



City Centre Eastern Fringes Area Action Plan – Amended Proposals for Public Consultation

SUMMARY

- 1.1 In September 2006, Cabinet was asked to consider a report on the publication for public consultation of the 'City Centre Eastern Fringes Area Action Plan' (CCEFAAP) 'Preferred Option' Report. In December 2007, Cabinet was asked to consider another report on the CCEFAAP which recommended a change in approach to bringing forward regeneration. This was in response to concerns relating to 'soundness', the changing aspirations of various key stakeholders and the potential delays that may be incurred in bringing forward regeneration.
- 1.2 At this latter meeting, it was resolved to progress the CCEFAAP to the 'Preferred Options' stage for consultation, report the results back to Cabinet, and then suspend its production. The regeneration of Castleward would then be taken up through the selection of a 'preferred developer' who will prepare a planning application. The work done on the CCEFAAP will form part of the overall 'development framework' for the area, particularly in relation to Castleward.
- 1.3 An amended set of proposals have now been prepared for consultation. These are illustrated in Appendix 2. The general basis for these remains the same as those put forward in September 2006. It is still the intention to promote a new sustainable residential community, supported by a range of commercial and community facilities.
- 1.4 The most significant change relates to land north of the River Derwent, where it is no longer proposed to identify it for housing that could come forward within the Plan period. This has already been reflected in Derby Cityscape's revised Masterplan, published last year.
- 1.5 Appendix 3, on CMIS, provides a schedule of the main changes that have been included since September 2006 and the main reasons for the change.
- 1.6 The initial delay in publishing the report was caused by the need to carry out further research to satisfy the requirements of the new planning system. Of most significance has been a Transport Plan and traffic modelling exercise. This has assessed the levels of traffic that may be generated by the proposals and what should be done to mitigate any impacts. The assessment suggests there will be increased traffic in the area but that the network will be able to accommodate new development trips provided appropriate mitigation is in place. It is vitally important that we take the opportunities this area provides to appropriately restrict the demand to travel by car and promote more sustainable trips. This will be achieved through a suite of measures that will be developed in partnership with developers, occupiers and users of the area.

- 1.7 Subject to any issues raised at the meeting, I support the following recommendations.

RECOMMENDATION

- 2.1 To agree to the broad proposals set out in Appendix 2 for the purposes of public consultation and to delegate authority to the Director of Regeneration and Community and the Executive Member for Planning and Transport to finalise the proposals, subject to the findings of the Sustainability Appraisal and validation of any outstanding research.
- 2.2 To delegate authority to the Director of Regeneration and Community to finalise the text and format of the full documentation and supporting documents for the purpose of publishing all for a 6 week consultation period.



City Centre Eastern Fringes Area Action Plan – Amended Proposals Report for Public Consultation

SUPPORTING INFORMATION

- 1.1 The Council's Local Development Scheme (LDS) contains a programme for the preparation of an Area Action Plan (AAP) for the 'City Centre Eastern Fringes' (CCEF). The 'Eastern Fringes' itself covers an area of some 65 hectares and takes in the Derbyshire Royal Infirmary, Castleward, the Railway Station, Bass's Recreation Ground and an area of land to the north of the Derwent that is occupied by the Trent bus depot and Derby Evening Telegraph. The area has been identified by Derby Cityscape and the City of Derby Local Plan Review as a significant opportunity for sustainable regeneration.
- 1.2 Members will recall that a report was presented to Cabinet in December 2007 relating to the AAP. This set out an alternative approach to bringing forward regeneration of the area, particularly for the Castleward itself. The intention is that the production of the AAP would be suspended after the proposals had been consulted on and the results reported back to Cabinet. The work carried out on the AAP will then form part of the 'development framework' for the area and will be used to guide developers.
- 1.3 Members will also recall that a version of the 'Preferred Option' was considered on 5 September 2006. This was not published, however, as there were concerns relating to the new 'tests of soundness' which these documents must satisfy. In order to rectify some of the issues raised by the failure of other authorities' LDF documents, and to provide a more robust evidence base for this plan, a number of studies have been undertaken. The most significant of these include a major Transport and Highway Design Study, a Flood Risk Assessment (FRA) and a car parking study. Other work has been done in particular on economic viability, phasing and the implementation mechanisms for bringing the AAP forward.
- 1.4 The Transport and Highway Design study has considered the potential level of traffic that would be generated by the development proposed. The assessment and modelling exercise has concluded that there will be increased traffic and congestion in certain areas as a result of the development proposals. The study has also concluded, however, that the transport network can satisfactorily accommodate this additional traffic if a range of measures are put in place. These will be set out in the Preferred Option Report and include:
 - Adoption of a new street hierarchy based on the principles of the Government's recently published '*Manual for Streets*'. This approach puts the pedestrian, cyclist and public transport first.
 - Creating and improving new pedestrian and cycle links through the area.

- Improving facilities and access for public transport.
- Improvements to a number of junctions.
- Creation of a major new all direction junction with Pride Parkway.
- Reduction in residential parking standards.
- The creation of a Master Travel Plan for the area as a whole, supported by a series of individual Travel Plans.

It is recognised that there will be challenges to face in relation to traffic growth in this area. Therefore, it is essential that developers and future occupiers fully embrace and proactively encourage the use of non car borne modes of transport. This will need to be achieved in partnership and regulated through the development control procedures. This area offers an almost unique opportunity to promote sustainable forms of transport. A further consideration is if the housing proposed in this area were to be provided somewhere else, the traffic and congestion problems generated would, in all likelihood, be considerably worse.

