issues raised in the Sustainability Appraisal).</p> <p>However, a purely residential solution would ignore the valuable contribution the area can make to the City's economy. Owing to its excellent transport links and accessibility to, and from, the city centre the Eastern Fringes also provides good opportunities for business development that may not exist elsewhere.</p> <p>Furthermore, providing elements of business and commercial development increases levels of activity in the area in the day and can add some vibrancy and vitality. Indeed, it may also provide opportunities for people to live near where they work and thus promote alternative modes of the travel than the car.</p> <p>There are also some parts of the Eastern Fringes where housing may not be suitable and, as such, commercial uses are an appropriate alternative.</p>



**Table 4.1: Strategic Alternatives**

Strategy	Description	Comments
<p><b>OPTION E -</b>                      'More'                      Business &amp;                      Industrial                      Development                      (Proposals,                      B7, C5 and E4)</p>	<p>This option is based on the drawing together of detailed comments recorded during the 'front-loading' on the AAP.</p> <p>This scenario would take the mixed-use elements of the Masterplan option (and/or April 2006 Option) and increase the level of business and commercial development and reduce the level of residential. This would be done through the allocation of those areas identified for housing to business / employment. This would result in a wholly (or almost wholly) commercial development across the Eastern Fringes area.</p> <p>Those areas that would be identified for commercial use would be all, or a number of, the following sites;</p> <ul style="list-style-type: none"> <li>➤ Castleward</li> <li>➤ Surplus areas of the D.R.I</li> <li>➤ Siddals Road</li> </ul>	<p>As noted above, the Eastern Fringes has excellent transport links and has an advantageous location in terms of its proximity to the city centre, which does make it a good location for commercial development (as is demonstrated by its present land use).</p> <p>However, it has to be recognised that the Council has competing policy interests and that, in this case, the need for, and benefits of, residential development outweigh the need for employment development at the scale this option would mean.</p> <p>The Eastern Fringes offers an important opportunity to provide Brownfield housing in a sustainable location, create more city centre living, and reduce the pressure for housing on peripheral Greenfield sites.</p> <p>Furthermore, redevelopment for employment at this scale could undermine existing allocations elsewhere in the City. Indeed, in terms of the overall demand for employment land, it is unlikely that this amount of development would be required.</p> <p>Therefore, the Preferred Option seeks to fill certain strategic niches (such as sites for major city centre office development) or seeks to provide business opportunities as part of mixed-use schemes (to promote more sustainable patterns of development) or on sites within the Eastern Fringes where residential would not be appropriate.</p> <p>The Preferred Option does contain more scope for business development than the original Cityscape Masterplan or the April 2006 Option.</p>

**Table 4.1: Strategic Alternatives**

Strategy	Description	Comments
<p><b>OPTION F -</b>                      'More' Retail &amp; Leisure                      (Proposals, A4, B6 and C4).</p>	<p>This option is based on comments received during the 'front-loading' of the AAP. This includes comments relating to convenience and comparison retailing.</p> <p>This scenario would see the expansion of the city centre's shopping and leisure role into the Eastern Fringes area on a larger scale than envisaged in either the Local Plan or Original Masterplan.</p> <p>The areas that would be allocated for retail or leisure would be as follows;</p> <ul style="list-style-type: none"> <li>➤ North Castleward</li> <li>➤ Siddals Road</li> <li>➤ Parts or all of the surplus D.R.I land</li> <li>➤ Parts of Castleward</li> </ul>	<p>There is no demonstrable need or capacity for large scale expansion of retail and leisure facilities into the Castleward or DRI areas. The Eagle Centre extension and Riverlights will provide significant levels of new retail and leisure floorspace which should cater for the city centre's needs for the foreseeable future.</p> <p>The Eastern Fringes also lies outside the traditional 'city centre shopping area' and any expansion of such facilities should be focussed into this area first before considering expansion into other adjacent areas. For example, the Becket Well Policy Area would be a better location for any new significant retail or leisure in the first instance <i>if</i> a demand was identified.</p> <p>The Preferred Option does, however, provide for retail facilities to support the new community and to provide activity along the 'Castleward Avenue'. This should not be of a scale that could impact on the city centre. Rather they should be designed to complement and support the regeneration of the area.</p>

**Table 4.1: Strategic Alternatives**

Strategy	Description	Comments
<p><b>OPTION G -</b> Redevelopment of Bass' Recreation Ground for either employment or residential and replacement of park elsewhere in AAP area.  <b>(Proposals A5, C7, B4 and F2)</b></p>	<p>This option was suggested during the front-loading of the AAP.  The option would involve the complete or partial redevelopment of Bass' Recreation Ground for either housing or employment uses and the replacement of the open space in Castleward or the DRI.</p>	<p>Bass' Recreation Ground represents the largest area of open space within the Eastern Fringes area. It is recognised as being an underused resource.</p> <p>It was put to the Council that a solution to this would be to redevelop the site and replace the open space elsewhere in the AAP area (therefore creating a more usable area of space elsewhere).</p> <p>This was not considered appropriate due to the following reasons;</p> <ul style="list-style-type: none"> <li>▪ Would result in a loss of open space and development of a valuable Greenfield resource;</li> <li>▪ Site is in Flood Zone 3;</li> <li>▪ Site has charitable covenant on it;</li> <li>▪ Potential significant loss of large numbers of mature trees</li> <li>▪ Viability and access issues.</li> </ul>

