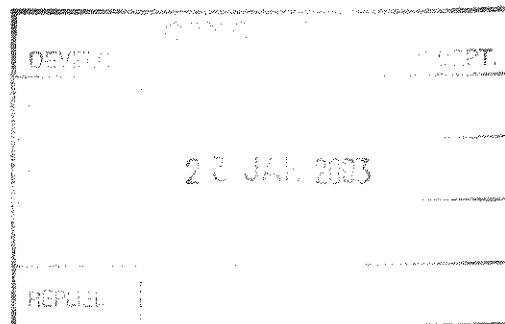


## Planning and Retail Report

Land at Friargate Station, Friargate, Derby

November 2002



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## 1.0 INTRODUCTION

1.1 This report relates to the proposal by Clowes Developments (UK) Limited for a residential and mixed use development on land at the former Friargate Station and Goods Yard site, Friargate, Derby.

1.2 The site represents a major brownfield opportunity within the city and the proposal seeks to achieve its comprehensive redevelopment. The proposal submitted in the form of:

- an outline application for the whole site seeking approval for the residential and auxiliary uses with access and siting submitted for approval;
- three separate listed building applications relating to the individual listed buildings on the site.

The overall submission is accompanied by a range of supporting technical submissions as initially agreed in discussion with officers.

1.3 This report however refers specifically to the retail element of the proposal, located within the ground floor of the bonded warehouse building located at the eastern end of the site. In discussion with officers it was agreed that, given the nature of the proposal and in particular its limited size below the impact statement threshold of 2500m<sup>2</sup>, a quantitative assessment was not required. Instead, and again reflecting the discussion with officers, this report undertakes a more general retail review and analysis comprising:

- a review of the proposed style and function of the retail use in the context of the development proposal;
- a review of the local retail provision and an appraisal of how the proposal would fit within that context;
- a review of national and local planning policy relevant to the retail proposal;
- an appraisal of the proposal against national and local policy criteria (need, sequential compliance etc).

1.4 The report concludes that the retail element of the proposal would fulfil an essentially local function, akin to a neighbourhood centre, providing local services and top up shopping facilities on a walk-in basis to both existing residents within the catchment and to those coming forward as part of the 700+ unit residential development. There would be no adverse material impact on any existing

district or neighbourhood centre and whilst the location is outside of any currently defined centre, the proposal would provide a local service and would meet all of the primary sustainability aims of the Local Plan strategy. In addition the proposal would achieve the proper reuse of the space contained within the listed building.

- 1.5 On this basis the report concludes that the retail floor space represents an appropriate scheme element as part of the overall redevelopment proposal.

## 2.0 BACKGROUND DETAIL

2.1 The proposal comprises the redevelopment of a former freight yard and station within the inner urban area of Derby. In brief, the proposal comprises:

- the construction of 735 residential units (23 within upper two floors of the listed warehouse building;
- an area of A3 uses (public house, restaurant etc);
- an area of retail space with associated servicing, parking and circulation space;
- appropriate access, parking and circulation space around the site.

2.2 The retail element is located within the ground floor of the listed warehouse building. The space is shown on plan ref: 5197.3002 and comprises:

- a ground floor retail area of approximately 2290m<sup>2</sup> gross;
- a gated service yard for the retail floorspace;
- a small area of dedicated parking adjacent to the retail unit.

2.3 There are no end users currently identified who will take up the space. It is anticipated however that it will fulfil a neighbourhood shopping function providing top up food and other appropriate neighbourhood centre opportunities.

2.4 However given that no specific operator has been identified, the application seeks permission for an open A1 use, comprising food and non-food uses commensurate with a local neighbourhood facility.

### 3.0 PLANNING POLICY

- 3.1 Planning policy relevant to the retail element of the development proposal is contained within national planning policy and the City of Derby Local Plan (1998). The emerging review of the Local Plan (Spring 2001) is also of relevance. A brief review of the policies relevant to the retail element of the Friargate proposal is set out below.

#### National Planning Policy

- 3.2 National planning policy supports and encourages the local provision of services so as to meet the sustainable and mixed development aims of the modern urban agenda. This encouragement is expressed in a number of places within national policy as follows:
- that urban regeneration and the re-use of previously developed land is important in creating **sustainable patterns** of development (PPG1 paragraph 7);
  - that **mixed use** development can help create vitality and diversity and **reduce the need to travel** (PPG1 paragraph 8);
  - that Local Authorities should encourage a **wide range of facilities in district and local centres** to meet peoples day to day needs **so reducing the need to travel** (PPG6 paragraph 3.18);
  - that the need for **local shops** is as important within urban areas as it is in rural areas for **reducing the dependence on the car**;
  - that Local Authorities should locate **day to day facilities** which need to be nearby in local centre so that they are **accessible by walking and cycling** (PPG 13 paragraphs 6 and 20);
  - that Local Authorities, in determining planning applications, should **promote** and protect **local day to day shops and services** which are within **easy walking distance** of housing (PPG13 paragraph 76).
- 3.3 Clearly national policy also sets out the Governments intention to guide the location of new retail development. Whilst there is an encouragement to the provision of local services, provision of new floorspace at out of centre locations is subject to the tests of need and sequential compliance etc. Paragraph 1.16 of PPG6 states that:

'where out of centre retail development is proposed, the key criteria for consideration will comprise:'

- harm to the development plan strategy;
- impact on existing centres;
- accessibility;
- likely effect on overall travel patterns.

