

City Centre Eastern Fringes Area Action Plan

18 March 2008

Appendix 2

Summary of Preferred Options and Principles

Preferred Policy Objectives and Principles

The overall Preferred Option for the Eastern Fringes is the development of a low carbon, 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 2200 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.

Employment

It will provide for a minimum of 18,000 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 Castleward. 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 supermarket to meet local needs in a sustainable way. This would be located on the 'Castleward 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 throughout the development, most notably along the route of the new boulevard. A 'green link' between the Arboretum and Bass's Rec will also be created. The aim of this will be to help improve access and facilities at Bass's Recreation Ground.

Transport

To make more efficient use of land in the Eastern Fringes, three 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 to retain the public transport link along Siddals Road and through the new bus plug onto the Cock Pitt Island. New and improved pedestrian and cycle links are being promoted throughout the area and the Preferred Option contains an objective to see improvements to the transport interchange at the railway station.

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. Designs should also help to encourage healthy lifestyles and enhance biodiversity throughout the area.

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.

Detailed Preferred Options for the ‘Character Areas’

The Preferred Option Report has been split into 8 ‘Character Areas’, where more specific detail is given regarding the preferred vision. ‘Priorities’ for each area are outlined in the following section alongside a summary of the preferred option.

Following this the ‘priorities’ for the generic policy areas are outlined such as;

- Transport and Movement
- Sustainable Design and Layout
- Natural and Built Environment
- Implementation

Figure 4.1: Preferred Option Summary

Bass' Rec

This will be maintained and enhanced and will act as the main open space serving the new Castleward community. A new access point will be created across Station Approach and existing access points will be improved.

North Castleward.

Commercial-led development, creating a transition between the business core of the City centre to the more residential area of Castleward. Will provide a strategically important site for new office and related development.

Provision is made for a significant new office development, alongside potential complementary uses such as hotels and conferencing facilities.

London Road.

The Preferred Option does not propose any new development but does promote enhancements to the already excellent public realm in this area. It also suggests that the area is of such a high quality townscape environment that a special policy is needed to control future development.

D.R.I.

New residential development will be permitted on those areas surplus to the requirements of the NHS Trust. Special consideration will be given to important architectural and historical features on the site.

On the remainder of the site, the Council will continue to support the healthcare role of the hospital and the site.

Barlow St / Bateman St

The Preferred Option provides for the redevelopment of an existing car park and industrial uses north of Bateman Street for new residential development. This would have to be designed in a way that respects the amenity and setting of existing development and retains as much of the existing open space as possible.

North of the River

The Preferred Option is to no longer seek any change to this area in the medium to long term. The area is subject to considerable flood risk and there are substantial viability issues which makes redevelopment very uncertain. For this reason, it is felt that the area north of the river should be removed from the AAP for future stages of plan preparation.

Castleward

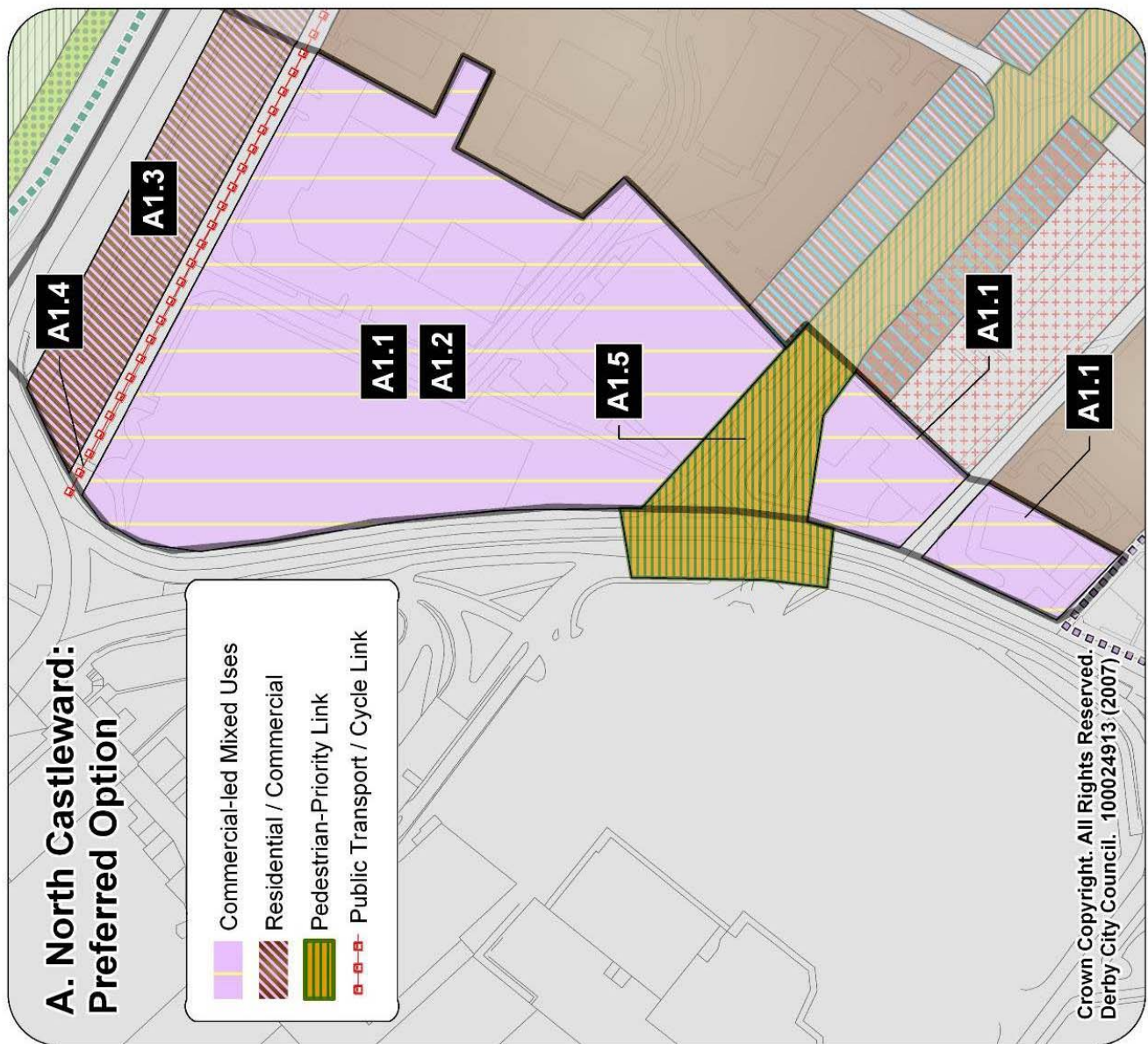
The Preferred Option is the creation of a new sustainable residential neighbourhood formed around a central 'spine' linking the railway station to the City centre. This spine will be a new pedestrian priority link, characterised by active ground floor uses, with residential or commercial above. This new street will become the focal point for the new community.