**Table 4.1: Strategic Alternatives**

Strategy	Description	Comments
<p><b>OPTION C -</b> April 2006 Consultation – with areas of uncertainty <b>(Proposals, B8, C6, D5, D6 and D7).</b></p>	<p>Published for consultation in April 2006.</p> <p>Residential-led mixed-use development with significant areas of commercial activity in North Castleward and the ‘Castleward Boulevard’.</p> <p>Provision of two new public multi-storey car parks to consolidate existing surface level parking.</p> <p>Proposed extension of Eastern Fringes Area into Pride Park.</p> <p>Proposed additional multi-storey parking to consolidate existing parking at the station.</p> <p>Identification of areas of built and natural environmental importance and inclusion of possibility of ‘London Road Policy Area’ to acknowledge and protect special character.</p> <p>Propose dedicated bus route along Siddals Road.</p> <p>Changes proposed to residential proposals on Barlow Street / Bateman Street. Potential for changes to road configuration put forward.</p> <p>Consultation included query over a number of ‘grey areas’ where uncertainty or a range of possibilities existed. These were;</p> <ol style="list-style-type: none"> <li>1. Royal Mail site</li> <li>2. Gala Bingo</li> <li>3. Siddals Road</li> <li>4. Railway Station North &amp; South Car Parks</li> <li>5. Part of DRI site</li> </ol> <p>Possible land-uses for each of these sites were put forward for discussion.</p>	<p>This too shares the overall ‘strategic’ vision of the Preferred Option and shows a progression toward the ‘Preferred Option’.</p> <p>Even at this stage it is clear that certain aspects of the other ‘strategic’ options have been incorporated into the proposals or were included as potential ways forward – particularly with the ‘grey areas’ of uncertainty.</p> <p>The identification of ‘grey areas’ also allowed more detailed views to be given, some of which have been taken forward to the Preferred Option and some which have not.</p> <p>This consultation asked a number of questions, the answers to which have influenced the mix of uses being put forward. However, the overall mixed-use strategy has been retained.</p> <p>As a result of comments on this consultation, and as a result of further research, decisions have been made about the most appropriate way forward for the ‘grey areas’ and what the best locations might be for such things as replacement parking facilities, retail facilities etc.</p>



**Table 4.1: Strategic Alternatives**

Strategy	Description	Comments
<p>Relocation of railway station to alternative city centre site. <b>(Proposal D4)</b></p>	<p>It was suggested that the railway station should be relocated nearer to the city centre, in a more accessible location, towards the Eastgate bridge. This option was ruled out by Network Rail who stated that it was not a viable option.</p>	<p>These options were mentioned early in the consultation, and were all ruled out on technical grounds before the second stage of issues and options. These options were therefore not assessed by the SA as it was felt that they were not viable or reasonable.</p>
<p>Provision of secondary school within Castleward. <b>(Proposal B5)</b></p>	<p>This option was suggested early in the process; however it is not felt that the development in the Eastern Fringes will justify a new secondary school in its own right.  The Council is currently analysing secondary provision across the city as a whole. It is not the role of the AAP to pre-empt or dictate the findings of this and thus a secondary school has not been considered as a reasonable option.</p>	
<p>Pedestrianisation of the northern end of London Road. <b>(Proposal H4)</b></p>	<p>The pedestrianisation of the northern section of London Road would create a pleasant pedestrian environment for people using the new Westfield Eagle Centre. However, this option was ruled out on the basis that it would prejudice access and egress to the proposed development sites in Castleward and the DRI.</p>	

## 4.17 Alternatives Considered: Character Areas

### North Castleward

#### **A2** *Original Cityscape Masterplan Proposals:*

Office-led development with accompanying multi-storey car park. Gala Bingo site identified for leisure uses. Residential uses identified south of Liversage Street. The original Masterplan does not identify the Siddals Road 'bus route' or make provision for other complementary uses.

#### **A3** *City of Derby Local Plan Review (CDLPR) Proposals:*

Equivalent to 'no proposed change'. The Local Plan Review contains a general mixed-use allocation allowing office, housing or leisure. No specific predominant end-use, vision or outputs from the area. The market would dictate the final land use.

**A4** The creation of a significant extension to the city centre (linked to 'more retail and leisure' option).

**A5** The creation of a large area of public open space – possibly in conjunction with the redevelopment of Bass' Recreation Ground (see alternative F2 page 91).

**A6** A residential-led redevelopment of the site (linked to 'more residential' option).

### Castleward

#### **B2** *City of Derby Local Plan Review Option*

Equivalent to 'no proposed change' for the majority of the area. The Local Plan Review contains a general mixed-use allocation allowing office, housing or leisure. No specific predominant end-use, vision or outputs from the area. The market would dictate the final land use.