3.4 It is appropriate that the current proposal is assessed on this basis.

#### **Local Planning Policy**

3.5 The adopted City of Derby Local Plan reflects a number of the themes contained within national guidance.

3.6 The Plan at Policy 52 identifies a retail hierarchy which comprising the city centre, the defined district and fringe centres, neighbourhood centres, the proposed new neighbourhood centres serving new large scale residential development and the off centre retail parks.

3.7 Paragraph 5.5 of the Plan states that within this hierarchy the neighbourhood centres provide for day to day convenience needs, which paragraph 5.6 states may be met by traditional or new forms of retailing. The paragraph goes on to state that:

***"The city's population should be able to satisfy their basic shopping needs at some form of outlet within a 5 minute walk. Areas more than 400m from the centre or off centre provision are considered to have inadequate access to shopping facilities".***

3.8 Such an approach reflects the Council's retail objectives set out at Policy S1 which identify the intention as being to minimise the number, length and duration of shopping journeys made by private car.

3.9 The emphasis placed by the plan policies in providing convenient retail floorspace for day to day, top up needs is reflected at Policy S13, which allocates land for new neighbourhood centres to serve three major new housing proposals within Derby at:

- South Littleover (identified capacity of 1,400 units)
- West Chellaston (identified capacity of 960 units)
- Smalley Drive, Oakwood (identified capacity of 356 units)

The allocations are all subject to the new floorspace having no adverse effect on existing nearby district or local centres.

- 3.10 Policy S14 refers to the provision of new "small shops", stating that such proposals will be allowed in areas which are more than 400m away from an existing centre subject to satisfactorily meeting current support and residential amenity concerns. The supporting text states at paragraph 5.39 that:

***"All residents should have access to local shopping facilities within reasonable walking distance of their homes. It is considered that 400m is a reasonable distance to walk to such shops. This policy (S14) aims to encourage and protect the provision of small shops in areas not well served by existing shopping centres".***

- 3.11 The paragraph goes on to note that such shops should be small and local in character and will generally not exceed 100m floor space. Paragraph 5.40 however states that:

***"in these areas (of local under-provision) applications for larger scale convenience shopping development may also be submitted. All applications will be judged against the criteria set out in (the general retail) Policies S1-S4".***

#### **Emerging Local Plan Review (Spring 2001)**

- 3.12 The emerging review of the Local Plan updates and reiterates the key themes of the adopted Plan. With regard to neighbourhood centres the Plan at Policy S5 proposes the allocation of two new neighbourhood centres to serve the major housing allocations at West Chellerton (1100 units) and Mickleover (c.600 units).

- 3.13 The accompanying paragraph 7.14 states:

***"When major new housing developments are planned, it is important that residents have good access to local shopping facilities. This will help to reduce the need to travel by car and encourage walking and cycling trips. The scale of development at West Chellerton and Mickleover justifies the provision of new retailing in these areas".***

- 3.14 Policy S7 repeats the adopted Plan policy which encourages the provision of new small shops in areas more than 400m from an existing centre, provided that the proposal would not undermine the vitality of any centre within the hierarchy.
- 3.15 Policy R1 within the Local Plan review identifies a number of key regeneration opportunities, one of which is the current application site at Friargate. The site is identified as a mixed use regeneration site and Policy R2 and its supporting paragraph 3.7 states that:



*"The City Council considers that a residential led mixed-use scheme provides the best opportunity for securing the redevelopment of the site and re-use of the listed buildings. Its brownfield nature and proximity to both the city centre and the potential Mickleover-Mackworth Express Busway make it an ideal site for the creation of an urban community. The southern end of the site offers most opportunities for creating a quality living environment and potential for integrating new development with existing housing. Business, leisure and other issues complementary to housing will help to achieve a sustainable community".*

## 4.0 BACKGROUND DETAIL

4.1 The application site is located outside of any current retail centre as defined in the Local Plan retail hierarchy. In considering such retail space the Local Plan requires a review to be undertaken of:

- how the new floorspace would sit within and interact with the wider retail context;
- the potential effect of the new floorspace on these existing centres.

In this light a review of the content, function and health of the neighbouring centres around the application site is undertaken below.

### Existing Local Retail Context

4.2 The existing pattern of retail provision is shown on the plan attached overleaf and reproduced at Appendix 1.

4.3 The Kingsway Retail Park comprises a freestanding purpose built facility approximately 1.5km west of the application site. The park supports a large Sainsburys foodstore and a Lidl discount foodstore within a significant area of surface level car parking.

4.4 The park draws from a wide catchment given its car-friendly position adjacent to the ring road and the readily available free car parking. The food offer on the park comprises the nearest highest order provision to the application site.