To complement the housing a new primary school and shopping facilities will be provided. In addition, a new multi-storey car park will be provided to consolidate existing surface parking.

Railway Area

The aim will be to preserve and enhance the existing Conservation Area, but make better use of underused or vacant sites for either residential or business uses. In addition, the AAP will provide for the refurbishment and improvement of the railway station and its environs. This could include the development of two new car parks to consolidate existing facilities and release land for development.

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North Castleward Priorities

- A1.1** Creation of an area of commercial-led mixed-use development forming a transition from the City centre to the residential area of Castleward.
- Regeneration will focus on;
- Development of a large-scale landmark office scheme comprising a minimum of 18,000 sqm of new floorspace;
 - Provision of complementary uses, such as additional business uses, hotels, leisure and residential (where air quality issues are properly mitigated).
- A1.2** Parking provision to serve the office development will serve a dual purpose on evenings and weekends to serve the City centre. Parking will not exceed the standards set out in the LDF.
- A1.3** Allow business and / or residential uses on land north of Siddals Road. Residential development will only be accepted where air quality issues can be satisfactorily mitigated.
- A1.4** Continue to protect the dedicated public transport access point ('bus-plug') and ensure that future development does not prejudice this important link.
- A1.5** Provide a new landscaped area at the end of the 'Castleward Boulevard'. This should maintain the pedestrian underpass into the Westfield Centre and create an attractive gateway to the City centre shopping area.
- A1.6** The scheme will exhibit exemplary architectural quality and create a strong "statement of place". This could include;
- The potential for a slender, landmark tall building fronting onto the Cock Pitt.
 - The creation of strong frontages onto Traffic Street. A range of building heights of up to 7 storeys may be appropriate here where it would not have a negative impact on the amenity of existing areas.
 - Layouts should provide safe and accessible routes through the area to the wider 'Eastern Fringes' and the City centre.

SUMMARY

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 18,000 square metres of new floorspace.

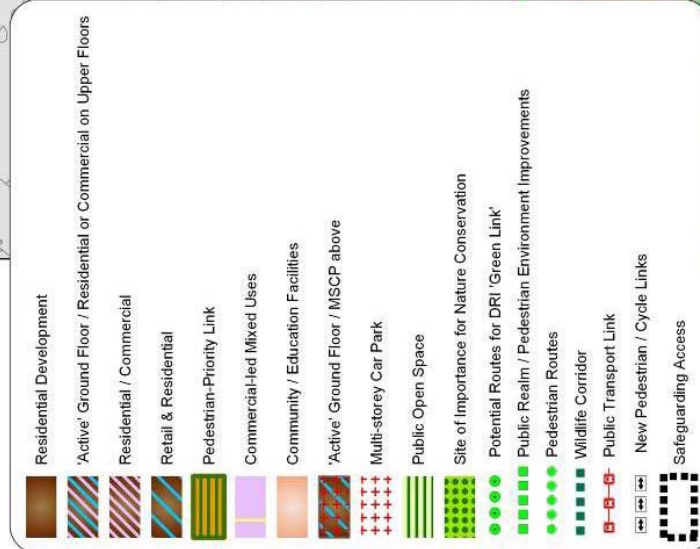
The office development would be supported by complementary uses, such as a hotel conferencing facility or potentially some small scale residential development. This will give the site a greater appeal to investors.

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.

B Castleward: Preferred Option



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Castleward Priorities

- B1.1** Creation of a sustainable residential-led neighbourhood on the edge of the City centre. This will be complemented by supporting facilities, including;
- a. New primary and nursery school facilities;
 - b. Provision of a new convenience shopping facility of a scale commensurate with the needs generated by the enlarged community
- B1.2** Creation of the Castleward 'boulevard' pedestrian priority link and public realm improvements linking the railway station to Traffic Street.
- B1.3** Provide for 'active frontages' on buildings fronting the Castleward boulevard, including the potential for small scale retail, food & drink, leisure and community uses. At first floor level and above, residential or commercial uses will be permitted.
- B1.4** Consolidate existing surface parking into a new multi-storey car park.
- B1.5** Allow business and / or residential uses on land north of Siddals Road. Residential development will only be accepted where air quality issues can be mitigated.
- B1.6** Creation of a new 'all moves' junction on Siddals Road and surface level crossing at this point to Bass' Recreation Ground.
- B1.7** The regeneration of Castleward should exhibit the highest standards of design, taking forward the principles set out in the 'Sustainable Design & Layout' section. Specific criteria for this area would be;
- Building massing and density to be greater along key routes. Residential densities in such locations will be a minimum average of 100 dwellings per hectare.
 - Building massing and density away from primary routes to be lower. Residential densities in such locations will be a minimum average of 70 dwellings per hectare.
 - A range of building heights of between 3 and 6 storeys will be acceptable.
 - In areas adjacent to the Conservation Area, built form and architectural styles will have regard to the character and detailing of the railway related buildings, in line with the findings of the Conservation Area Appraisal. There should be a transition to more contemporary styles as progression is made towards the City centre.
- B1.8** A series of linked and usable open spaces should be created that provide an attractive setting for the development, providing safe links through the area and adding to the biodiversity interest in the area. These should be well integrated with the Castleward boulevard proposals and the creation of a 'green infrastructure link' between Bass' Recreation Ground and the Arboretum.