The only specific allocation is on the Bemrose and Sovereign Car Parks and part of Wellington Street identified for residential development.

#### **B3** *Original Derby Cityscape Masterplan Option*

The *original* Derby Cityscape Masterplan (unamended) included;

- Residential development only on Siddals Road;
- Closed access to Station Approach;
- Different 'route' for boulevard, incorporating demolition of Florence Court;
- No specific proposal for supermarket on Boulevard;
- Preferred MCSP location as Canal Street

**B4** Large park sited in Castleward (in conjunction with redevelopment of Bass's Recreation Ground – see alternative F2 page 91)

**B5** Provision of Secondary School / Academy\*;

- B6** Strategic extension to city centre (retail and leisure uses)\*;
- B7** Business & industrial-led redevelopment.
- B8** Identify Siddals Road for a large retail and leisure development.

### **Derbyshire Royal Infirmary**

#### **C2** *The City of Derby Local Plan Review Option*

General mixed-use policy that allows a range of uses, including healthcare, community uses, residential uses, leisure uses or business uses.

#### **C3** *The Original Derby Cityscape Masterplan Option*

The original Masterplan proposes an apartment-led residential development that would provide approximately 800 new dwellings.

#### **C4** Allocation of part of the land for retail development / extension to city centre;

#### **C5** Allocation of land for business development;

#### **C6** Allocation of land for multi-storey car park to serve the Eagle Centre extension (as an alternative to Castleward car park);\*

#### **C7** Identification of site for public open space (in conjunction with consideration of redeveloping Bass's Recreation Ground – see page 44);\*

### **Railway Area**

#### **D2** *City of Derby Local Plan Review Option*

Equivalent to 'no proposed change' for this area.

The CDLPR identifies the Railway Conservation Area without proposing any changes or identifying sites or areas for redevelopment or enhancement.

#### **D3** *The Original Derby Cityscape Masterplan*

The original Masterplan contained a number of proposals for this area, including;

- An improved railway station incorporating new commercial uses.
- Identification of Railway Terrace (opposite station) and Victoria Inn for redevelopment for commercial uses.
- Development of backland sites on Wellington Street for residential uses.
- Identification of Churnet House for business uses.
- Environmental improvements to Midland Place and Midland Road.

The Original Masterplan *did not* propose;

- Changes to the Railway Station Car Parks

- Identifying the Royal Mail sorting office & sites fronting the southern section of London Road for potential development.

**D4** Relocation of railway station to another part of the city centre.

**D5** Suggested North Car Park Area Alternatives;

Identification for;

- Retail *or*,
- Residential\* *or*
- Light industrial *or*
- Public open space.

**D6** Suggested South Car Park Area Alternatives;

Identification for;

- Residential uses *or*
- National Rail Centre\*;

**D7** Suggested Royal Mail Sorting Office Alternatives;

Identification for

- Conference facility *or*
- Retail *or*
- Multi-storey car park;
- Identification of *Pride Park Car Park* without office space.
- Specific identification of buildings for retention or refurbishment (e.g. Churnet House, Wyvern House and Amber House).

### **Barlow Street / Bateman Street**

**E2** *City of Derby Local Plan Review Option*

The CDLPR allocates the existing hospital car park for a minimum of 60 new dwellings. Land immediately north of Bateman Street is identified as an existing business and industrial area. It does not propose any changes to the highway.

**E3** *The Original Derby Cityscape Masterplan*

- Residential development on hospital car park
- Redevelopment of open space south of Barlow Street for terraced housing.
- Retail / food & drink uses on ground floor of new buildings fronting London Road;



- No proposed change to industrial development north of Bateman Street;
- No proposed change to highway;

**E4** Allocate the whole area for business development;\*

### **Bass's Recreation Ground**

**F2** Redevelop for housing or commercial uses (and replace open space in one of North Castleward, Castleward or DRI site);

### **London Road**

**H2** *City of Derby Local Plan Review Option*

The CDLPR options essentially reflects 'no change'. The plan offers no specific design guidance for development along the London Road corridor or identify any areas for public realm improvements.

**H3** *The Original Derby Cityscape Masterplan Option*

- Identify for public realm improvements;

**H4** Pedestrianisation of the northern end of London Road.

### **North of the River**

**G3** *The Original Derby Cityscape Masterplan Option / April 06 Option*

Proactive redevelopment of existing uses for up to 870 new apartments. Incorporation of new pedestrian / cycle footbridge to improve access to Bass' Rec.





**Part 5**  
Monitoring





# Part 5: Monitoring

Monitoring and review is of critical importance in assessing the performance of the proposals and their effects. The City Council is required to develop a means of monitoring the AAP that can appraise the extent to which the Plan's Vision and Spatial Objectives are being achieved and, where the Plan might be failing, explain why this might be and set out the steps to be taken to correct this.

The Council is required to publish an 'Annual Monitoring Report' (AMR). This contains information on the implementation of the LDS and the extent to which the policies of different LDDs are being achieved. Once the AAP is Adopted, the AMR will monitor the effectiveness of its policies.