4.5 Alongside the Kingsway Retail Park, the existing district and neighbourhood centres in the west Derby catchment comprise:

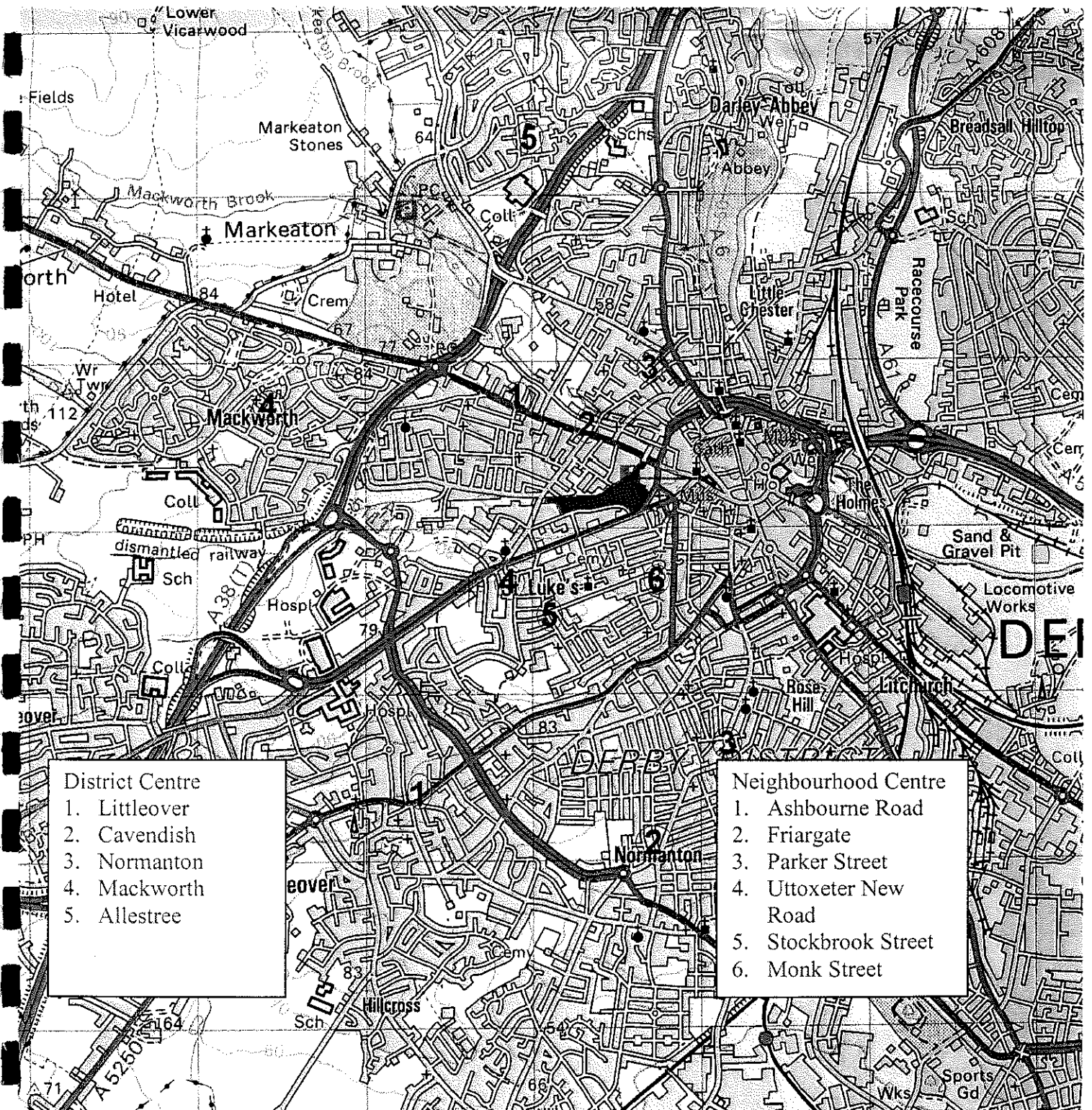
#### District Centres

- |    |            |                     |
|----|------------|---------------------|
| 1. | Littleover | (Local Plan ref 9)  |
| 2. | Cavendish  | (Local Plan ref 13) |
| 3. | Normanton  | (Local Plan ref 1)  |
| 4. | Mackworth  | (Local Plan ref 12) |
| 5. | Allestree  | (Local Plan ref 3)  |

#### Neighbourhood Centres

- |    |                    |
|----|--------------------|
| 1. | Ashbourne Road     |
| 2. | Friar Gate         |
| 3. | Parker Street      |
| 4. | Uttoxeter New Road |
| 5. | Stockbrook Street  |
| 6. | Monk Street        |

## West Derby – Retail Context Plan



Land at Friargate, Derby

- 4.6 A brief review of the content and role of each centre is undertaken below:

#### **District Centres**

##### **1. Littleover**

- 4.7 Littleover district centre is located approximately 2 km to the south west of the application site. It comprises a busy centre supporting a full range of district centre services arranged along Burton Road (Post Office, bakers, hairdressers etc). In terms of local food provision the centre supports:

- Kwiksave;
- Iceland;
- Co-op grocers;
- Various independent butchers/bakers etc.

