

City Centre Eastern Fringes Area Action Plan

18 March 2008

Appendix 3

Schedule of Changes

Schedule of Amendments from September 2006 Cabinet Report

Amendment Made	Reason for Amendment
1. Alteration to suggested policies to break them down into general 'principles' and 'priorities'. These have been arranged into topic areas and then subsequently broken down by character area.	By breaking the suggested policies down, it will give the overall direction of the preferred option more clarity and focuses the document upon the key land use implications. The more detailed aspects of the suggested policies have been included within the priorities to ensure that all elements of the Preferred Option are considered within a future development framework.
2. Extension to North Castleward policy area, to include remaining Traffic Street frontage, Gala Bingo, whole of Speeds Volvo site and part of Siddals Road.	These three policy areas have been combined to achieve consistency, enabling all three mixed use policies to become one, thus reducing the overall number of policies in the AAP. This will reduce the complexity of the document.
3. The land north of the River Derwent (DET printing works and Trent Buses depot) has been removed from the Plan area.	The new priority for this area is to promote 'no change' thus retaining the existing CDLPR policy which permits industrial uses. In light of this it is suggested that the area is removed from the Plan area. This change has been made due to the expected disturbance costs related to forcibly relocating the existing uses and potential flooding issues.
4. Relocation of MSCP from Canal Street to Liversage Street.	Atkins were commissioned to undertake a review of public parking in the city centre. They have reported back and have suggested that the originally proposed MSCP is located on the existing Liversage Street site. This will allow better access and will have a lesser impact upon the adjacent conservation area.
5. Amendment to wording relating to sustainable development, from 'as a minimum meet the very good or excellent BREEAM and EcoHomes standard to 'will be a minimum of <i>Code Level 4</i> initially and then rising in accordance with the mandatory changes to Building Regulations to reach zero carbon (Level 6) development by 2016.	To bring policy into line with most up to date government guidance.
6. Add extra objective to Suggested Policy 18 to ensure that new development does not prejudice the future replacement of the London Road railway bridge.	The Derby Local Transport Plan sets out the proposal to replace the London Road railway bridge as part of wider proposals for the A6 London Road route. It is important that new development in the Eastern Fringes area does not inhibit this from being implemented in the future.
7. Moving of safeguarded access point to the junction of Liversage Street and Siddals Road / Station Approach (only a minor	To bring proposal into line with the Arup transportation study.

amendment).	
8. Reduction of office floorspace in North Castleward from 25,000sqm to a minimum of 18,000sqm and mention of the potential for residential development as a complimentary use.	To bring the proposals into line with the aspirations of the Urban Regeneration Company, Derby Cityscape.
9. Removal of exact residential output figures from the suggested policies / priorities. Approximate outputs are mentioned within the supporting text.	This will allow greater flexibility to enable the proposals to react to market changes, whilst still guiding the overall outputs.
10. More references to 'low carbon' development have been included throughout the document.	To bring proposal into line with current corporate priorities and national guidance.
11. Added emphasis on enhancing biodiversity throughout the area.	To bring proposal into line with current corporate priorities and national guidance.
12. Removal of references to specific buildings on the DRI site apart from Wilderslowe House.	Wilderslowe House is the only building or structure that is Grade II listed and is thus the only building that has statutory protection. Adding further protection to buildings and structures should not be pursued through the LDF process as there are alternative procedures.
13. Inclusion of detailed information relating to transport and movement issues.	The Transport Plan produced by Arup has made recommendations in order to make the transport network function satisfactorily. These have now been taken on board.
14. Inclusion of detailed information relating to the Castleward boulevard and series of linked public spaces.	Alan Baxters Associates (ABA) have produced a design statement for the boulevard link which has helped to inform the emerging document.
15. The Castleward priorities now accommodate greater flexibility for sites above the ground floor fronting the boulevard.	This will allow greater flexibility to enable the proposals to react to market changes, whilst still guiding the acceptable uses.