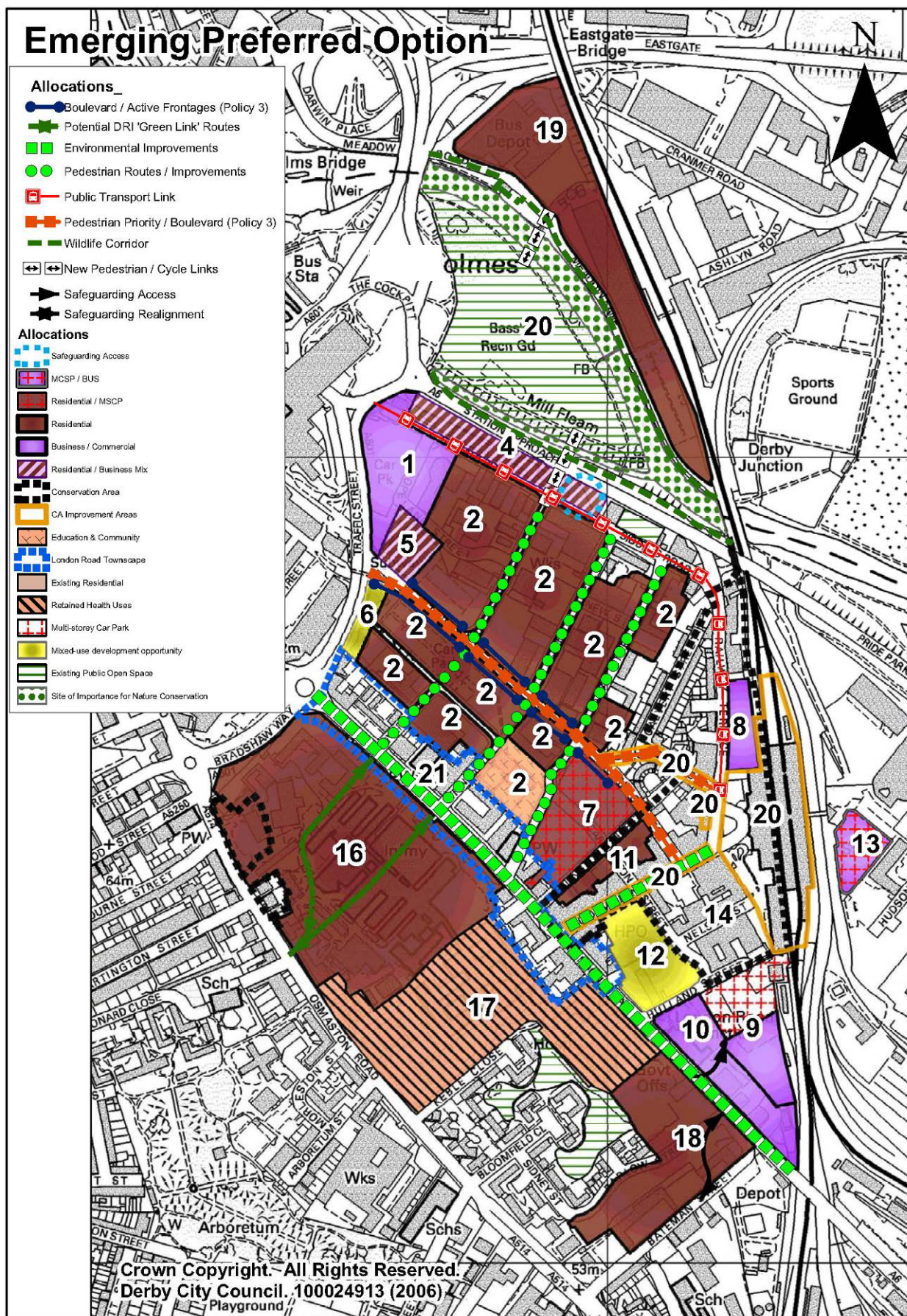


Overall Preferred Option



The Overall Preferred Option

The overall Preferred Option for the Eastern Fringes is a residential-led mixed use regeneration scheme. The new housing will be supported by new employment generating uses, new retail and community facilities and the objective of improving accessibility and design quality throughout the area.

The overall outputs of the Preferred Option would be as follows;

Housing

Overall a minimum of 3,100 new dwellings will be provided in the area. These would be built at an approximate average density of 130 dwellings per hectare.

The housing will be made up of a range of different types and tenures, including apartments and family homes. A target of 30% affordable housing to be achieved through negotiation has been indicated on all major housing sites.