- 4.8 The larger food outlets trade successfully in close proximity to each other, utilising modern premises and benefiting from an area of free, off street parking. The centre is buoyant, with few vacant premises and a tidy and businesslike appearance. It clearly fulfils its District Centre function and has survived the potential detrimental effects of the competition provided by the Sainsburys store at the Kingsway Retail Park.

##### **2. Cavendish**

- 4.9 Cavendish is a smaller centre than Littleover and is set around the Stenson Road roundabout approximately 2 km south of the application site. In terms of local services it provides a post office, chemist and take away food choices; (the main food store is Somerfield, which is a medium sized store (c1200 m<sup>2</sup>) providing a range of fresh foods, meat, wines, spirits, groceries and with an element of non-food goods. The store benefits from off street parking.

- 4.10 The centre is buoyant with few vacant units and it fulfils a limited but well used district centre function.

##### **3. Normanton**

- 4.11 Normanton comprises a traditional linear centre stretching along Normanton Road approximately 1.5km south east of the application site. The centre is acknowledged in the

Local Plan as fulfilling a unique city wide role in providing specialist ethnic and second hand shops and services.

- 4.12 The centre supports a wide range of uses and, whilst in need of some cosmetic improvement, is clearly busy. A new retail development has taken place at the northern end of the centre in the form of a purpose built retail area with dedicated off street car parking. The development supports:

- Lidl food store;
- Woolworths general store;
- Brunswick (shoes);
- Catalogue shop;
- Durham Pine.

- 4.13 This part of the centre is fully let and represents substantial recent investment, displaying a commercial confidence and demonstrating economic buoyancy.

#### **4. Mackworth**

- 4.14 Mackworth comprises a short retail parade serving a local housing area approximately 2km west of the application site. The centre comprises a range of local services including a Co-op food store. The catchment of the centre is relatively defined by its detached location to the west of the ring road and in the middle of a large housing estate.

- 4.15 The centre is economically buoyant with no vacant premises and fulfils a strong centre function.

#### **5. Park Farm, Allestree**

- 4.16 Park Farm comprises a purpose built centre located 2.5km to the north west of the application site. The site houses the residential area of Allestree and like Mackworth it lies to the west of the ring road and is relatively detached from the Derby urban area.

- 4.17 The centre supports a strong range of local facilities including Boots, Wilkinsons, Somerfield and various independent food and non-food outlets alongside a number of service facilities.

- 4.18 The centre is economically buoyant with few vacant premises and fulfils a strong district centre function.

## **Neighbourhood Centres**

### **1. Ashbourne Road**

- 4.19 This is a small centre comprising 5 two storey terraced units fronting onto Ashbourne Road approximately 1km to the west of the currently proposed retail floor space. The centre caters for an essentially pass-by trade on the main arterial route as well as a limited walk in function for neighbouring residents. The Centre supports a post office alongside a sandwich/takeaway outlet.

### **2. Friargate**

- 4.20 Friargate neighbourhood centre is a larger centre located around the junction of Friargate, Uttoxeter Road and Brick Street approximately 400m north of the application site. The location of the centre astride a major arterial route means that the uses within the centre are aimed at a wider catchment than the local neighbourhood, and comprise amongst others, a solarium, a garage door shop, exhaust fitting bay, art and drawing supplies, fireplace shop, restaurant etc.
- 4.21 The more locally focused units comprise a post office, video shop, off licence, grocers and a larger convenience store (Jacksons) offering a limited range of foodstuffs, milk, bread, newspapers etc. The store is located to the north of the main Friargate frontage and serves the substantial local residential walk in catchment.
- 4.22 With the exception of 2 fire damaged properties on Brick Street the majority of the centre is let and trading well, suggesting that it maintains a certain economic vigour suitable to its neighbourhood centre function.

### **3. Parker Street**

- 4.23 Parker Street is a small parade of 3 units located approximately 800m north of the application site (and 400m beyond the Friargate neighbourhood centre). It fulfils a very localised role in conjunction with the immediate locality.

### **4. Uttoxeter New Road**

- 4.24 The Uttoxeter New Road centre is arranged around its junction with the A516. The centre is dominated by its junction layout and, given its location adjacent to a main arterial route, serves a wider than local catchment with uses including an antique shop, picture framing outlet, fireplace sales, washing machine repair etc.

- 4.25 The more local retail provision comprises a newsagent which stocks a small range of groceries, a hairdressers, a café and a takeaway.

**5. Stockbrook Street**

- 4.26 Stockbrook Street/Dean Street lies approximately 800m south west of the application site to the south of Uttoxeter New Road. It fulfils a very localised function for the immediate densely built up residential area and provides a hairdressers, a newsagent/grocers, a post office and a butchers along with a public house.

**6. Monk Street**

- 4.27 The neighbourhood centre at Monk Street is arranged around its junction with Alma Street/King Alfred Street, approximately 400m to the south east of the application site within a densely built up residential area.
- 4.28 The centre provides a newsagents, a small convenience store, a takeaway and wider catchment uses such as a garage/mechanics and gymnasium. The centre is limited in scale but fulfils a local neighbourhood function and is well supported by the adjacent residential catchment.