The following table sets out a series of suggested indicators and targets, predominantly taken from the AMR, which could be used as a means of ensuring effective implementation and review of the proposals.

**Please note that it is not possible to monitor all of the objectives as there are no relevant indicators for some of the objectives.**

Suggested Indicator	Suggested Target	Potential Source
<b>2</b>	<b>To provide sustainable mixed-use development that reinforces Derby City Centre’s role as a place to live and work.</b>	
Net number of dwellings completed within the Eastern Fringes.	The target will be determined on final housing levels anticipated in the Adopted AAP.  Based on the Preferred Option, this would be a minimum of 3100 dwellings over the Plan period.	Derby City Council – Housing Land Availability (HLA) System
Average density of new dwelling completions on wholly completed sites.	The target will be determined on a site by site basis. Each allocation has its own implied minimum density. Monitoring will determine whether these densities are being met.	Derby City Council – HLA System
Percentage of completed non-residential development meeting parking standards	100%	Derby City Council – Annual Monitoring Report
<b>3</b>	<b>To ensure the provision and access to all the key services and facilities that are needed to support the ‘Eastern Fringes’ and that the mobility and accessibility needs of the neighbourhood are met.</b>	
Amount of new residential development within 30 minutes public transport time of a; <ul style="list-style-type: none"> <li>• GP;</li> <li>• Hospital</li> </ul>	100%	The Derby Area Transport Model (DATs) may be able to assist with collecting this information.

<ul style="list-style-type: none"> <li>• Primary School</li> <li>• Secondary School</li> <li>• Areas of employment;</li> <li>• Major retail centre</li> </ul>		
Amount of completed retail and leisure development in the Eastern Fringes	No specific target to be set for retail or leisure.	Derby City Council – Annual Monitoring Report
<b>4</b>	<b>To provide wider opportunities for City Centre living, by providing residential development of a mix of size, types and tenure.</b>	
Affordable housing completions in the Eastern Fringes	<p>The target for allocations will be whatever the final policies require. Suggested policies for the Preferred Option would require 30% on all sites.</p> <p>The target for windfall, or unspecified sites, will be 25-30% affordable housing, in line with targets for the CDLPR as a whole.</p>	Derby City Council – HLA System
Lifetime homes completions in the Eastern Fringes	The target will be 10% in line with targets in the CDLPR as a whole.	Derby City Council – HLA System
<b>5</b>	<b>To provide commercial and employment generating development that contributes to the continued economic prosperity of the City.</b>	
Amount of floorspace developed for employment by type in Eastern Fringes	<p>The target will be determined by the final levels of office and employment floorspace in the Adopted AAP.</p> <p>Based on the Preferred Option, this would be a minimum of 18,000 sqm. Other sites are allocated but do not set</p>	Derby City Council – Employment Land Availability System

	requirements.	
Employment land available by type in the Eastern Fringes.	<p>The amount of land identified for employment in the AAP will contribute to the wider RSS requirements for the City as a whole.</p> <p>The Preferred Option would see xx hectares allocated for employment uses.</p>	Derby City Council – Employment Land Availability System
Amount of completed office development in the Eastern Fringes	Office space will be a minimum of 25,000 sqm over the Plan period (2006-2021).	Derby City Council – Employment Land Availability System
<b>7</b>	<b>To ensure that the best elements of the Eastern Fringes’ existing natural and built environment are protected or enhanced.</b>	
<p>Changes in area and populations of biodiversity importance, including;</p> <ul style="list-style-type: none"> <li>▪ Change in priority habitats and species (by type); and</li> <li>▪ Change in areas designated for their intrinsic environmental value including sites of international, national, regional, sub-regional or local significance</li> </ul>	No target	A new biodiversity posit is being jointly funded by the County and City Council. The intention is to use the Biological Action Recording System to provide some of the data. This will depend on partners signing up to the system.
Number of listed buildings at risk	None	English Heritage



<b>8</b>	<b>To ensure that new development promotes energy efficiency and prudent use of resources and minimises the impact on the environment.</b>	
Number of planning permissions granted contrary to the advice of the Environment Agency on either flood defence grounds or water quality.	None.	
Renewable energy capacity installed by type	10% energy needs produced by onsite renewables.	BREEAM / Developer statements / S106 Agreements
Number of residential properties in the AAP area built to code Levels 3, 4, 5 and 6 of the Code for Sustainable Homes.	100%	BREEAM / Developer statements / S106 Agreements
Percentage of completed dwellings on previously developed land	95% over the AAP period (only a small part of the AAP area could be considered 'greenfield').	Derby City Council - HLA
Percentage of completed employment development on previously developed land	95% over the AAP period (only a small part of the AAP area could be considered 'greenfield').	Derby City Council – ELA
<b>9</b>	<b>To improve linkages between the Eastern Fringes and the City Centre, that encourage walking, cycling and public transport use, particularly focussing on the links between the Railway and the Bus Stations.</b>	
Number of cyclists at specific sites in AAP area	To increase cycling recorded at specific sites by 18% from 2000.  A number of existing LTP monitoring points are located within, or adjacent to, the Eastern Fringes area and it should be possible to gauge whether	Derby Local Transport Plan.