Education & Community Facilities

The increase in housing will create a need for new primary school facilities and other community facilities within the area. The Preferred Option will not generate enough pupils for a secondary school in its own right. However, the Council is currently reviewing secondary school provision in the City in relation to the Government's 'Building Schools for the Future' programme. The review is not sufficiently progressed to determine whether the Eastern Fringes would be a favoured site for any new provision. However, the AAP may need to take on board the outcomes of this review if a site in this location is favoured, at subsequent stages.

Employment

It will provide for a minimum of 25,000 square metres of new high quality office space, within a landmark development fronting onto the Cock Pitt and Traffic Street. In addition, it allocates other, smaller scale, employment sites that could provide opportunities for either new floorspace or the relocation of existing facilities from within Castle Ward. A number of flexible mixed-use allocations that could include business or industrial uses have been identified.

Retail & Leisure

Provision is made for a new mid-sized supermarket to meet local needs in a sustainable way. This would be located on the 'Castle Ward' boulevard. The boulevard will also contain other small scale facilities that will both serve the local population and help to create an attractive, vital and viable route through the area to the City centre from the railway station. The boulevard will not be limited to shops. Leisure and community uses would be welcome additions. The boulevard will become the focus for the new neighbourhood.

New, usable open spaces will be created in association with the housing development. A network of linked public and private open spaces will be created. In particular, a 'green link' between the Arboretum and Bass's Rec. will be created. The aim will also be to improve facilities at Bass's Recreation Ground.

Transport

To make more efficient use of land in the Eastern Fringes, four new multi-storey car parks are proposed. These will release land for development, which in turn, may help to finance improvements to the railway station and bring forward other important developments.

The Preferred Option also makes provision for a new public transport link along Siddals Road, new and improved pedestrian and cycle links throughout the area and contains an objective to see improvements to the transport interchange at the railway station.

The Overall Preferred Option (continued)

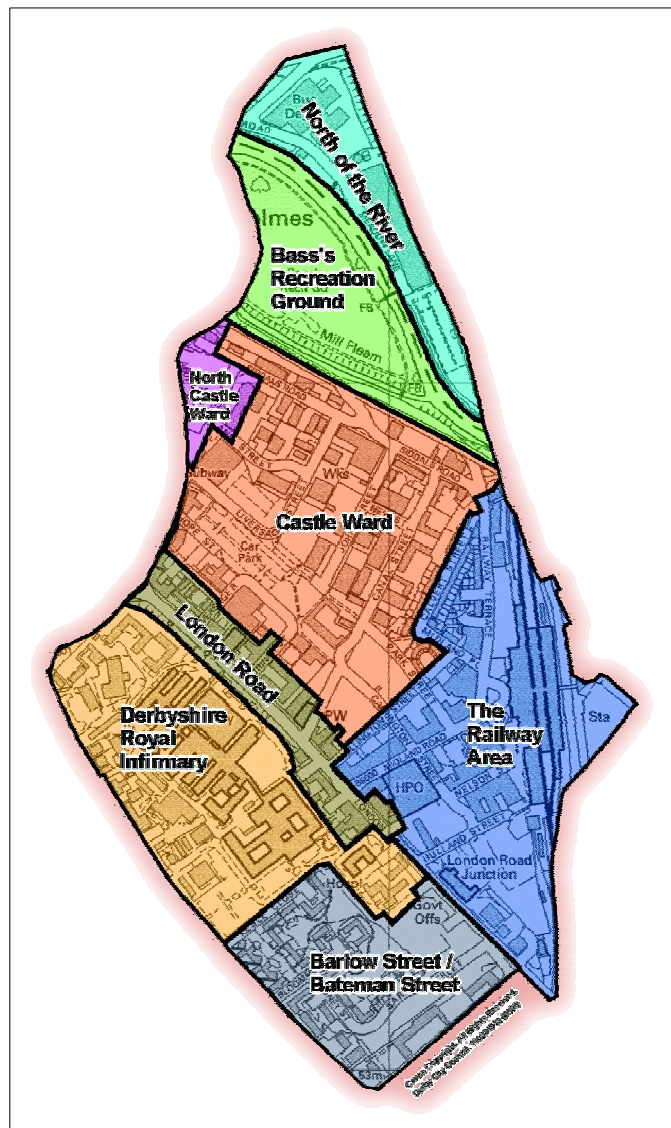
Design & Conservation

Conservation is an important theme for the Preferred Option, particularly in relation to ensuring that new development within the two Conservation Areas is appropriate, but also highlighting the important features of London Road and the DRI site.

The Preferred Option provides the public with their first opportunity to comment on the design principles that the Council wish to see put into action in the Eastern Fringes area. The principles cover sustainable design, waste and pollution, flooding, crime and safety and green infrastructure. Initial indications of acceptable building heights have also been put forward for discussion.