## 5.0 APPRAISAL

- 5.1 The retail element of the proposal comprises a modest area of floor space utilising the ground floor of the listed warehouse building.
- 5.2 The proposal, in local plan terms, would function as a small neighbourhood centre or free standing group of local shops. The location however lies outside of any defined centre and as such the criteria against which the proposal is to be assessed are provided by PPG 6 and the Local Plan. In summary these comprise:
1. An appraisal of **need**;
  2. A review of the proposal against the sequential test and a consideration of **sequential alternatives**;
  3. A consideration of **economic impact** on existing centres;
  4. An understanding of the **scale** of the proposal in relation to its catchment;
  5. A review of the **accessibility** of the proposal;
  6. An assessment of compliance with the **development plan strategy**.
- 5.3 An appraisal of the proposal against each of the criteria is undertaken below:
1. **Need for the Proposal**
- 5.4 The Ministerial statement of June 2000 confirmed the requirement for edge or out of centre retail proposals to demonstrate a need for the retail space proposed. In respect of the Friargate proposal it is considered that an identifiable need can be shown based on the following factors:
- i) Access to existing local retail provision*
- 5.5 The context plan at Appendix 2 shows the location of the site in relation to nearby retail provision. The radius shown on the plan represent distances of 400m and 800m respectively measured from the central point within the application site.
- 5.6 The two nearest neighbourhood centres, at Friargate and at Monk Street, lie at or beyond the 400m radius line. The measurement is of course made "as the crow flies" and the actual walking distance via existing routes will be greater than the distance shown.



- 5.7 The Local Plan states that day to day shopping needs should be capable of being met within a 5 minute or 400m walk distance, and that any area more than 400m from an existing centre is considered by the plan to have "inadequate access" to shopping facilities. On this basis the majority of the site and the proposed 730 residential units would not have ready access to facilities to meet their day to day shopping needs. A 'quantitative' local need therefore arises.

*ii) Existing provision*

- 5.8 The two neighbourhood centres nearest to the application site (Friargate and Monk Street) lie either on the fringe or beyond the 400m/5 minute walk time catchment of the Friargate site. Both centres provide a level of service to the neighbouring residential areas, appropriate to the catchment and corresponding with their designations as neighbourhood centres.
- 5.9 The facilities provided by both centres are however inherently limited; Friargate provides a reasonable range of outlets, Monk Street less so. Whilst the centres adequately meet the need arising from their local catchment, neither centre can be expected to meet a need arising from outside its immediate catchment, especially when that need is new to the catchment and generated by the 730 dwellings proposed as part of the Friargate application.
- 5.10 In summary therefore it is considered that:
- The application site and the 730 dwellings proposed would, when using the Local Plans' own definition, be under provided for in terms of local shopping facilities;
  - The nearest existing centres fulfil a local neighbourhood function within their own catchment, and will continue to do so, but are not of a scale or diversity which would be expected to adequately serve the proposed new development catchment.

On this basis a need for the retail floor space can be identified.

**2. Sequential approach**

- 5.10 PPG6 requires that a sequential approach is taken in respect of the siting of new retail floor space, requiring that a preference be given first to in centre, then edge of centre, then out of centre locations accessible by a range of transport options. Such sites need to be suitable, viable and available. It has also been established by practice and case law that in considering potential alternative sites regard should be had to the proposed catchment of the new retail floorspace; the sequential approach does not require consideration of sites beyond the catchment of the proposed new floorspace.

- 5.11 The intention of the proposed retail floorspace is to serve a local catchment providing top up shopping facilities on a walk in or drop by basis. As such the catchment is not intended to extend beyond the immediate 5 minute walk-in population (i.e. in accord with the Local Plan definition of a neighbourhood centre catchment). There may be some overlap with the potential catchment of the nearest Neighbourhood Centres at Friargate and Monk Street, but the catchment is otherwise reasonably discrete.
- 5.13 The nearest District Centres are over 2km from the application site. Providing new floorspace in such a location would not provide the top up facility for the catchment which is to be served by the application proposal. As such the District Centres, even if space or sites did exist, must lie outside of any sequential site search exercise.
- 5.14 Turning to the Neighbourhood Centres, none lie within the 400m/5 minute walk time area defined by the Local Plan as constituting a reasonable local catchment. On that basis there is no identified centre within the catchment which is able to meet the need arising from the catchment. Even if the search exercise was to be extended so as to include the nearest Neighbourhood Centres at Friargate and Monk Street, it is clear that there is no opportunity to provide the scale or dimension of retail floorspace currently proposed in that:
- There are no suitable, viable and available vacant areas of land within or adjacent to either of the centres and which would provide new build opportunities;
  - There are no suitable vacant properties which could provide the nature or level of floorspace proposed in the application.
- 5.15 On this basis, even though the two nearest neighbourhood centres lie on the edge or outside of the likely catchment of the applications proposal, there is no site within or on the edge of either centre which is either suitable, viable or available and which would therefore represent a sequentially preferable alternative location.