		there is an increase in walking through the area.	
	Number of businesses within the AAP area adopting travel plans.	100%	
	Number of cycle parking places provided in the AAP area.		
<b>10</b>	<b>To create safe, convenient and attractive routes in, out and through the Eastern Fringes which help to create a vibrant and active neighbourhood.</b>		
	Number of casualties killed or seriously injured in road traffic accidents in AAP area	(Data from LTP – depending on coverage of monitoring) Reduce the rates of all injury accidents.	Derby Local Transport Plan.
	Number of pedestrians killed or seriously injured on all roads in AAP area	(Data from LTP – depending on coverage of monitoring) Reduce the rates of all injury accidents.	Derby Local Transport Plan.
<b>11</b>	<b>To improve the design, access and usage of existing areas of open space and to ensure that the public realm is a fully and safely integrated part of the wider urban environment.</b>		
	Amount of eligible open spaces managed to Green Flag Award	Aim will be for at least Bass's Rec. to be managed to this standard, plus any new open spaces created through development.	Derby City Council Parks Section

# Appendices



# Appendix 1 - Compatibility Matrices

**Table A1.1 Compatibility with City of Derby Local Plan Review Key Planning Objectives and Area Action Plan Objectives**

Character Area Aspirations	Key Planning Objectives of the Local Plan that will be achieved	AAP Objectives that could be achieved
<p><b>(A) North Castleward</b></p> <ul style="list-style-type: none"> <li>⇒ A high quality landmark commercial building providing a minimum of 18,000sqm of floorspace.</li> <li>⇒ Provision for complementary uses such as additional business uses, hotels, leisure and residential.</li> <li>⇒ Sufficient on site parking to meet the requirements of the development that could also be utilised by the public in an evening and at weekends</li> <li>⇒ Regard for the bus link between the railway and bus stations</li> <li>⇒ Creation of improved pedestrian links and the creation of a new landscaped area at the termination of the boulevard.</li> </ul>	<p>a), b), c), e), g), h)</p>	<p>2), 4), 5), 6), 8), 9), 10)</p>



<p><b>(B) Castleward</b></p> <ul style="list-style-type: none"> <li>⇒ Creation of a sustainable residential-led neighbourhood on the edge of the city centre. This will be complemented by supporting facilities including new primary school and nursery school facilities and provision of a new convenience shopping facility.</li> <li>⇒ Implementation of a new 'boulevard' providing a pedestrian friendly environment, civic spaces, iconic public art and active frontages, At first floor level and above, residential and commercial uses will be encouraged.</li> <li>⇒ Consolidation of existing parking facilities into a new MSCP.</li> <li>⇒ Creation of improved pedestrian links</li> <li>⇒ Promotion of renewable energy, recycling, water conservation and sustainable building techniques</li> <li>⇒ Promotion of ICT and broadband connectivity</li> <li>⇒ Promotion of high quality design</li> <li>⇒ Creation of a new 'all moves' junction on Siddals Road and surface level crossing to Bass's Rec.</li> </ul>	<p>a), b), c), d), e), f), g), h), i), j), k)</p>	<p>1), 2), 3), 4), 5), 6), 7), 8), 9), 10), 11)</p>
<p><b>(C) Derbyshire Royal Infirmary</b></p> <ul style="list-style-type: none"> <li>⇒ Creation of a new residential neighbourhood on the parts of the site no longer required for healthcare, supported by small scale convenience retail facilities and areas of open space.</li> <li>⇒ Retention of the domed structures facing London Road, Wilderslowe House, the wall and railings at the front of the infirmary, the Queen Victoria</li> </ul>	<p>a), b), c), d), e), f), h), i)</p>	<p>2), 3), 4), 6), 7), 8), 9), 10)</p>

<p>monument and the Florence Nightingale statue</p> <ul style="list-style-type: none"> <li>⇒ Creation of improved pedestrian links, including an east to west route, linking Castleward to the Arboretum.</li> <li>⇒ Promotion of renewable energy, recycling, water conservation and sustainable building techniques</li> <li>⇒ Promotion of ICT and broadband connectivity</li> <li>⇒ Promotion of high quality design</li> <li>⇒ Retention of healthcare facilities still required by the NHS Trust</li> </ul>		
<p><b>(D) Railway Conservation Area and its Environs</b></p> <ul style="list-style-type: none"> <li>⇒ Reorganisation of the parking and drop off areas at the railway station to facilitate a new and improved inter-modal transport interchange.</li> <li>⇒ North car park – small scale commercial opportunities consistent with Conservation Area policies will be promoted on surplus land</li> <li>⇒ South car park – MSCP and commercial / light industrial development</li> <li>⇒ Continued identification of the Railway Conservation Area and to implement policies that ensure its preservation and enhancement. Any development in the Conservation Area will, in line with existing policies, be expected to preserve or enhance its established character.</li> <li>⇒ Pride Park car park - MSCP and potential for some appropriately designed commercial development</li> <li>⇒ Promotion of high quality design</li> <li>⇒ Provision for the suitable redevelopment of the</li> </ul>	<p>a), b), c), e), g), h), i)</p>	<p>2), 5), 6), 7), 9), 10)</p>