Detailed Preferred Options for the 'Character Areas'

The Preferred Option Report has been split into 8 'Character Areas', where more specific detail will be gone into to regarding the preferred vision and putting forward some suggested policies for discussion. The character areas are shown on the map below. Following this, the 'Preferred Option' for each character area is summarised alongside the suggested policies for that area.



North Castle Ward

Preferred Option A: North Castle Ward

The Preferred Option for this area is the creation of a landmark office development that has the potential to attract a large inward investor, national headquarters or Government relocation. Provision is made for a minimum of 25,000 square metres of new floorspace.

The office development would be supported by complementary uses, such as a hotel or conferencing facility. This will give the site a greater appeal to investors.

Parking will be provided to serve the development but will have a dual purpose of providing evening and weekend parking for the City centre.

Ancillary facilities will be permitted, provided that they will be of a scale sufficient to serve the office staff only.

Development would safeguard the potential Siddals Road public transport link.

Suggested Policy 1: North Castle Ward

A high quality landmark office scheme, providing a minimum of 25,000 square metres of new floorspace, will be developed on this site.

The provision of complementary uses, such as a hotel and conferencing facilities will also be welcomed on this site.

Small scale ancillary uses designed to serve people working in the development will be permitted provided that they are of a scale and nature that would not impact on the implementation or vitality of the Castle Ward boulevard or the City centre.

The scheme will provide sufficient parking to serve the development. This will also be required to provide short stay evening and weekend parking for the City centre.

The development will be of an exemplary architectural quality, creating a strong statement of place and demonstrate the consideration of the following specific design principles;

- ☒ a slender landmark building or group of buildings of a range of heights that creates a strong frontage onto the Cock Pitt;
- ☒ the need to safeguard the potential use of Siddals Road for a public transport link between the railway station and the Cock Pitt roundabout;
- ☒ a range of buildings of up to 7 storeys in height in adjacent locations to the landmark buildings that create a strong frontage onto Traffic Street;
- ☒ the creation of safe pedestrian and cycle links through the site.

Castle Ward

Preferred Option B: Castle Ward

The Preferred Option for this area is the creation of a new sustainable 'urban village'. This will be made up of around 1200 new dwellings. Opportunities for employment and commercial space are also provided on key sites fronting Station Approach and Traffic Street.

The area will be served by a new central 'boulevard' that will create an improved link between the City centre and railway station and will become the focus for the new community. Along the length of the boulevard will be new shops, leisure and community facilities.

The Preferred Option makes provision for a new primary school, nursery and supermarket to serve the increase in population and would provide a replacement multi-storey car park to consolidate existing surface parking and release land for development. A network of private and public open spaces will be created, linked by safe and attractive pedestrian and cycle routes.

A key aim of the AAP for this area is improving accessibility to existing open spaces. With this in mind a new link across Station Approach will be provided to Bass's Recreation Ground.

Suggested Policy 2: Castle Ward

The Castle Ward area represents the largest opportunity to provide City centre living in Derby. The sites identified by this policy will;

- ☒ Provide a minimum of 1200 new dwellings;
- ☒ Achievement of 30% affordable housing through negotiation;
- ☒ Provide a new primary school and nursery, generally in the location identified on the proposals map;
- ☒ Incorporate the 'Castle Ward boulevard' as defined by Suggested Policy 3.

This major development scheme will be expected to meet the very highest standards of design and layout. As well as satisfying plan-wide design policies, the following specific objectives will be considered;

- ☒ a range of buildings heights of between 3 and 6 storeys;
- ☒ Building massing will be greater along the boulevard and along other key routes.
- ☒ Away from primary routes housing will be generally lower density townhouse / family dwellings.
- ☒ In areas adjacent to the Railway Conservation area, built form and architectural styles will have regard to the character and detailing of the railway related buildings – with a transition to a more contemporary design as you progress toward the City centre.
- ☒ A series of linked usable public open spaces that help provide an attractive setting for development and provide safe and attractive links through the area

that incorporate 'Station Walk' and a 'green link' between Bass's Recreation Ground and the Arboretum.

- ☑ The form and layout of development should create a coherent streetscene and seek to increase the permeability in the area for pedestrians and cyclists.

Suggested Policy 3: Castle Ward Boulevard

The 'Station Walk Boulevard' will become the principle pedestrian and cycle route linking the railway station to the City centre.