- B1.9** Harper Gardens will be retained and will form part of the open space provision for the new community.
- B1.10** Carrington Square - The existing area of open space, as allocated in the CDLPR, will be retained and enhanced to form a high quality open space at the heart of the new neighbourhood. It should also mark the intersection between the new 'boulevard' and the east to west green link.
- B1.11** Midland Green - The existing area of open space at the back of Wellington Crescent will be improved and enhanced to form another incidental area linked by the 'boulevard'.

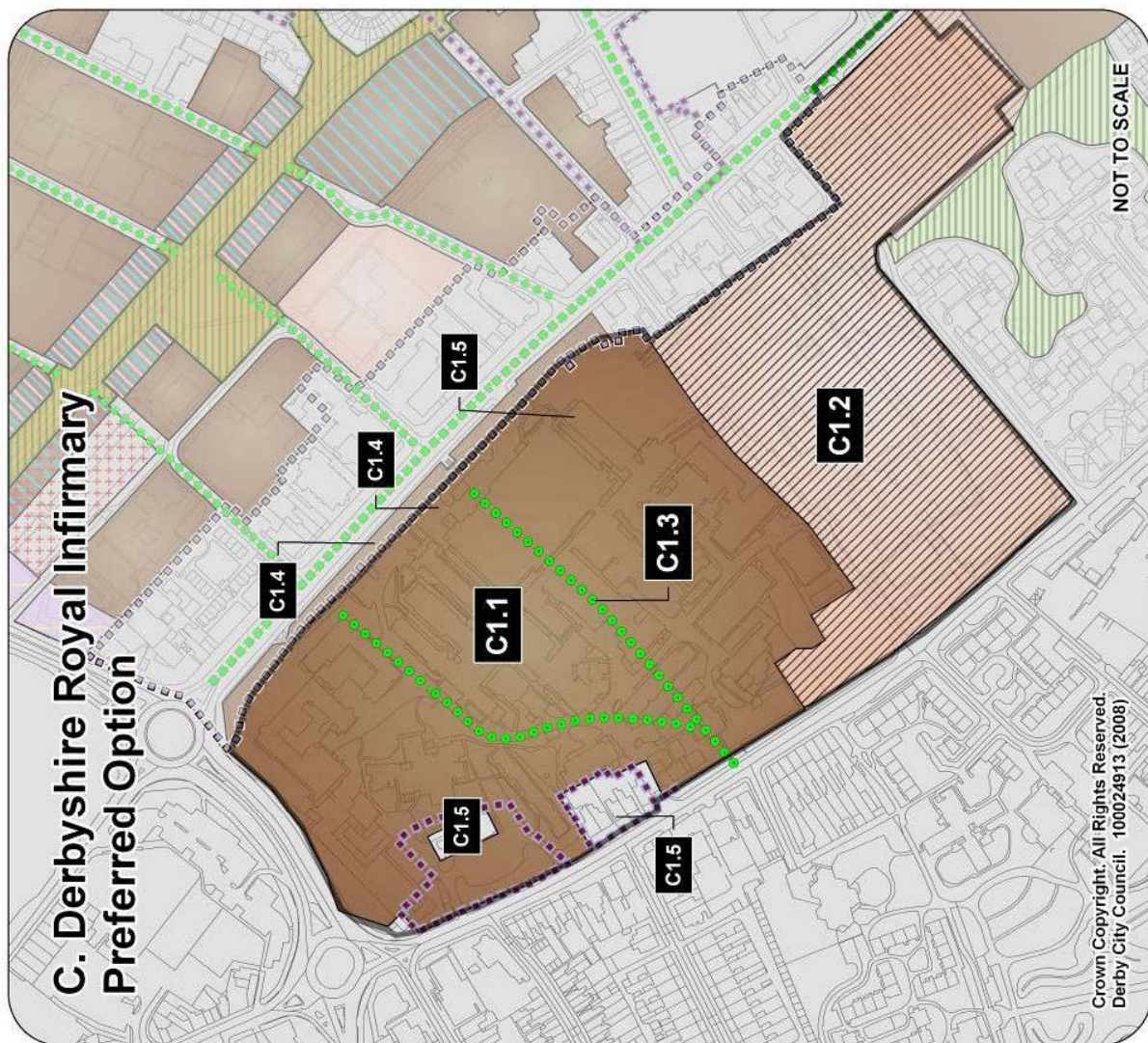
SUMMARY

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.



Derbyshire Royal Infirmary Priorities

- C1.1** Creation of a new residential neighbourhood on the parts of the site no longer required for healthcare, supported by small scale convenience retail facilities.
- C1.2** Continue to make provision for new healthcare uses within the area to be retained by the NHS.
- C1.3** Creation of a 'green infrastructure link' through the site to form a safe and accessible route between the Arboretum and Bass's Recreation Ground.
- C1.4** Creation of an attractive and cohesive frontage that takes account of the special townscape quality of London Road.
- C1.5** Development will be expected to be at a high density that takes into account the existing quality of the environment and the setting of existing buildings of architectural and/or historic importance.
- C1.6** Retention, and where appropriate, sympathetic conversion of important architectural buildings and features of historic importance including,
 - Buildings within the Hartington Street Conservation Area and their settings;
 - The listed Wilderslowe House and curtilage;
 - The listed wall, railings and statue;
 - The locally listed original infirmary buildings
- C1.7** Existing 'listed buildings' and 'buildings of local importance' policies will still apply. In the case of buildings of local importance, it must be demonstrated that all reasonable alternatives to demolition have been considered and found unrealistic before demolition could be permitted.

SUMMARY

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, 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.