Royal Mail site for mixed use development in the event of the current occupier wishing to relocate within the City		
<b>(E) Barlow Street / Bateman Street</b> ⇒ Residential development ⇒ Promotion of renewable energy, recycling, water conservation and sustainable building techniques ⇒ Promotion of ICT and broadband connectivity ⇒ Promotion of high quality design	a), b), e), f), h)	2), 4), 6), 8)
<b>(F) Bass's Recreation Ground</b> ⇒ Protection of existing public open space ⇒ Improvement of facilities ⇒ creation of improved pedestrian links and cycle network	c), i), k)	3), 7), 10), 11)
<b>(G) London Road</b> ⇒ protection of important features contributing to the unique streetscape of the area ⇒ public realm improvements	b), h), i)	7), 9), 10), 11)
<b>(H) North of the River</b> ⇒ No change. Development will continue to be controlled by existing Development Plan policies.	g), k)	2), 5), 8)

## Key Planning Objectives of the Local Plan



- a)** Promoting sustainable patterns and mixes of land use which reduce the need to travel and exploiting opportunities to make the fullest use of alternatives to the car. New development should be well related to the urban area and not unnecessarily extend it into the countryside, green wedges or other important areas of open land.
- b)** Promoting the economic, social and environmental regeneration of the urban area. In particular, the Council will seek to promote urban living and a renaissance of the City Centre. It will also seek to protect and enhance local services and create safe, accessible and attractive environments.
- c)** Facilitating an integrated approach to transport which helps to achieve a more efficient, accessible and safe network. The Council will seek to ensure that development contributes to improving transport choice and accessibility to alternatives to the car. It will also seek to ensure that existing pedestrian or cycle routes are retained and, where possible, that additional links are provided into, through and out of development sites.
- d)** Promoting social inclusion, meeting housing needs and reducing poverty, ill health and the effects of disability. In particular, the Council will give weight to proposals that offer advantages to young people, children in families on low income, lone parents, disabled people, older people on low incomes, long term unemployed people and people from minority ethnic communities.
- e)** Making fullest use of previously used land and buildings and improving energy efficiency.
- f)** Reducing waste and pollution, in particular air and water pollution. In considering development proposals, the Council will have full regard to its objectives of improving the health and well being of Derby residents.
- g)** Assisting in creating a prosperous and economically vibrant city by encouraging inward investment, the establishment of new small and medium sized enterprises and the expansion or relocation of existing businesses.
- h)** Improving the quality and design of the urban environment, making urban living more attractive, accessible, safe and secure.
- i)** Ensuring the environmental well-being of the City, including the conservation and enhancement of its key natural and cultural resources, its heritage, local distinctiveness and community identity.
- j)** Promoting lifelong learning and encouraging development that supports the educational objectives of the University, Derby College, secondary schools, primary schools and nurseries.
- k)** Making use of best practice in land use planning for water management and flood protection.







## AAP Objectives






1. To ensure that the Action Plan supports the wider aims and objectives of the Local Development Framework, the Community Strategy and the Derby Cityscape Masterplan.
2. To provide sustainable mixed use development that reinforces Derby city centre's role as a place to live and work.
3. To ensure the provision and access to all the key services and facilities that are needed to support the Eastern Fringes and that the mobility and accessibility needs of the neighbourhood are met.
4. To provide wider opportunities for city centre living by providing residential development of a mix of size, types and tenure.
5. To provide commercial and employment generating development that contributes to the continued economic prosperity of the city.
6. To ensure that development within the Eastern Fringes sets new high standards of design for the city and that a consistent approach to quality is taken in order to create a distinctive urban environment.
7. To ensure that the best elements of the Eastern Fringes' existing natural and built environment are protected or enhanced.
8. To ensure that new development promotes energy efficiency and prudent use of resources and minimises the impact on the environment.
9. To improve linkages between the Eastern Fringes and the city centre, that encourage walking, cycling and public transport use, particularly focussing on the links between the railway station and the bus stations.
10. To create safe, convenient and attractive routes in, out and through the Eastern Fringes which help to create a vibrant and active neighbourhood.
11. To improve the design, access and usage of existing areas of open space and to ensure that the public realm is a fully and safely integrated part of the wider urban environment.