An attractive, safe, vibrant and prestigious link will be created which provides a strong frontage that will provide a focus for the business and residential community and help draw visitors along its length. The following specific objectives will be met;

- ☑ A pedestrian priority environment will be created, incorporating a public square, high quality public realm, public art and features contributing to the green infrastructure of the area;
- ☑ To ensure vitality, viability and activity throughout the day and evening, at ground floor level, providing a series of 'active frontages'. Acceptable uses within these will include;
 - Shops (A1) and Restaurants (A3)
 - Leisure uses (D2)
 - Community or Health Uses (D1)
- ☑ Safeguarding the underpass to the Eagle Centre.
- ☑ Make provision for limited access for road traffic at Traffic Street and the junction of Park Street and Canal Street.

Suggested Policy 4: Siddals Road

A scheme involving an innovative mix of residential and business uses will be developed on this site. The potential for the vertical separation of uses, with business development on the lower levels and residential development on upper floors will be welcomed.

The development will be of an exemplary architectural quality, reflecting the site's prominence from Station Approach and Castle Ward and demonstrating the consideration of the following specific design principles and objectives;

- ☑ a range of building heights of between 5 and 7 storeys
- ☑ negotiate the provision of 30% affordable housing on any residential element of the development
- ☑ creation of natural surveillance over open spaces, including Bass's Recreation Ground
- ☑ the need to integrate the provision of a pedestrian footbridge over to Bass's Recreation Ground into any layout.
- ☑ the need to safeguard land for the possible creation of a new access point from, and onto, Station Approach
- ☑ the need to safeguard the potential use of Siddals Road for a public transport priority link between the railway station and the City centre.

Suggested Policy 5: Gala Bingo

To facilitate an improvement to the built environment within the Castle Ward area, the Council would welcome a redevelopment scheme on this site that included the provision of a new bingo hall / leisure / community facility on the ground floor.

The location of the site on the confluence of the 'North Castle Ward' landmark office scheme and the residential-led 'Castle Ward' would make residential or office uses acceptable at first floor and above.

The design and layout of any replacement building should have regard to the specific design guidance set out in Suggested Policy 2: Castle Ward

Suggested Policy 6: Traffic Street

This prominent site is suitable for a range of uses that could complement nearby activities, both in the City centre and Castle Ward.

Acceptable uses would include a mix of residential, hotel, leisure, restaurant, community uses, health uses or offices.

The development will be of an exemplary architectural quality that demonstrates the following specific principles;

- ☒ a range of building heights of between 5 and 7 storeys that create an attractive and strong frontage onto Traffic Street
- ☒ achievement of 30% affordable housing through negotiation on any residential element;

Suggested Policy 7: Bemrose & Sovereign Car Parks

A high quality and sensitive mixed-use scheme, providing a new 1500 square metre supermarket, short –stay multi-storey car park and residential uses will be developed on this site.

Creative design solutions for this site will be expected that can accommodate different uses in a way that neither detracts from the character of the adjacent Conservation Area or the amenity of nearby residential properties.

Reflecting guidance for other parts of the Castle Ward area, the considering the following objectives;

- ☒ a range of building heights between 3 and 6 storeys.
- ☒ residential development to include a mix of apartments and family housing and to be built at an average density of no less than 100 per hectare.
- ☒ achievement of 30% affordable housing through negotiation on any residential element.

The Railway Area

Preferred Option C: The Railway Area

The Preferred Option for the Railway Area is one of continuing conservation. A number of sites are identified for potential development, including existing car parks and underused land on Wellington Street. Two new multi-storey car parks are proposed to consolidate existing parking and release land for development elsewhere. All development will be expected to be of a high standard and have proper regard to the character of the Conservation Area.

The improvement of the Conservation Area is also sought, particularly in relation to the Railway Station itself and in the immediate areas adjacent to the station. The aim is to create a better first impression of the City.

Suggested Policy 8: North Car Park

Land surplus to the parking or access needs of the railway station, will be developed for office uses of up to 4 storeys, that meet the following objectives;

- ☒ the trees and decorative railings that create a unique frontage to the site are retained;
- ☒ the design and scale of the buildings reflect and respect the special character of the Conservation Area and nearby buildings - in particular the listed residential properties opposite;
- ☒ the setting of the 1893 pediment and 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.

Suggested Policy 9: South Car Park

Subject to the release of other station car parks for development, the Council would wish to see the development of a new multi-storey car park. This will include parking for public and staff and could include direct access to station platforms.

Land surplus to the parking or access needs of the railway station will be developed for business and industrial uses. Light industrial or workshops would be acceptable, together with office uses.

All development should respect the height, scale and facade of Midland House and other nearby buildings and will be required to be of a high quality design.

