



Railway Conservation Area Appraisal & management proposals.

SUMMARY

- 1.1 The Railway Conservation Area lies within the area of the City Centre Eastern Fringes Area Action Plan. In parallel with the preparatory work on the Area Action Plan, an appraisal of the character of the Railway Conservation Area has been undertaken. The appraisal has been carried out to inform and assist the development of the preferred options for the Area Action Plan (see separate report elsewhere on this agenda). It is also a Best Value Performance Indicator that Conservation Area Appraisals and Management Proposals should be produced for each of the Council's 15 conservation areas.
- 1.2 A Conservation Area Appraisal is a factual and systematic analysis of the historic character of a conservation area. English Heritage has provided guidance on the form and content of such documents which in effect, simply seek to define the elements that give rise to the special character or appearance that it is desirable to preserve/enhance.
- 1.3 Having identified and defined the special character of the conservation area, a set of Management Proposals set out the Council's policies and proposals for the preservation and enhancement of the area. Where these relate to the control of new development and in order to give them as much weight within the planning process as possible, it is intended that these should form part of the City Centre Eastern Fringes Area Action Plan proposals and be formally adopted as part of the statutory development plan. The recommended preferred option for the Area Action Plan includes detailed policies for the control of new development in a manner that will preserve and enhance the special character of the conservation area.
- 1.4 Although the preparation of these Conservation Area Appraisals is not required to follow a specific statutory process, it is recommended good practice that they be the subject of public consultation. It would be logical for this consultation to be carried out in parallel with that of the preferred option for the City Centre Eastern Fringes Area Action Plan over the same 6 week period. Following the consideration of any comments, a further report will be presented to a future Cabinet meeting and a resolution will be sought to formally adopt the Railway Conservation Area Appraisal and any associated management proposals not forming part of the Area Action Plan.
- 1.5 Subject to any issues raised at the meeting I support the following recommendations.

RECOMMENDATION

- 2.1 To agree the content of the Railway Conservation Area Appraisal for public consultation.
- 2.2 To delegate authority to the Director of Regeneration and Community to agree the final text and format of the Railway Conservation Area Appraisal and Management Plan for publication and consultation.
- 2.3 Subject to these amendments, to authorise the publication of the Railway Conservation Area Appraisal and Management Plan for a 6-week consultation period by the end of September 2006.

REASON FOR RECOMMENDATION

3. To progress the Railway Conservation Area Appraisal and Management Proposals in parallel with the City Centre Eastern Fringes Area Action Plan and to help meet the requirements of the newly created Best Value Performance Indicator relating to conservation areas (BV 219)



DERBY CITY COUNCIL

COUNCIL CABINET
5 September 2006

Report of the Corporate Director of Regeneration & Community

Railway Conservation Area Appraisal & management proposals

SUPPORTING INFORMATION

- 1.1 The Railway Conservation Area was designated in December 1979 in recognition of its special historic and architectural qualities arising from its part in the early development of the railway system. The Planning (Listed Buildings and Conservation Areas) Act 1990 places a duty on local planning authorities to periodically review, and to formulate/publish proposals for the preservation and enhancement of their conservation areas. Apart from the initial designation report and a brief description of its history and character produced some time after designation, no formal review or assessment of the special character of The Railway Conservation has been undertaken.
- 1.2 English Heritage issued a series of guidance to local planning authorities on how conservation areas could best be managed in accordance with the statutory requirements. This guidance has recently been updated and now takes into account the new development plan regime, the Local Development Framework. The guidance advises that local authorities should carry out a Conservation Area Appraisal of each area to both identify and define the special historic/architectural character and then formulate proposals for future management. The Management Proposals, where appropriate, may form part of the Local Development Framework as a means of elevating their status within the planning process. Although not a statutory requirement, it is strongly recommended that both the Conservation Area Appraisal and the emergent Management proposals should be subject to public consultation.
- 1.3 The government has recently introduced a Best Value Performance Indicator (BV 219) that monitors a local authorities performance in relation to the designation and management of conservation areas. The Indicator records the percentage of conservation areas for which a Conservation Area Appraisal and a Management Plan have each been prepared in accordance with the recommended best practice issue by English Heritage.