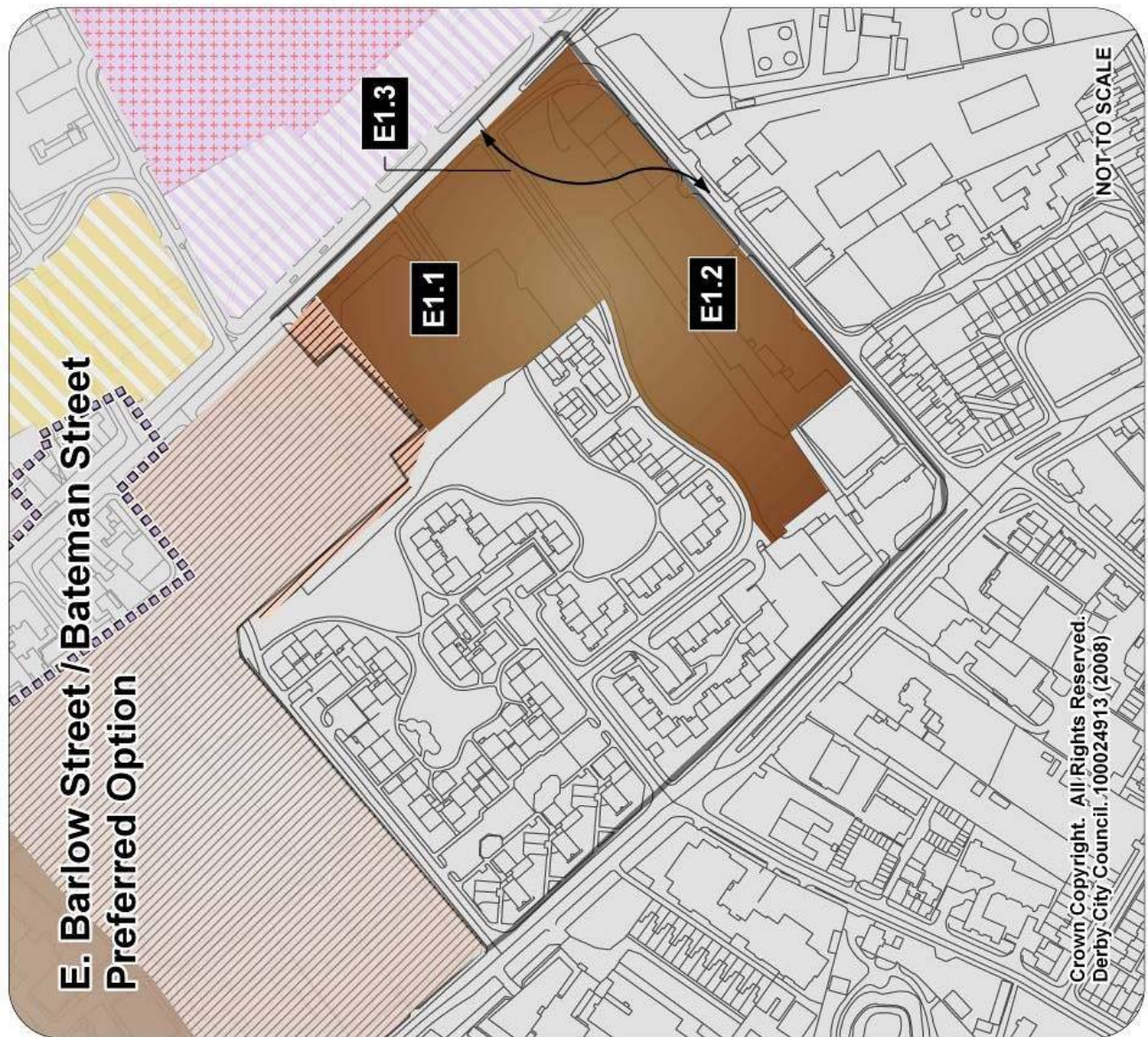
The Railway Area Priorities

- D1.1** Development of the 'north car park' for small scale office development which respects the character of the Conservation Area.
- D1.2** Make provision for residential development on 'back land' sites along Wellington Street for residential development that takes account of and improves the character of the Conservation Area.
- D1.3** Make provision for new business and/or light industrial uses along the London Road frontage.
- D1.4** Consolidation of existing railway station parking into new facilities on Pride Park car park. An office 'wrap around' will be permitted if required.
- D1.5** Consolidation of existing railway station parking into new facilities on the South car park and redevelopment of remaining land for new office / light industrial uses.
- D1.6** Make provision for the suitable redevelopment of the Royal Mail sorting office for a mix of commercial and/or residential uses in the event of the current occupier wishing to relocate within the City.
- D1.7** Continued identification of the Railway Conservation Area and to implement policies that ensure its preservation and enhancement. Any development in the Conservation Area will, in line with existing policies, be expected to preserve or enhance its established character (in line with existing CA Policies). Proposals would be expected to reflect the prevailing local architectural details and materials* and also the findings of the Railway Conservation Area Appraisal.
- D1.8** Facilitate physical and environmental improvements to the Railway Conservation Areas, particularly in relation to;
 - (a) The terrace opposite the railway station
 - (b) Midland Place, including improvements to the public realm as part of the Castleward 'Avenue' proposals.
 - (c) Midland Road, including improvements to public realm, shop fronts and signage.
 - (d) The railway station and its environs.
- D1.9** Reorganisation of the parking and drop off area at the front of the railway station to facilitate a new and improved transport interchange. This will include improvements to the layout to improve short stay parking provision and access to public transport.

SUMMARY

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.