Suggested Policy 10: London Road South

This site is suitable for business development, provided that;

- ☒ designs create a dramatic improvement to the streetscene and create an attractive gateway to the City centre;
- ☒ an attractive and unified frontage along London Road is created;
- ☒ a range of building heights up to 5 storeys;
- ☒ an access point to the new railway station multi-storey car park and South Car Park development is safeguarded;

Light industrial or workshop uses would be acceptable at ground floor level, with offices above, if the above objectives could be met.

Suggested Policy 11: Wellington Street

These sites will be developed for a sensitive housing scheme that takes proper account of their Conservation Area status and relevant policies. The sites will be expected to provide a minimum of 30 new dwellings. Design and layout of the site should;

- ☒ have regard to the impact on the streetscene of Midland Road, avoiding any adverse visual impact, including impact relating to the two storey Midland Road shops;
- ☒ reinstate the strong building line along Wellington Street.
- ☒ achievement of 30% affordable housing through negotiation.

Suggested Policy 12: Royal Mail Site

Subject to the satisfactory relocation of Royal Mail operations within the City, this prominent site will be redeveloped for a high quality mixed-use scheme. As a minimum, the site will provide an element of residential, office and / or light industrial / workshop floorspace. On the Midland Road ground floor frontage, retail or restaurant uses would be permitted to maintain an 'active' frontage. Other acceptable uses for this site would include;

- ☒ Hotel and conferencing facilities;
- ☒ Community and healthcare facilities;

Proposals for this site would be expected to achieve the following specific design objectives;

- ☒ to have regard to the architectural form and setting of the Conservation Area and nearby buildings, including Churnet House and Midland House
- ☒ to achieve a dramatic improvement to the Midland Road streetscene through better building design and a cohesive approach to scale and massing.
- ☒ to create strong and distinctive frontages onto Midland Road London Road.
- ☒ achievement of 30% affordable housing through negotiation on any residential element.

Suggested Policy 13: Pride Park Car Park

Subject to the release of existing station car parks for development, the Council would wish to see the development of a new multi-storey car park on this site to serve the station.

Proposals must have the proper regard to the Grade II* listed Roundhouse buildings and neighbouring developments and be of a high quality design. The development could incorporate an office frontage to provide an appropriate elevation and streetscene.

Suggested Policy 14: Railway Conservation Area Design Guidance

In order to ensure that proposals will either preserve or enhance the traditional established character of this Victorian, railway related Conservation Area, proposals will be expected to reflect the prevailing local architectural details and materials. New development should respect the general scale and architectural rhythm of existing buildings and spaces. Designs should have a strong, positive relationship to their context.

Suggested Policy 15: Railway Conservation Area Improvements

To further enhance its special character, the Council and its partners will support and, where appropriate, implement proposals to improve the following parts of the Railway Conservation Area;

- ☑ The frontage between the Swallow Hotel and Midland Place, opposite the station
- ☑ Midland Place public realm, as part of Castle Ward boulevard proposals;
- ☑ Midland Road public realm, paving, shop fronts and signage.
- ☑ Railway Station and Environs

All proposals must satisfy the criteria in Saved Policy E18 of the CDLP Review and Suggested Policy 13: Railway Conservation Area Design.

Derbyshire Royal Infirmary

Preferred Option D: Derbyshire Royal Infirmary (DRI)

The Preferred Option for this site is to see it redeveloped primarily for residential uses, providing a minimum of 850 new dwellings of a mix of types and tenures over a phased period, related to the release of land by the NHS. These new dwellings would be supported by small-scale convenience facilities for 'top-up' shopping and new open spaces, including a 'green link' through the site to help link the Arboretum to Bass's Recreation Ground.

The Preferred Option would see the protection of listed buildings, monuments and buildings of high architectural quality, including, Devonshire House, Wilderslowe House, the Queen Victoria monument, the Florence Nightingale monument and the wall and railings fronting London Road

The Preferred Option would also see the area that is to be retained by the NHS identified for continuing health care uses, with support given in principle for new healthcare facilities.

Suggested Policy 16: DRI Development

A high quality residential scheme will be developed on this site. It will be designed to the highest architectural standards.

The site will provide a minimum of 850 new dwellings in a phased approach that takes account of the release of hospital land. A comprehensive approach to the design of the site will be required that ensures the different phases provide a cohesive whole.

Small scale convenience shopping facilities will be provided on the site to serve the immediate local community.