- 1.5 Work and discussions are still on-going on a range of issues, including the examination of flood risk, where we are continuing to work with the Environment Agency. Another example is where work has been commissioned on a city-wide retail study that will be important factors in the 'development framework', as we move toward selecting a preferred developer and consideration of a planning application.
- 1.6 The overall vision for this area hasn't changed. We still consider this to be the best area in the city for the development of a sustainable urban village complemented by commercial and community facilities. We still also want to see this area developed using the highest levels of design quality, with sustainability being a key factor in all decisions. These principles continue to be expressed in the principles and objectives outlined in Appendix 2.
- 1.7 The proposals put forward here generally accord with those presented to Cabinet before and with the updated May 2007 Derby Cityscape Masterplan. A number of changes have been made, however, since September 2006. These are listed in Appendix 3 on CMIS. The most significant amendments, however, are:
 - **North of the River:** It now looks unlikely that this site will be viable for residential use in the medium to long-term. There are economic viability issues to consider and the draft findings of the flood risk assessment for the area indicate that this would not necessarily be a suitable location for housing development. This lack of certainty probably makes the site unsuitable for inclusion in an Area Action Plan. For this reason it is proposed that the Preferred Option will be to remove the site from the AAP area. This will be expressed as an 'option' in the full Preferred Options report so that it is subject to consultation.
 - **Multi-storey car park location:** It is still considered that a new multi-storey car park will be required in Castleward to consolidate and improve on existing surface parking that will be lost elsewhere. The preferred location for this has been shifted from Canal Street to Liversage Street. It is felt that this would have less traffic impact and have less impact on the Railway Conservation Area than the Bemrose & Sovereign site previously identified.

- **Castleward ‘boulevard’:** Rather than purely residential uses on the ‘boulevard’ on upper levels, it has been recognised that a wider potential mix –and more flexibility – will benefit the regeneration of the area. The ‘boulevard’ was also considered to be the most appropriate location for new convenience shopping facilities, that will provide a focus for the new community. The scale of these facilities will need to be determined later in the process, though they should be of scale to meet the needs of the immediate community and not become a city-wide facility.
- **North Castleward:** The intention is still to see this area developed as an office led scheme. However, the preferred option now recognises the potential for a wider range of complementary uses to come forward. The North Castleward area has also been extended to include all land opposite the Westfield development. It is felt that this area will create a form of transition between the City centre and the new residential area.
- **Railway Area:** The Preferred Option confirms the possibility of consolidating existing car parking at the station into two new multi-storey facilities on the south car park and Pride Park car park. This will make more efficient use of the land and should free-up the development potential of surplus land. This will promote an overall more efficient use of space. The objectives for the railway station also now include more emphasis on creation of a new public transport interchange at the front of the station and improvement of the block opposite.

1.8 Accompanying the Preferred Option Report will be a Sustainability Appraisal Report (SA). This document is legally required to be published at the same time as the AAP document. Its intention is to demonstrate that the AAP has been prepared in accordance with principles of sustainability and that the significant social, environmental and economic effects of the Plan have been considered. This technical document is being produced by White Young Green consultants on behalf of the Council and will be invaluable in ensuring the policies are as sustainable as possible. The full SA Report will be published for consultation along with the Preferred Options Report and will recommend measures to mitigate any significant sustainability issues that might exist. This document is still being completed in light of additional evidence being fed into the plan.

For more information contact: Steven Lee Tel. 01332 255074 e-mail steven.lee@derby.gov.uk

Background papers: Draft Transport Study & Highway Design Code

List of appendices: Appendix 1 – Implications
Appendix 2 – Summary of Preferred Options and Principles
Appendix 3 – Schedule of Changes

IMPLICATIONS

Financial

- 1.1 Preparation of the AAP has financial implications in terms of printing and consultation costs and the use of consultants for Sustainability Appraisal work. There will also be costs associated with the anticipated Public Examination if that is pursued at a later date. Derby Cityscape has contributed toward these costs and the additional funding for has been incorporated within the current revenue budget for the Local Development Framework.
- 1.2 The implementation of the proposals for this area may incur costs in the future. These will be subject to discussions with Derby Cityscape and its partners and reported separately when appropriate.

Legal

- 2.1 The requirement to prepare and publish a 'Preferred Option' document when preparing an Area Action Plan is contained in the Planning and Compulsory Purchase Act 2004. The Report also meets all procedural requirements of the Town and Country Planning (Local Development)(England) Regulations 2004.
- 2.2 Revised regulations have recently been out for consultation by the Government and may be in place prior to the publication of the proposals. The documentation may need revising to be consistent with the new regulations prior to publication.

Personnel

3. The personnel resource implications of preparing the AAP were considered in drawing up the Council's Local Development Scheme.

Equalities impact

4. The Sustainability Appraisal will consider the social implications of the AAP's proposals and will suggest mitigation measures for any issues there may be. The regeneration proposals outlined in the Preferred Option Report will also have implications, in relation to job creation, making environmental improvements and in terms of improving accessibility.

Corporate Priorities

5. The proposals predominantly come under the Council's Objectives of improving the quality of life in Derby's neighbourhoods, reducing inequalities between neighbourhoods, reinvigorating the City centre and river areas, making Derby cleaner and greener and providing greater opportunities for people to participate in decisions about the area they live in. They also relate to building a healthy and independent community.