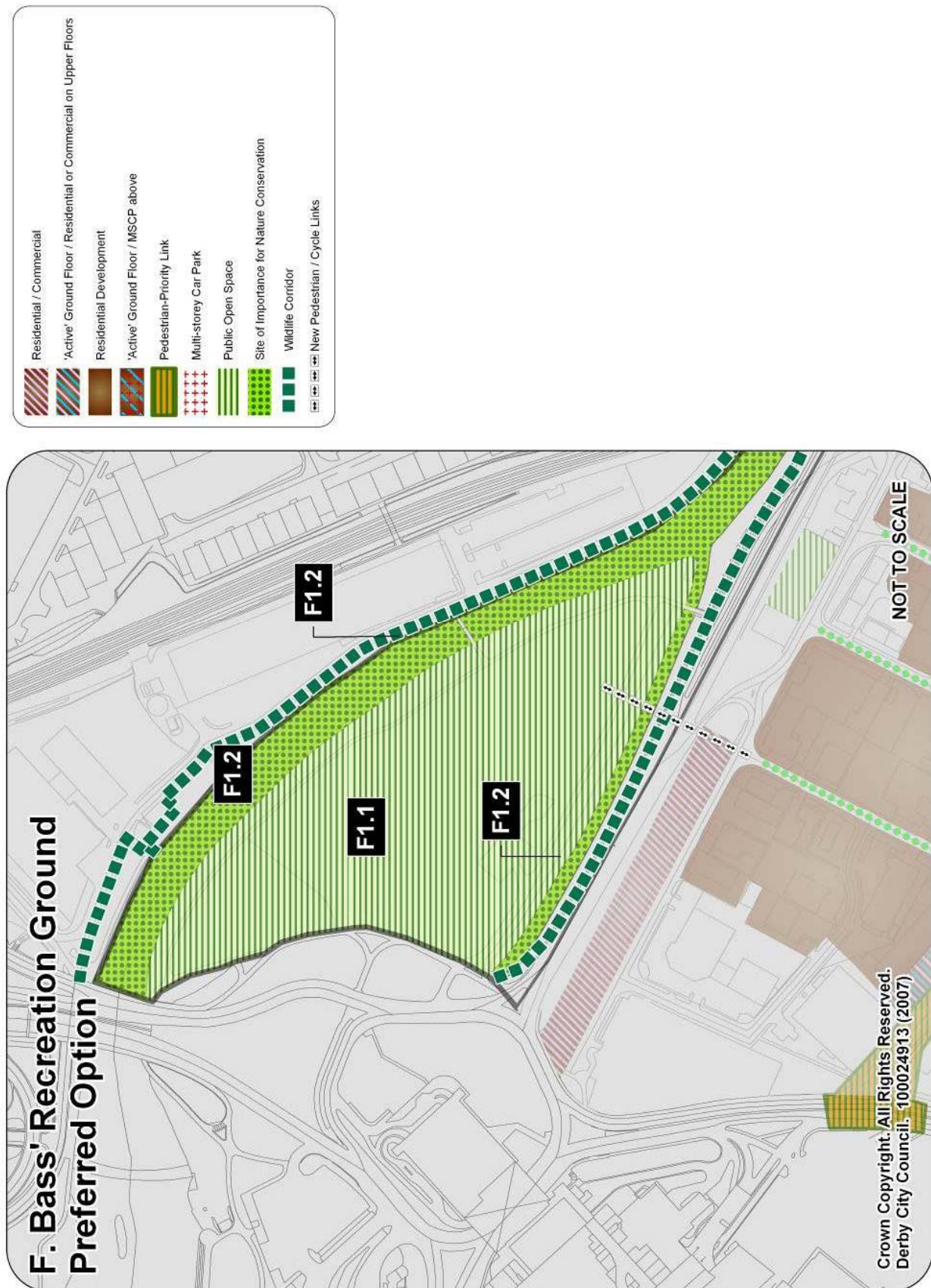
Barlow Street / Bateman Street Priorities

- E1.1** Creation of a new residential development on the existing surface car parking on London Road frontage.
- E1.2** Creation of a new sensitive residential development on the existing industrial land to the north of Bateman Street and the existing open land.
- E1.3** Development should not prejudice the potential replacement of the London Road railway bridge.
- E1.4** Reorganisation of the highway configuration between Barlow Street and Bateman Street in order to improve the safety at this junction.
- E1.5** Development should create an attractive frontage onto London Road and ensure that a high quality and prominent 'entrance' to the City centre is created. Building heights up to five storeys along, and to the rear, of London Road may be appropriate. Buildings along Barlow Street will be no higher than three storeys and should be laid out so as to minimise the impact on the existing open space.

SUMMARY

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 around 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.

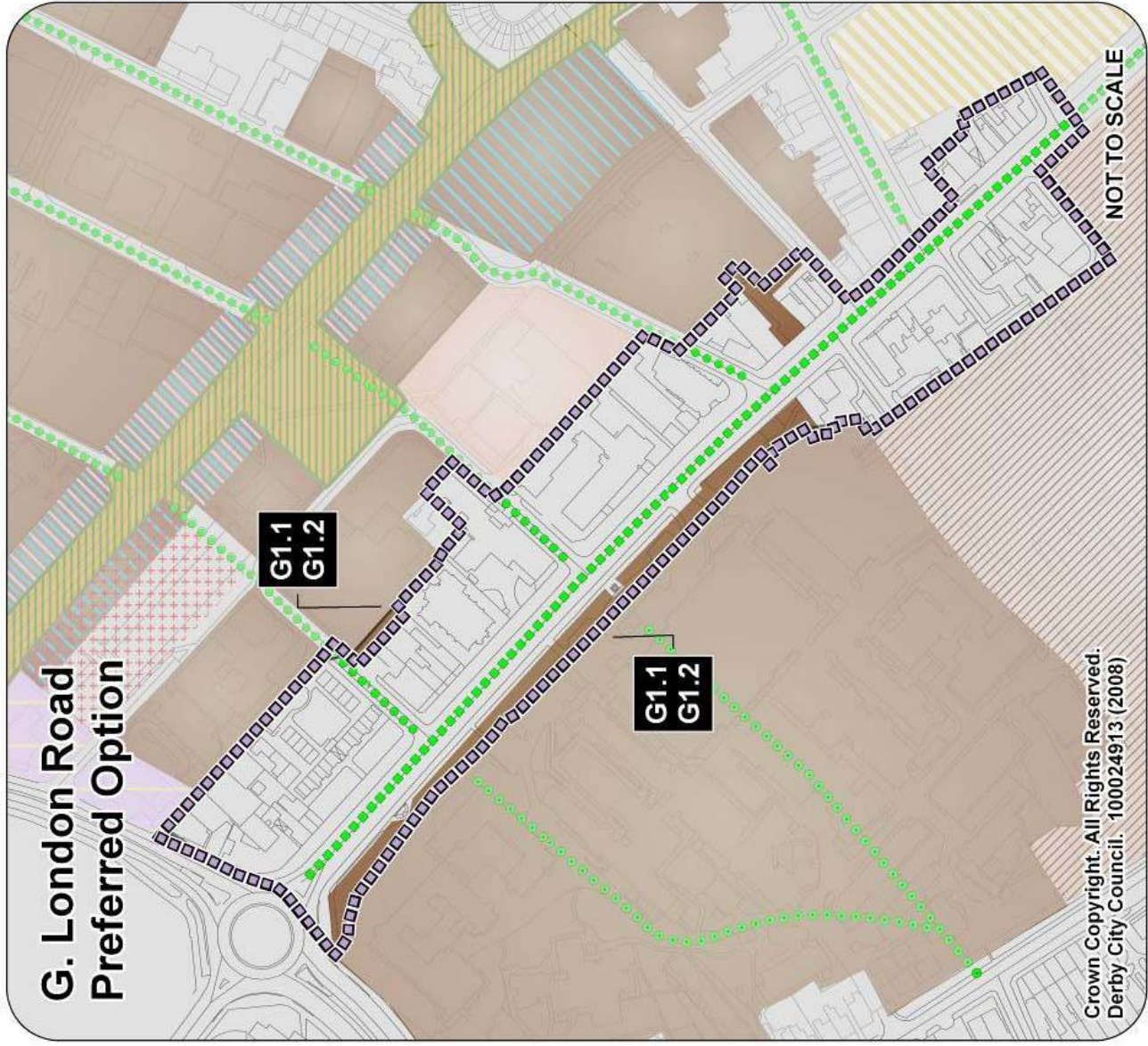
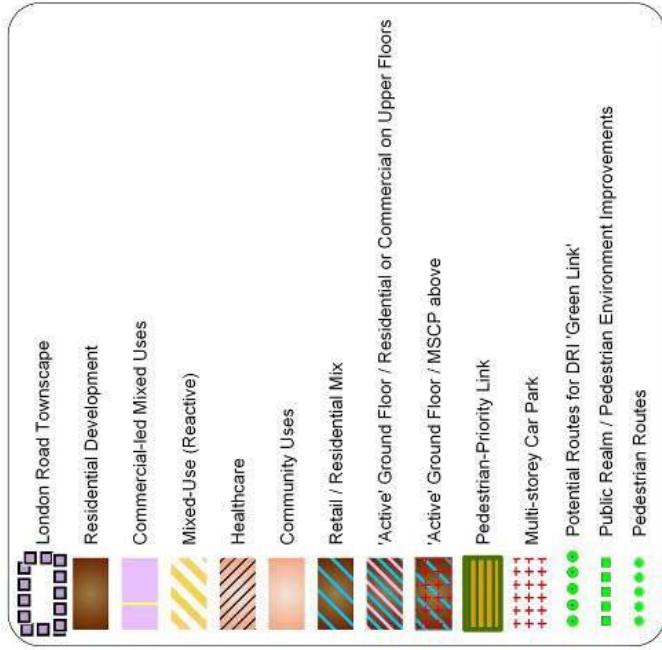