The following specific objectives and principles should be considered;

- ☑ the creation of an attractive network of public and private green open spaces and a 'green link' between Osmaston Road and London Road.
- ☑ a range buildings heights between 3 and 5 storeys, depending on the townscape context;

- ☑ replacement proposals for Wilderslowe Tower may be taller than 5 storeys, but should be on a reduced footprint and lead to an overall improvement in the character of the area;
- ☑ achievement of 30% affordable housing through negotiation.
- ☑ the creation of an attractive and cohesive frontage onto London Road that takes the London Road Townscape Policy into account.
- ☑ The retention and, where appropriate, conversion of important architectural buildings and features, including;
 - Devonshire House
 - The listed Wilderslowe House and its curtilage
 - The listed walls, railings and statues
 - The trees bordering the site (where practical)
- ☑ Partial redevelopment of the original Infirmary buildings will be acceptable provided Saved CDLPR Policies E19 and E20 are met and consideration is given to the retention and re-use of locally listed buildings.
- ☑ Any proposals within the Hartington Street Conservation Area must satisfy the provisions of saved CDLPR Policy E18

Suggested Policy 17: Continuing Healthcare

The Council will continue to support the NHS Trusts' objectives for the continuing healthcare activities on the retained DRI site. Within this site, permission will be granted for development associated with the long-term future of the hospital and other facilities, provided that;

- ☑ the design and layout of proposals are compatible with the remainder of the site;
- ☑ there is sufficient parking and proposals would not cause or worsen any congestion or road safety problems;
- ☑ proposals would not prejudice the redevelopment of the surplus hospital land

Proposals to consolidate car parking and release additional land for development would be welcomed, providing that design, access and highways issues could be satisfactorily resolved and development of surplus land satisfies the other policies of the Plan.

Development that creates additional parking will only be permitted where it can be justified under Saved Policy T4 of the CDLP Review.

Bateman Street / Barlow Street

Preferred Option E : Barlow Street / Bateman Street

The Preferred Option for this site is residential development that seeks to provide an interesting 'gateway' to the City centre on London Road, with a more sensitive development in areas affecting Oriel Court and south of Barlow Street. The site would be expected to provide a minimum of 150 new dwellings at an average density of 75 dwellings per hectare.

Bateman Street will be realigned to meet up with Barlow Street to create a safer junction.

Suggested Policy 18: Barlow Street / Bateman Street

This site will be developed for a minimum of 150 dwellings, that meets the following specific objectives and principles;

- ☑ a range of building heights up to 5 storeys along, and to the rear, of London Road. Development will create a unified and attractive frontage onto London Road and ensure that a high quality and prominent 'entrance' to the City centre is created;
- ☑ buildings to the south of Barlow Street will be up to 3 storeys and will be laid out so as to enhance the existing open space provision;
- ☑ achievement of 30% affordable housing through negotiation;
- ☑ ensures the realignment of Bateman Street, to join with Barlow Street.

North of the River

Preferred Option F: North of the River

The Preferred Option would see it redeveloped for 870 new apartments overlooking the River Derwent and Bass's Recreation Ground. This site is seen as a longer term opportunity, more likely to come forward nearer to the end of the plan period.

The site will provide improved access onto Bass's Recreation Ground through a new pedestrian / cycle bridge. Owing to its location, flood mitigation measures will be required from any detailed proposals.

Suggested Policy 19: North of the River

Subject to the satisfactory relocation of the bus depot and newspaper print works, this sensitive and strategically important site will be developed for residential development of the highest architectural quality. Proposals must meet the following objectives;

- ☑ a minimum of 870 apartments;
- ☑ achievement of 30% affordable housing through negotiation;
- ☑ the provision of satisfactory flood mitigation measures;
- ☑ the provision of an additional pedestrian and cycle footbridge onto Bass's Recreation Ground;
- ☑ a range of building heights of between 5 and 8 storeys;
- ☑ respect for the setting of the River Derwent and wildlife corridor;
- ☑ creation of natural surveillance over public areas, including Bass's Recreation Ground.

Bass's Recreation Ground

Preferred Option G: Bass's Recreation Ground

The Preferred Option is to retain Bass's Rec. as open space but to take the opportunity the Plan will provide to improve usage and access to the park. These improvements may include new play areas, improving lighting, seating, footpaths and security features. The aim will be to provide at least two new access points to the park, over Station Approach and the River Derwent.

Suggested Policy 20: Bass's Recreation Ground

Development throughout the Eastern Fringes will be expected to contribute to;

- ☒ improving the quality and safety of existing access points to the park;
- ☒ creating new access points over Station Approach and north of the River;
- ☒ improving the facilities and physical environment for visitors to the park. These improvements should include;
 - enhancing the biodiversity value of the park
 - new recreational facilities and play areas;
 - improvements to seating, lighting, footpaths and the provision of security features;
- ☒ All proposals to enhance the park will have regard to – and where appropriate take advantage of – the nature conservation importance of the River Derwent, its banks and the associated wildlife corridor.