- 1.4 The City Centre Eastern Fringes Area Action Plan includes the Railway Conservation Area. Clearly, any proposals to emerge out of the Area Action Plan must have full regard to preserving and/or enhancing the special character of the conservation area. It is wholly appropriate therefore that the formal Railway Conservation Area Appraisal should be undertaken as part of the formative stages of the Area Action Plan. An officer-draft of the Appraisal was included within the initial stage of informal consultation on the Area Action Plan in April 2006.
- 1.5 In summary, the Appraisal finds that the Railway Conservation Area represents a very important part of not only Derby's, but the nation's railway history. Its special character comes from the development of this particular part of the city in the early nineteenth century as a place to build, travel on and serve the early railway industry. The area includes and sits near to very early examples within the country of housing, works buildings and hotels for the railways. Thanks to the use by the North Midland Railway company of a single architect and contractor there is an architectural coherence to the area, even with the loss of the original station. The simple red brick early Victorian buildings complement the decorated late Victorian buildings, and their association with the railway industry either as dwelling houses, shops, offices or inns together form a historically and architecturally important part of the City of Derby.
- 1.6 The draft Management Proposals for the Railway Conservation Area are presented as:
- proposals for consideration for inclusion within the City Centre Eastern Fringes Area Action Plan, plus
 - other proposals that are inappropriate for inclusion within a formal Area Action Plan that are to be taken forward in association with the implementation of the Area Action Plan as resources allow.

Those proposals to be included within the City Centre Eastern Fringes Area Action Plan are set out fully in that document, as referred to in the report appearing elsewhere on this agenda. In addition to the specific policies relating to the control of new development within the Conservation Area, the Appraisal has informed the scope and content of most of the Action Area Proposals for development within the Conservation Area in terms of the height, scale and design of development that will be considered acceptable.

The Management Proposals not to be included within the Area Action Plan relate to potential minor extensions to the Conservation Area boundary at:

- rear of Midland House at the south eastern end of the Conservation Area
- London Road opposite Midland Road (including those presently on the statutory and local list of listed buildings)

- Siddals Road/Station Approach, the Victorian buildings including the Alexandra Inn
- The eastern side of the railway to embrace the listed complex of former railway buildings including the Roundhouse.

These extensions to the Conservation Area boundary would need to be progressed outside of the Area Action Plan process and in accordance with relevant procedures under the Planning (Listed Building and Conservation Areas) Act 1990.

- 1.7 The full text of the Appraisal and Management Proposals is included as Appendix 1 and can be viewed on CMIS ([link](#)).

OTHER OPTIONS CONSIDERED

2. There are no alternatives to the factual analysis of the character of the Conservation Area. During the informal consultation process on the Area Action Plan, a range of alternative options have been considered for sites within the Conservation Area. These alternatives are included in the Preferred Options document.

For more information contact: Harry Hopkinson 01332 255061 e-mail harry.hopkinson@derby.gov.uk

Background papers:

List of appendices: Appendix 1 – Railway Conservation Area Appraisal and Management Proposals

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| IMPLICATIONS |
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Financial

1. The financial resource implications of this work associated with the Area Action Plan have been considered within the Council's Local Development Scheme (LDS) that came into force on 11 August 2006.

Legal

2. The requirement to prepare and publish proposals for the preservation and enhancement of the character of conservation areas is contained within the Planning (Listed Buildings and Conservation Areas) Act 1990.

Personnel

3. The personnel resource implications of preparing the AAP have been considered in the Council's LDS.

Equalities impact

4. The Conservation Area Appraisal raises no equalities issues. The Sustainability Appraisal of the Area Action Plan will consider the social implications of the proposals and will suggest mitigation measures for any issues there may be.

Corporate Priorities

5. The proposal predominantly comes under the Council's Objective of **job opportunities** and also **strong and positive neighbourhoods, a healthy environment** and **shops, commercial and leisure activities**.