Bass's Recreation Ground Priorities

- F1.1** Retain Bass's Recreation Ground as major public open space to serve the new residential community. Measures will be taken to improve access and safety to generally make the area more attractive to users.
- F1.2** Continue to identify and protect the Wildlife Corridor and Sites of Importance for Nature Conservation associated with the River Derwent. The biodiversity value of the area should also be enhanced.

SUMMARY

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.



London Road Corridor Priorities

G1.1 Give greater recognition and protection to the important townscape character of this part of London Road. Development proposals will be expected to make a positive contribution to the character and quality of London Road as a whole. Particular regard would have to be given to the impacts of development on the streetscene, architecturally and historically important buildings, existing trees and landscaped areas, statues, walls and railings. Key features include;

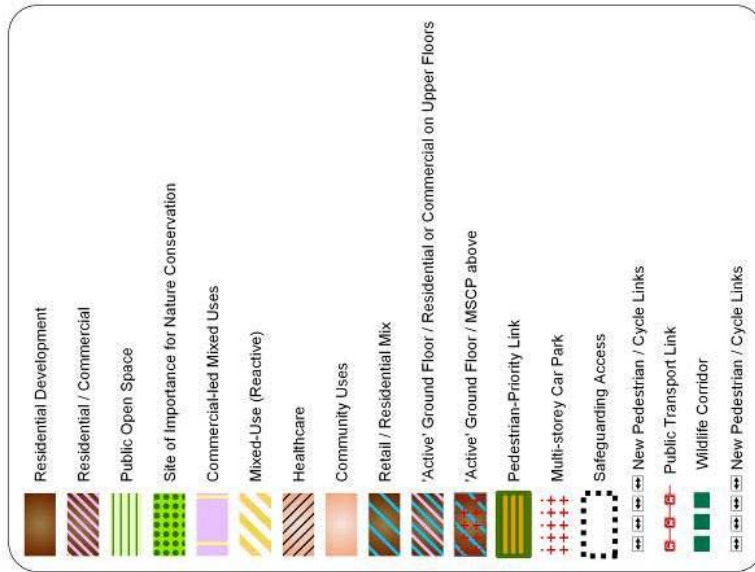
- late Victorian, neo-Jacobean and Gothic features
- red brick
- plain cast iron railings
- stone walls
- vertical sash windows
- stone string courses and window surrounds
- clustered chimney stacks
- terracotta stacks
- terracotta dressing
- stone paving
- plane trees

G1.2 Make improvements to the public realm along London Road, where appropriate.

SUMMARY

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.



North of the River Priorities

- H1.1** Propose 'no change' to this area in the medium to long term. Remove the area from the AAP after the publication of the Preferred Option. Development will be controlled via existing Local Plan policy.

SUMMARY

Redevelopment of this site was considered however there are a number of important issues that may constrain the redevelopment of this area in the short to medium term and thus reduce the certainty of bringing the site forward in the timescale of the plan.