### **3. Scale of provision**

- 5.16 The proposal comprises c.2290m<sup>2</sup> gross of Class A1 retail floorspace. This scale of provision is comparable to the smaller neighbourhood centres or larger collections of small shops.
- 5.17 As a comparison, the Friargate Neighbourhood Centre has an overall floorspace in the order of 5500m<sup>2</sup> gross. Other neighbourhood centres are smaller however; Ashbourne Road for instance has a floorspace in the order of 2000 – 2500 m<sup>2</sup>.

5.18 The scale of the proposed retail provision is therefore in keeping with the limited nature of the catchment and its intended local neighbourhood function. As a cross check on the scale of the proposal it is noted that both the adopted Local Plan and the emerging review both seek to designate new Neighbourhood Centres in association with new housing allocations. An area of retail floorspace equal to or bigger than that currently proposed is put forward by the Local Plan at

- South Littleover
- West Chellaston
- Oakwood
- Station Road, Mickleover

5.19 The level of residential development proposed in these schemes compare closely to the scale of residential development proposed on the Friargate Station site. The Local Plan approach to these new residential areas and retail allocation is that:

- when new major housing developments are planned it is important that residents have good access to local shopping facilities.
- that the scale of each housing allocation justifies the provision of a new area of local retail floorspace.

The content of the application at Friargate would be consistent with the established Local Plan.

5.20 The conclusion with regards to scale therefore is that the proposed retail floorspace;

- is compatible with the smaller neighbourhood centres and as such would appropriately serve a 5 minute, 400m walk in catchment;
- is justified by the scale of the new residential development proposed within the application and mirrors the approach taken by the Local Plan (adopted and emerging) in other areas of Derby

No issue in respect of scale therefore arises.

#### 4. Economic impact

- 5.21 The retail floorspace proposed is of a scale and type appropriate to its local walk in and drop-by catchment identified above. The floorspace would operate akin to a neighbourhood centre serving the new residential development (730 units) in addition to existing dwellings within the local catchment.
- 5.22 On this basis it is possible to conclude in general terms that:
- i) the proposal would have no adverse economic impact on the Derby city centre, given its size, role and function within the sub regional retail hierarchy;
  - ii) the District Centres in the vicinity are all economically buoyant and are fulfilling an appropriate function within the catchment. This notwithstanding, all are physically removed from the application site (the nearest being c.2 km away) and there is no likelihood of the proposal causing any material detrimental impact.
  - iii) the Neighbourhood Centres within the vicinity of the application site (as identified in section 4 and Appendix 2) vary in size and diversity of retail offer but are all functioning appropriately in relation to their scale and catchment. The centres are well established and have 'survived' the superstore development that has taken place in the city (primarily the Kingsway Centre).
- 5.23 The proposal will in most probability duplicate some of the uses to be found in those Neighbourhoods Centres nearest to the application site at Friargate and at Monk Street (e.g small foodstores, video stores etc). This will not however, materially affect the economic viability of either these specific uses or the Centres as a whole given that:
- the economic response of any business to commercial competition is to compete on price, service, style, opening hours, retail offers etc. The Neighbourhood Centres and uses are ideally placed to respond in that fashion;
  - the proposed retail floorspace will serve an area that is considered by the local plan to be under provided for, irrespective of the additional residential development coming forward ;
  - the proposed retail floorspace is of a scale appropriate to its catchment and its position within the retail hierarchy. In filling in an area of under provision therefore there would be no adverse impact outside of the catchment on adjacent centres.

- 5.24 On this basis it is considered that no materially adverse economic impact would arise in respect of any of the existing City, District or Neighbourhood Centres.

## **5. Accessibility**

- 5.25 Out of centre retail proposals are required to be accessible by a choice of means of transport. The retail space proposed within the Friargate application is essentially limited and seeks to draw from its immediate catchment. This notwithstanding however the proposed retail floor space will be widely accessible as follows:
- by foot from the new residential development and from neighbouring existing development;
  - by bicycle from the adjacent area (convenient cycle parking is provided). An enhanced cycleway is a longstanding LPA proposal which will enhance accessibility;
  - by car/taxi taking advantage of the safe and convenient dedicated parking adjacent to the retail space;
  - by bus given the proximity of nearby bus routes.

- 5.26 The proposal would therefore be readily accessible by a choice of means of transport.

## **6. Development plan strategy**

- 5.26 The proposal both accords with and advances planning policy and development plan strategy on a number of fronts. These can be summarised as follows:
- the proposal meets PPG6 policy themes relating to the provision of local shops, in sustainable locations, accessible by a range of transport options;
  - the proposal meets PP13 policy themes relating to the provision of day to day shopping facilities in locations which give opportunity for access by foot or on bike and which would thus have a beneficial effect on travel patterns;
  - the proposal would meet the Local Plan policy aim of providing for basic needs in locations within 400m / 5 minutes walk time, thus in turn meeting the primary Council aim of minimising the number, length and duration of shopping journeys;

- the proposal would reflect the existing and emerging Local Plan approach encouraging new retail provision within areas of significant new residential development, thus ensuring that residents have good access to local shopping facilities when major new housing developments are planned;
- the proposal meets the criteria set out within the guiding Local Plan Policy S1 in that:
  - access to shopping facilities would be enhanced.
  - motor vehicle journeys would be minimised.
  - choice and competition to the benefit of the customer would be enhanced.