London Road

Preferred Option G: London Road

There are no specific proposals for the redevelopment of any sites within the London Road policy area. However, 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. The Preferred Option seeks to give greater recognition and protection to this townscape.

The Preferred Option also includes the aspiration to make improvements to the public realm on London Road, where appropriate.

Suggested Policy 21: London Road Townscape

Development proposals will be expected to make a positive contribution to the character and quality of London Road as a whole. Particular regard must be given to

the impacts of development on the streetscene, architecturally and historically important buildings, existing trees and landscaped areas, statues, walls and railings.

New development within, and in adjacent areas that would be visible from, the London Road policy area should be of a high quality and have regard to the prevalent architectural features, buildings materials and green spaces.

Generic Policies – Preferred Options

The general policies and principles listed below relate to design, traffic and transportation and implementation. These issues form part of the Preferred Option for the area and are designed to support the proposals that are being put forward. Although there is less scope to test 'options' with this type of 'policy', they are intrinsically linked to the other proposals put forward in this document.

Design Principles

The suggested design principles outlined below would probably be in place whichever development options had been selected. These principles are designed to meet the objectives of the AAP and issues raised during earlier consultation.

Suggested Policy 22: Design Principles

In addition to site specific design guidance and all relevant Saved Policies from the CDLP Review, proposals for new development within the Eastern Fringes will be required to meet the following objectives and principles.

Overall Design Objectives

Proposals should;

- ☑ have regard to the requirements of Saved Policies GD4 (Design and the Urban Environment) and E23 (Design);
- ☑ create a smart and distinctive addition to the townscape and the city centre as a whole;
- ☑ demonstrate exemplar architectural quality that preserves and/or enhances local distinctiveness;
- ☑ 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;

Sustainable Design

Proposals should;

- ☑ have regard to the requirements of Saved Policy E10 (Renewable Energy);
- ☑ as a minimum, meet the 'very good' or 'excellent' BREEAM and EcoHomes standard for environmental sustainability.
- ☑ ensure that the carbon emissions from the total energy needs of the development in the Eastern Fringes are minimised. A minimum of 10% of energy needs should therefore be produced from onsite renewable sources, where viable.
- ☑ make maximum use of natural ventilation and shading;
- ☑ utilise passive solar gain, through orientation and choice of materials;

- ☑ demonstrate flexibility; all buildings should be adaptable to cater for changing needs;
- ☑ consider the use of materials used in infrastructure, external cladding, insulation materials, windows, flooring, paints and landscaping materials. The following should be considered;
 - Use of timber and timber products from Forest Stewardship Council (FSC) sources from a known temperate source. At least 50% of timber products should be from these sources
 - Minimizing use of new aggregates
 - Avoiding the use of materials containing substances that are known to contribute to stratospheric ozone depletion
 - Not using peat in landscaped areas
 - Before demolition, an appraisal of the potential to recycle materials should be carried out
 - Locally sourced materials should be used where appropriate to minimise transportation costs

Waste and Pollution

Proposals should;

- ☑ have regard to Saved Policy E12 (Pollution)
- ☑ where the proposal is within or near to defined Air Quality Management Areas (AQMAs), have proper regard to the Council's Supplementary Planning Guidance on Air Quality.
- ☑ mitigate sources of loud noise.
- ☑ provide facilities to enable the recycling and composting of household waste. Recycling facilities should be made as accessible as waste facilities. Construction materials should also be reused or recycled where appropriate.
- ☑ consider ways of saving and re-using water.

Flooding

Proposals should;

- ☑ have regard to Saved Policy GD3 (Flooding)
- ☑ where appropriate, make use of sustainable urban drainage systems

Transport & Highways

Proposals should;

- ☑ facilitate journeys made by foot, cycle and public transport rather than by private car;
- ☑ adopt pedestrian friendly layouts, with simple and uncluttered designs that help to change driver behaviour and reduce vehicle speeds. The principle of 'Home Zones' should be applied, to enable pedestrians and cyclists to have priority over motor vehicles;

Environmental Infrastructure

Proposals should;

- ☑ have regard to Saved Policies E4, E5, E6, E7 and L1 with regard to sites of importance for nature conservation, the wildlife corridor and open space provision.
- ☑ provide public open space, 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 help to strengthen and develop the style and character of the area. It should be contemporary and provide consistency, durability, safety and visible quality and demonstrate a clearly articulated pattern of green infrastructure;
- ☑ consider the creative use of roof spaces. This could be used as a way of maximising private open spaces and promoting other aspects of sustainable design.