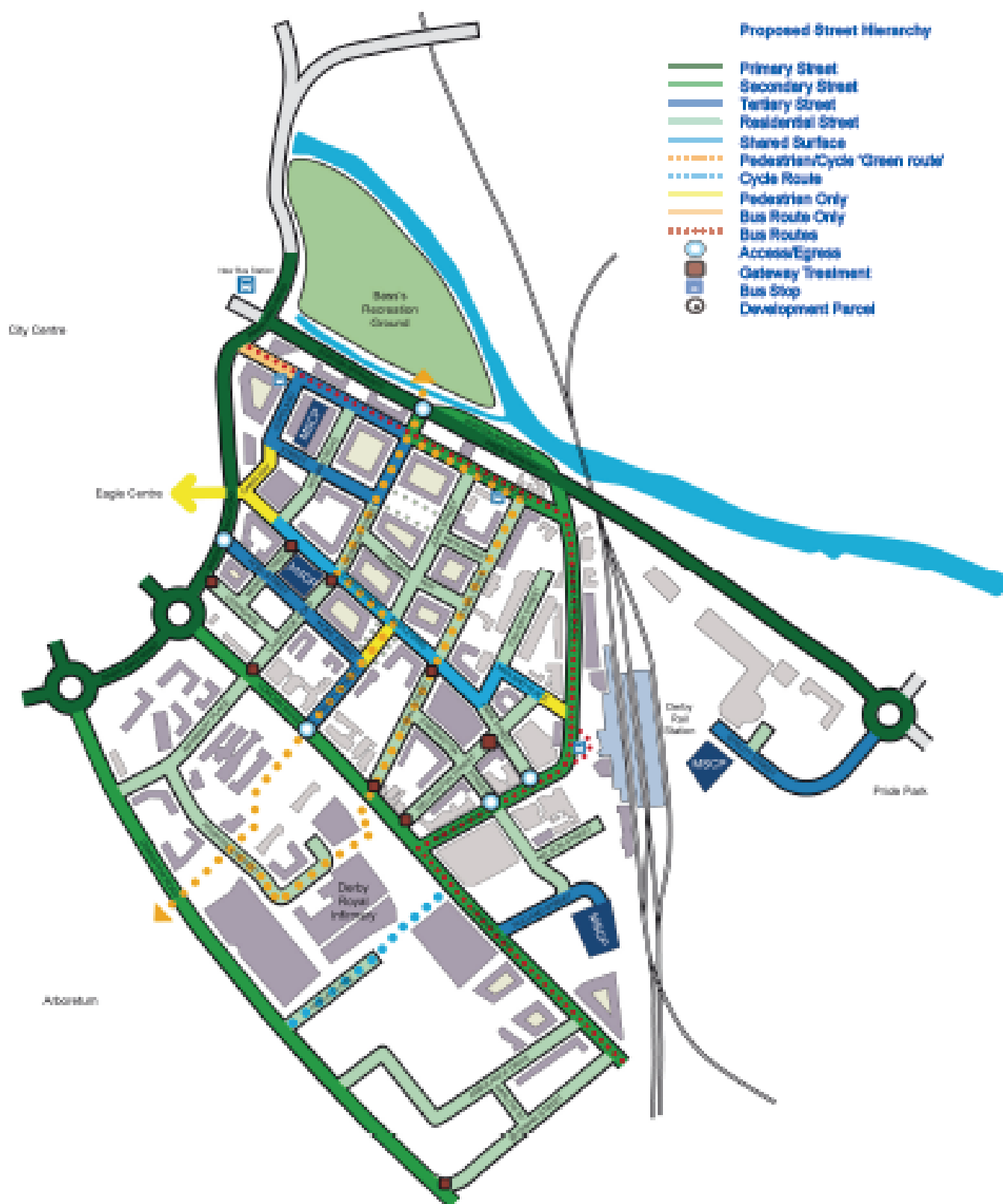
A large proportion of the site is within Flood Zone 3 and thus there are significant concerns over the potential for flooding of this area. The FRA carried out for the plan has recommended that this area is not allocated for housing owing to these risks.

For these reasons, the Preferred Option is to propose no immediate change to this area retaining it as employment land and to remove it from subsequent stages of plan preparation. This is essentially the selection of the City of Derby Local Plan Review Option for this site.

Generic Guidance

Transport and Movement Priorities

- Implementation of a **street hierarchy** in line with the recommendations of the Transport Plan and Manual for Streets (MfS)
- The Council will seek to improve the number and environmental quality of **pedestrian and cycle connections** across the area as a whole. The overall principles in terms of walking and cycling are to;
 - ⇒ Improve connections between the City centre and railway station, including the Castleward 'boulevard' and Midland Road / London Road links.
 - ⇒ Improve connections between areas of open space and recreation, including the creation of a 'green link' between the Arboretum and Bass's Recreation Ground.
 - ⇒ Create a new pedestrian and cycle surface level link across Station Approach and the Mill Fleam, including a new bridge over the Fleam.
 - ⇒ Improve existing pedestrian and cycle routes through the area.
 - ⇒ Provide new or improved crossing facilities in the following locations;
 - ✓ Midland Road/Midland Place at rail station;
 - ✓ Traffic Street, linking to the city centre;
 - ✓ London Road/Trinity Street;
 - ✓ London Road/Canal Street;
 - ✓ Station Approach/Pride Parkway;
 - ⇒ Provide cycle parking spaces both within the public areas, and within the development sites, to facilitate and encourage cycling;
- The overall **public transport** principles are to;
 - ⇒ Continued use of the 'bus plug' at the end of Siddals Road to provide improved access to Cock Pitt roundabout and the new bus station;
 - ⇒ Provide improved high quality bus stopping facilities on Siddals Road and adjacent to the railway station;
 - ⇒ Make provision within Castleward 'boulevard' proposals for potential future routing of 'hopper' buses, to serve the local community if required;
- The overall **parking** principles are to;
 - ⇒ Provide new parking facilities in North Castleward (evenings and weekends), Castleward, Pride Park and the railway station's 'south car park' to consolidate existing surface parking.



Provide short-stay on-street parking within different parts of the 'street hierarchy as set out in the Transport Plan.'

- ⇒ Adopt residential parking standards of an average of 0.75 spaces per dwelling.
 - ⇒ Adopt Local Plan standards for commercial and office development.
 - ⇒ Provide parking for the development sites within the individual development plots (or within the proposed off street multi storey car parks)
- **Highway works** will be required to improve access and egress at the following locations;
 - ⇒ Hope Street/Traffic Street - left in left out priority junction;
 - ⇒ Trinity Street/A6 London Road - all movements priority junction;
 - ⇒ Midland Road & intersection of Park Street and Carrington Street - all moves priority junction;
 - ⇒ Hullah Road/A6 London Road;
 - ⇒ Pride Parkway Junction - new traffic signal controlled junction with pedestrian crossing facilities;
 - **Promoting modal shift** - In order to achieve the target trip generation required to ensure the effective future operation of the local highway network it will be absolutely essential that a Travel Plan is adopted to complement the physical measures being proposed.