This is achieved without causing any material detriment to the existing city, district or neighbourhood centres.

- the proposal is highly accessible by a range of transport options and thus meets the transportation and accessibility aims of the Local Plan policies.
- the proposal brings forward an appropriate use for the listed building, thus ensuring its future public retention and thus meeting the conservation and listed building aims of the Local Plan.

5.27 On this basis, it is concluded that no harm to the development plan strategy would be caused by the proposal. On the contrary, the proposal would enhance a number of the key policy aims and themes of both national policy, the adapted plan and the merging local plan review.

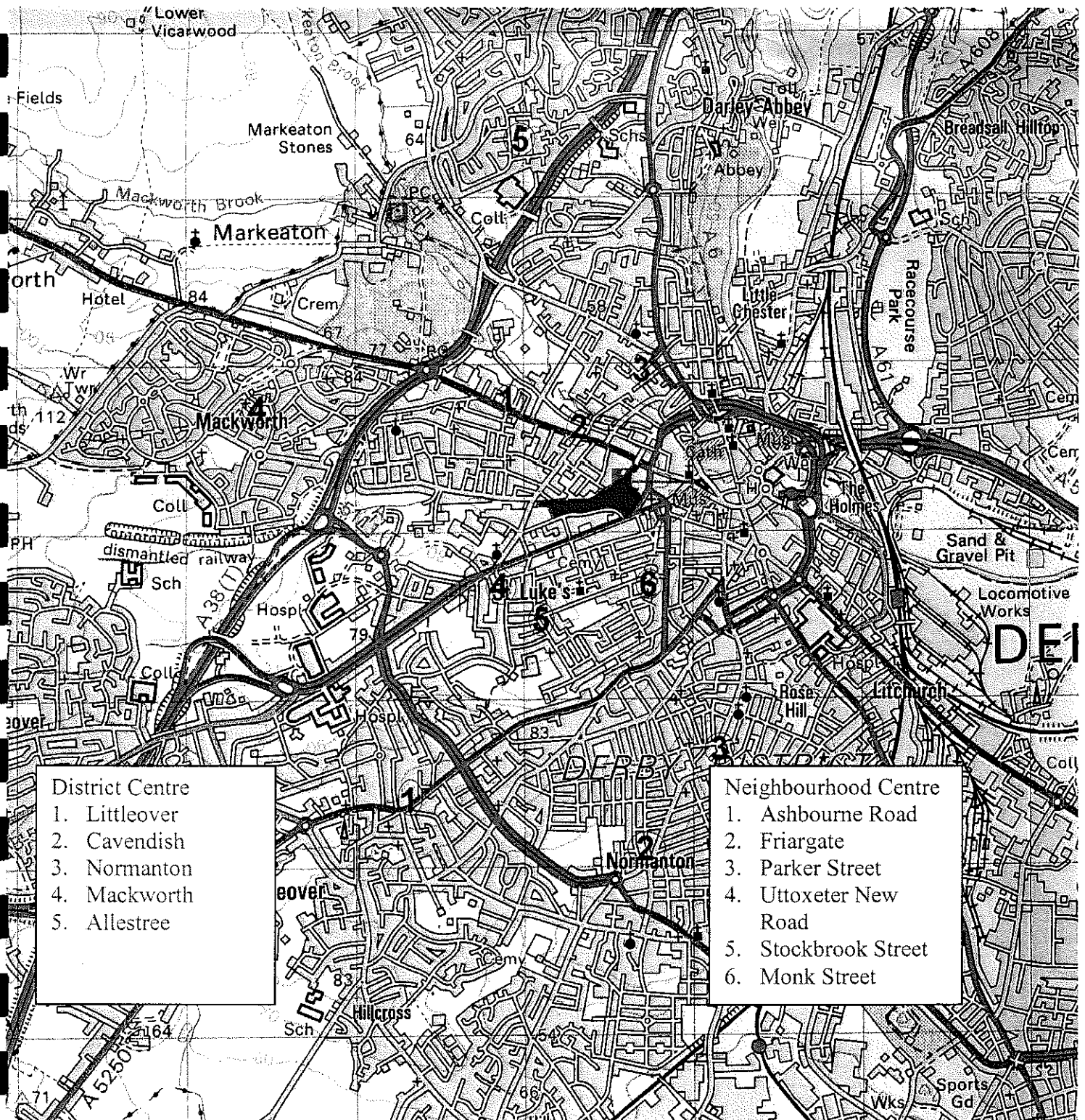
## 6.0 SUMMARY AND CONCLUSIONS

- 6.1 The proposal seeks a retail use for the ground floor of the listed bonded warehouse building. The use will function akin to a neighbourhood centre, meeting the day to day and top up needs of a local catchment, made up existing local residents and of the c.730 new residential units coming forward via the current application.
- 6.2 When assessed against the key policy criteria as set out above, it can be concluded that:-