**Table A1.2 Compatibility with Derby City Partnership's 2020 Vision, Community Strategy 2006-2009**

Derby's 2020 Vision - Derby City Partnership - Community Strategy		
Priorities 2006 - 2009	Potential Impact of Preferred Option	Comment
<p><b>Create a city centre which people of all ages and backgrounds will be able to enjoy at any time of day</b></p>		
<p>- improve city centre safety by reducing levels of crime and anti social behaviour;</p>		<p>New development in the Eastern Fringes will be designed to 'design out crime' with input from the local police force. This will hopefully have a positive impact but the exact impacts cannot be determined until new development is in place.</p>
<p>- make sure people from all parts of the city and all communities can get to and enjoy the city centre;</p>		<p>A key aspect of the AAP is to improve linkages through the area thus providing better and more legible routes to and from the city centre, railway station, Bass's Rec and the Arboretum area.</p>




<p>- celebrate the river and realise its potential;</p>		<p>The AAP will establish a new community that will be able to fully utilise Bass's Rec and the adjacent riverside area, adding vitality and vibrancy to a currently sterile area.</p>
<p>- use opportunities to develop health promotion initiatives in the city centre;</p>		<p>This is beyond the scope and detail of the AAP; however the transport and movement strategy will promote walking and cycling as the primary means of movement within the area. The strategy will also promote the use of shared space so that residents can reclaim the residential streets thus opening up opportunities for play and activity. The links between the DCP priority and the AAP are more indirect in this case and will very much rely on the implementation.</p>
<p>- support the development of people's skills to meet the needs of city centre employers;</p>		<p>It is difficult to determine the relationship between skills development and the AAP.</p>
<p>- improve the quality and range of arts, culture and sporting activity in the city centre;</p>		<p>The AAP will promote the installation of public art and will promote the conservation of the former railway village buildings within the conservation area. The city centre community will add vitality to the Bass's Rec area which will hopefully increase sporting activity in the city centre.</p>
<p>- support the growth of the local economy, focussing on retail, tourism, creative industries and manufacturing engineering;</p>		<p>The AAP aims to relocate any affected businesses in the Castleward area within the City so that there are no overall losses. The allocation of office space and retail space will help to support the local economy.</p>
<p>- deliver the right mix and balance of accommodation for city centre living;</p>		<p>The AAP will promote a significant amount of new city centre housing. The housing will provide a mix of tenures and types for people of all ages and backgrounds.</p>

<b>Focus on Derby's deprived neighbourhoods, so that opportunities for people living there are the same as for people living in the rest of the city.</b>		
- improve neighbourhoods safety by reducing crime and anti social behaviour;		New development in the Eastern Fringes will be designed to 'design out crime' with input from the local police force. This will hopefully have a positive impact but it cannot be determined until new development is in place.
- increase opportunities for residents to get involved in decisions about their neighbourhoods;		The AAP process has engaged and will continue to engage with the local community enabling them to shape the emerging Plan.
- make sure people in areas of high unemployment get access to job opportunities;		The AAP will promote a significant amount of new office and retail floorspace. This will create jobs for local people.
- promote learning and raise achievement to make sure people from all neighbourhoods have the best opportunities;		The AAP will promote a new primary school as well as other community uses. However, the extent to which the AAP can directly influence this priority is limited.
- improve life expectancy and reduce health inequalities between neighbourhoods;		The new neighbourhood within the Eastern Fringes area will be well related to existing health facilities such as remaining facilities at the DRI. The Plan will also promote walking and cycling which will help to promote healthier lifestyles.







- protect and enhance buildings, streets and the natural environment in neighbourhoods;		The AAP will promote the conservation of the former railway village buildings within the conservation area and other buildings of historical and architectural value.
- provide varied and attractive cultural and sporting opportunities for everyone within their neighbourhood;		The AAP will promote improved access and increased usage of Bass's Rec. This is a currently underused facility that could be used for a number of sporting and cultural events/activities.
- make sure that existing and future housing is appropriate to meet the housing needs of all parts of the community;		The AAP will promote a significant amount of new city centre housing. The housing will provide a mix of tenures and types for people of all ages and backgrounds.




	<b>Preferred Option moving towards achievement of DCP priority</b>
	<b>Unknown, depends upon the implementation of the Plan</b>
	<b>Neutral, no relationship with DCP priority</b>
	<b>Preferred Option moving away from the achievement of DCP priority</b>







**Table A1.3 Compatibility with Derby City Councils' Corporate Plan 2008-2011**





Derby City Councils' Corporate Priorities as detailed in the Corporate Plan		
Priorities 2007 - 2010	Potential Impact of Preferred Option	Comment
<b>Making us proud of our neighbourhoods</b>		
Reducing crime and anti-social behaviour		New development in the Eastern Fringes will be designed to 'design out crime' with input from the local police force. This will hopefully have a positive impact but the exact impacts cannot be determined until new development is in place.
Making Derby cleaner and greener		The AAP will introduce a network of green spaces connected by green links / corridors. The AAP also hopes to achieve high quality sustainable development, utilising the standards set out in the Code for Sustainable Homes. By introducing high quality architecture and public realm it is hoped that a sense of civic pride will be generated thus enabling much of the built environment to be managed and maintained by the community.
Providing greater opportunities for people to participate in decisions about the area they live in		The AAP process has engaged and will continue to engage with the local community enabling them to shape the emerging Plan.