Crime and Safety

Proposals should;

- ☑ 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 ACPO (Association of Chief Police Officers) guidelines.

Information and Communication Technologies

Proposals should;

- ☑ promote the installation of high speed broadband infrastructure and WiFi technology within the Eastern Fringes area. For example, such technologies should help facilitate 'teleworking', adding to the overall sustainability of the area.

Transportation & Highways Policies

The suggested policies below would be used to back-up the site specific policies listed above and would ensure that the transport implications of the Preferred Option would be able to be mitigated.

Suggested Policy 23: Walking and Cycling

The Council and its partners will, in conjunction with development proposals, seek to improve the number and environmental quality of pedestrian and cycle connections, including;

- ☑ connections between the City centre and railway station, including the Station Walk Boulevard and Midland Road / London Road links.
- ☑ connections between areas of open space and recreation, including the creation of a 'green link' between the Arboretum and Bass's Recreation Ground.
- ☑ new pedestrian and cycle links across Station Approach and the River Derwent.
- ☑ improvement of existing pedestrian and cycle routes through the area.

Suggested Policy 24: Public Transport Links

The Council and its partners will, in conjunction with development proposals, seek to make the following improvements to public transport provision and access;

- ☑ safeguarding of public transport priority route between the railway station and bus station along Siddals Road. Development will not be permitted to prejudice this route;
- ☑ improved bus / rail interchange at the Railway Station, associated with other potential improvements to the forecourt (including consideration of drop-off points, taxi access, pedestrian access and legibility and revised bus routing);
- ☑ if reallocation of road space is practicable, the provision of further bus priority routes on key approach corridor;
- ☑ a programme of bus stop improvements, with Real Time information

Suggested Policy 25: Parking Standards

Development within the Eastern Fringes will continue to be subject to the parking standards set out in Saved Policies CC18, CC19 and T4 of the City of Derby Local Plan Review.

Proposals with reduced levels of parking, or car free development, will be encouraged where appropriate. The Eastern Fringes is an ideal location to consider development with reduced parking as it has excellent links with the railway and bus stations and is within walking distance of the City centre.

Suggested Policy 26: Traffic Management & Access

Notwithstanding the effects of encouraging modal shift to public transport, and alternatives such as walking and cycling, and the removal of major traffic generators such as the hospital, it is still likely that the proposals in the Action Plan will result in an increase in traffic flow at certain times of the day in certain locations.

All proposals within the Eastern Fringes will be subject to the Saved Policy T1 (Transport Implications of New Development). This requires any proposals likely to have significant transport implications to be subject to a Transport Assessment (TA). The TA should identify the potential impact and suggest measures to alleviate any adverse effects. Policy T1 provides examples of those measures.

Suggested Policy 27: Safeguarding Access

The Council and its partners will, in conjunction with development proposals, safeguard the following highway measures;

- ☒ safeguard a potential in/out access point along Siddals Road;
- ☒ safeguard the potential realignment of Bateman Street onto Barlow Street;
- ☒ safeguards a potential new access point on London Road to access Railway Station South Car Park;
- ☒ safeguard a potential public priority link along Siddals Road and access point junction with Traffic Street;

Delivery and Implementation

The suggested policies and principles outlined below would be required whichever development options had been selected.

Suggested Policy 28: Land Assembly

To ensure comprehensive regeneration, 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 the Area Action Plan.
- ☒ the funding and development costs are underwritten by the promoter of the development

Suggested Policy 29: Alternative Proposals

Alternative proposals to those set out in the AAP, will only be permitted if can be demonstrated that all the following criteria are met;

- ☒ the allocated development proposals are demonstrably not viable or needed to achieve the AAP's Vision and Objectives;

- ☑ the proposal would contribute to achieving the AAP's Vision and Spatial Objectives;
- ☑ the proposal is consistent with other LDF and AAP policies and will not prejudice the comprehensive regeneration of the area;

Suggested Policy 30: Developer Contributions

In accordance with Saved Policies GD8 (Infrastructure) and GD9 (Implementation) development will, where necessary and appropriate, be required to contribute to the provision of;

- ☑ affordable housing & lifetime homes;
- ☑ highway & infrastructure improvements – including improvements to utilities;
- ☑ public transport & traffic management improvements;
- ☑ new multi-storey car park;
- ☑ 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 proposed, it will not be appropriate to consider the impact of proposals solely at the individual site level. Developer contributions will, therefore, be pooled where appropriate for highways, transportation and infrastructure improvements, public realm and open space provision & improvements and provision and for education & community facilities.