- a clear **need** for the proposal can be identified, based on both the Local Plan definition of under provision and the inability of centres adjacent to the catchment being capable of meeting the need.
  - there are **no sequentially preferable alternative** sites in which the need arising within the catchment could be met.
  - there would be **no material economic impact** arising from the proposed retail floor space in respect of any existing centre.
  - the proposed retail floor space is of a **scale appropriate** to its intended catchment and compares positively when considered alongside existing neighbourhood provision.
  - the proposed retail floor space would be accessible by a broad range of transport options.
  - the proposed retail floor space would advance a number of the key development plan policy themes.
- 6.3 On this basis it is concluded that the retail floor space represents an appropriate element of the overall scheme, that no material harm would be caused to any relevant considerations, and that a grant of planning permission for the retail element as part of the overall proposal would be appropriate.

Appendix 1  
West Derby Retail Context Plan



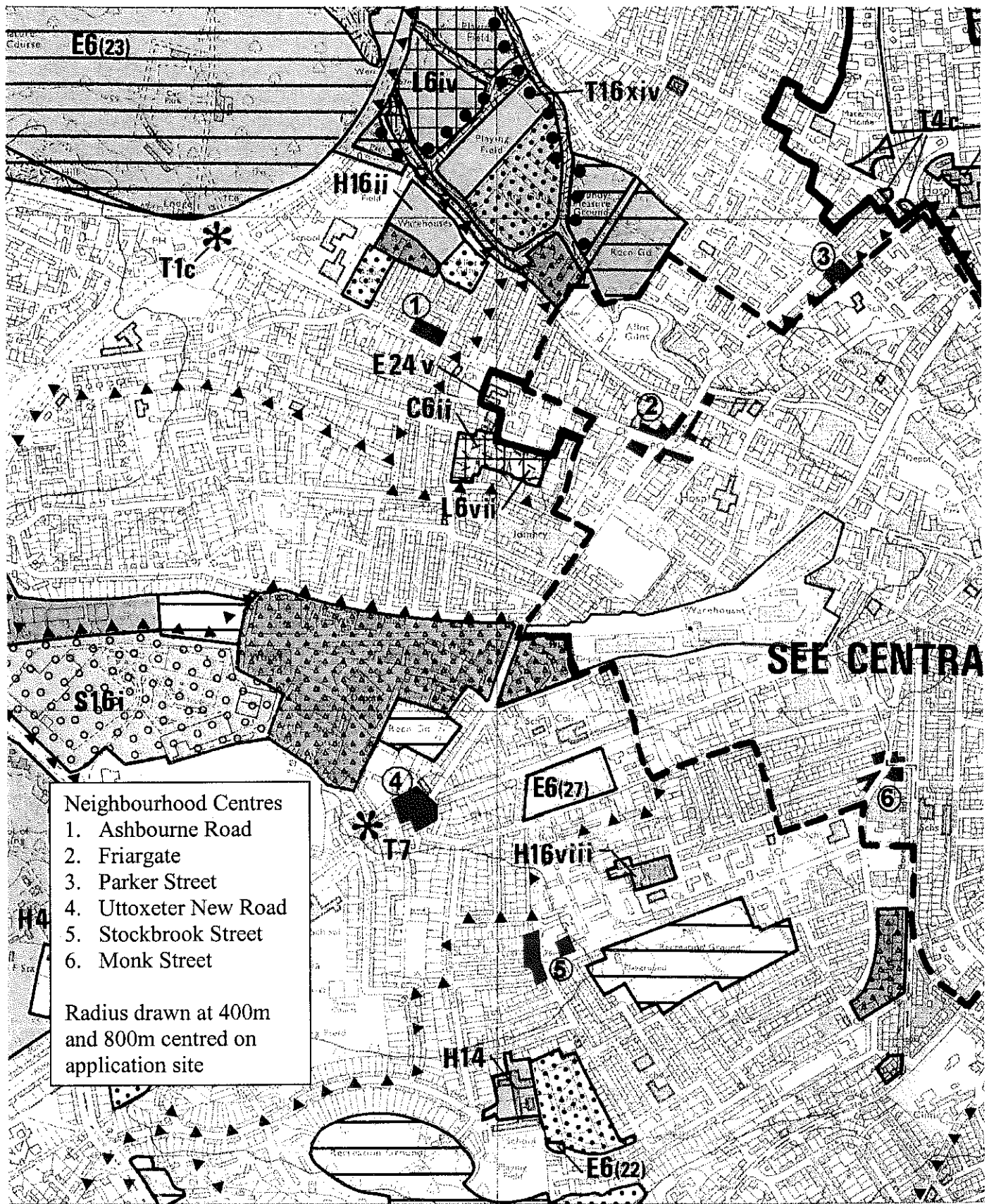
## West Derby – Retail Context Plan



Land at Friargate, Derby

Appendix 2  
Local Retail Context

## Local Retail Context



Land at Friargate, Derby