Reducing inequalities between neighbourhoods by supporting the creation of job opportunities		The AAP will promote a significant amount of new office and retail floorspace. This will create new job opportunities on the doorstep of some of the most deprived neighbourhoods in the city.
Improving the standard and range of affordable housing		The AAP will seek to negotiate the provision of 30% affordable housing in the Eastern Fringes area. A range of types and tenures will also be sought.
Building strong and sustainable community relations across Derby		The implementation of the Preferred Option proposals should lead to the development of a new community at the heart of the city centre. The location of the new community should facilitate sustainable lifestyles and the provision of community facilities.
Improving facilities in our neighbourhoods.		The new development within the Eastern Fringes area will help to deliver new facilities such as a new primary school, children's play facilities, community facilities and new areas of open space.
<b>Creating a 21st Century City Centre</b>		
Increasing economic growth and sustainable investment		The AAP aims to relocate any affected businesses in the Castleward area within the City so that there are no overall losses of existing businesses.  The allocation of significant amounts of office space and retail space will help to increase economic growth and promote sustainable investment.
Improving accessibility to the city centre		The proposed boulevard linking the railway station to the city centre and the bus station will significantly improve the accessibility of the city centre.

Increasing the quality of open spaces and the range of cultural facilities in the city centre		The AAP proposes a new pedestrian link from the Castleward area to Bass's Rec, significantly improving access to the green area. As part of the development there will also be a network of green spaces linked by a network of green corridors/links. There will be a noticeable increase in the amount of green space compared to the current level of provision.
<b>Leading Derby towards a better environment</b>		
Reducing the level of carbon emissions		<p>As with any high density new development, the development proposed in the AAP will increase CO2 emissions. This must be weighed up against the requirement to provide more housing.</p> <p>Alternatively the housing could be provided in greenfield areas on the periphery of the city centre. These sites are less sustainable and generate a greater need for personal car usage. Allocating housing adjacent to the city centre thus reduces the need to travel and subsequently reduces potential carbon emissions.</p>
Raising awareness of climate change and local environmental issues		<p>The AAP will expect all new homes to built in line with the Code for Sustainable Homes, as a minimum meeting level 3. Office development will also be expected to be built in line with BREEAM 'very good' standards.</p> <p>The AAP will continue to recognise the wildlife corridor and SINC adjacent to Bass's Rec.</p> <p>By recognising local environmental matters and by promoting sustainable design and building techniques it is hoped that awareness of climate change and local issues can be increased and brought to the fore. However, it is difficult to determine the extent of this until development takes place.</p>

Caring for Derby's heritage		The AAP will promote the conservation of the former railway village buildings within the conservation area and other buildings of historical and architectural value.
<b>Supporting everyone in learning and achieving</b>		
Improving educational achievement and narrowing gaps in attainment		The AAP will promote a new primary school as well as other community uses. However, the extent to which the AAP can directly influence this priority is limited.
Providing learning opportunities to raise skills levels for all		It is difficult to determine the relationship between skills development and the AAP.
<b>Helping us to all to be healthy, active and independent</b>		
Raising the quality of social care for vulnerable and older people		It is difficult to determine the relationship between the quality of social care and the AAP.
Improving the health and well being of our communities		The new neighbourhood within the Eastern Fringes area will be well related to existing health facilities such as remaining facilities at the DRI. The Plan will also promote walking and cycling which will help to promote healthier lifestyles.
Responding quickly and effectively to local needs of children, young people and their parents / carers		It is difficult to determine the relationship between responding quickly and effectively to young people and their parents / carers and the proposals in the AAP.

	<b>Preferred Option moving towards achievement of corporate priority</b>
	<b>Unknown, depends upon the implementation of the Plan</b>
	<b>Neutral, no relationship with corporate priority</b>
	<b>Preferred Option moving away from the achievement of corporate priority</b>





# Appendix 2 - Saved and Replaced Policies

The following table lists the site specific polices in the City of Derby Local Plan Review that will be replaced by the AAP.

Table A2.1: CDLPR Policies Replaced	
Chapter	Policies Replaced.
City Centre	CC13 (Castleward); CC14 (Wellington Street); CC15h (Improvements within the Central Area)
Housing	H2b (Barlow Street)
Economic Prosperity	EP11 (Development within Existing Business and Industrial Areas – land within Eastern Fringes only)
Learning and Health	LE6 (Derbyshire Royal Infirmary).

The following table lists the *site specific* policies in the City of Derby Local Plan Review that will continue to be relevant. These are policies which will be supplemented by policies in the AAP (e.g. CDLPR Conservation Area

policy will be supplemented by Railway Conservation Area Design Guidance) and policies which will be relevant in all cases.

Table A2.2: CDLPR Policies Still Relevant	
Chapter	Policies.
City Centre	CC18 (Central Area Parking)
Environment	E4/Appendix B (Wildlife Sites – River Derwent and its banks – within Eastern Fringes area only); E6 (Wildlife Corridor – within Eastern Fringes Area only); E18 (Conservation Areas);
Leisure and Community Services	L1 (Protection of Parks and Public Open Spaces – land within Eastern Fringes only)