There will essentially be three types of Travel Plan for the proposed development as follows:

- ⇒ A Master Travel Plan for the area will set out the principle aims, objectives and targets for the whole site, including measures that will apply to each organisation;
- ⇒ A Residential Travel Plan;
- ⇒ Workplace Travel Plans for the each office, hotel and retail unit aimed primarily at employees.

Sustainable Design and Layout Priorities

- All development will have to adhere to the criteria set out in the other relevant parts of the LDF. As a pre-requisite the Council will expect all designs to be of the highest quality. This is such a prominent location that it deserves to showcase the best forms of development possible. The Council will expect proposals to;
 - ⇒ Preserve or enhance local distinctiveness and create a stylish addition to the City centre's 'townscape';
 - ⇒ Respect the urban grain of the surrounding area;
 - ⇒ Not impact on the amenity of existing residents;
 - ⇒ Facilitate journeys made by foot, cycle and public transport
 - ⇒ 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;
 - ⇒ Adopt pedestrian friendly layouts, with simple and uncluttered designs that help to change driver behaviour and reduce vehicle speeds. The principles set out in the '*Manual for Streets*' should be adopted.
 - ⇒ provide public spaces, 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 helps strengthen and develop the style and character of the area.
 - ⇒ Consider the creative use of roof spaces, where appropriate. This could be used as a way of maximising private open spaces and promoting other aspects of sustainable design such as 'green roofs'.
 - ⇒ 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 Association of Chief Police Officers (ACPO) guidelines. This should help to create spaces that feel safe as well as that are safe.
- The *Code for Sustainable Homes* will be the standard applied to all housing. It is expected that the performance standard for all homes will be a minimum of *Code Level 4* initially and then rising in accordance with the mandatory changes to Building Regulations to reach zero carbon (Level 6) development by 2016. Proposals exceeding these standards and the timescales proposed will be encouraged.
- The environmental performance of all non-residential buildings designed for the scheme will be assessed using the *Building Research Establishments Environment Assessment Method (BREEAM)*. This assessment can be applied to offices, industrial units, retail units and schools and a level of performance equivalent to 'very good' should be achieved.
- The design and construction of all proposals will consider and address at the outset the need to reduce carbon and greenhouse gas emissions and deliver low carbon development. The Council will expect all proposals to;

- ⇒ use landform, layout, building orientation, and landscaping to minimise energy consumption;
- ⇒ give careful consideration to the extent to which the proposed massing of buildings, density and mix of development helps to minimise energy consumption;
- ⇒ ensure new development does not create adverse local environmental conditions for people or undermine biodiversity
- ⇒ consider and take into account the potential of renewable micro-technologies and decentralised energy supply systems based on renewable and low carbon energy.

or

provide a significant proportion (minimum 10%) of the energy supply from renewable micro-technologies and decentralised energy supply systems based on renewable and low carbon energy.

- ⇒ consider and take into account the future use of renewable micro-technologies;
- ⇒ promote a reduction in energy usage in line with the 'energy hierarchy'
 - ⇒ to reduce the need for energy
 - ⇒ to use energy more efficiently
 - ⇒ to use renewable energy
 - ⇒ any continuing use of fossil fuels to be clean and efficient for heating and co-generation
- ⇒ promote waste management in line with the hierarchical approach of
 - ⇒ waste reduction
 - ⇒ re-use
 - ⇒ recycling and composting
 - ⇒ energy recovery
 - ⇒ disposal
- ⇒ space should be provided within developments for communal recycling facilities and adequate space should be provided to allow recycling lorries to reach them.

Natural and Built Environment Priorities

In general terms, the existing policies for nature conservation and the built environment set out in the CDLPR and protected by other legislation will remain in force and do not need to be expanded on by the AAP. Where site specific issues are raised, they will be covered in this section.

- **Flooding** – To help improve the environmental sustainability of new development, potential developers will need to consider ways of reducing the risk of flooding and reducing water inefficiency. Therefore, the Council will expect all proposals to consider;
 - the provision of sustainable urban drainage systems (SuDS) and the potential contribution to be gained by water harvesting from impermeable surfaces and encourage layouts that accommodate waste water recycling;
 - where required, the provision of surface water attenuation solutions to ensure that surface water run-off does not exceed existing levels.
- **Air Quality** - Some development within the Eastern Fringes will be adjacent to Air Quality Management Areas (AQMA). The Council has adopted Supplementary Planning Guidance (SPG) on *Air Quality and New Development* (October 2003). This guidance suggests a number of mitigation measures that can be used as part of the layout and design of buildings, including;
 - locating 'sensitive receptors' (e.g. housing) on parts the site where exposure to sources of pollution can be limited. This could include the vertical separation of mixed-uses located at higher levels.
 - locating and designing buildings to act as barriers – protecting sensitive uses from sources of pollution;
 - Use of detailed building design measures to reduce the impact of pollution, such as;
 - mechanical ventilation;
 - locating habitable rooms away from building facades affected by air pollution
 - use of non-opening windows on facades affected by air pollution.
 - Use of planting and landscaping to screen or filter pollutants.
- **Trees** - All attempts will be made to minimise the loss of trees and groups of trees that contribute to the amenity, environmental quality and biodiversity value of the area. Where trees are removed, every effort will be made to replace them and to mitigate any associated environmental impact.
- **Wildlife Corridor** - The wildlife corridor around Bass's Rec will continue to be identified and protected through policies contained in the CDLPR. Development that severs these links or severely undermines their value will not be permitted.

Proposals that reduce the size of the routes will only be permitted if compensatory features are also proposed.

The proposed link between Bass's Rec and the Arboretum will potentially reduce the size of the corridor that runs parallel to the existing Mill Fleam. A pedestrian footbridge will be necessary to cross the watercourse and open up access to Bass's Rec. It is felt that adequate compensatory measures could be implemented to mitigate any impact upon the wildlife corridor.

- **Sites of Importance for Nature Conservation (SINC)** - The SINC will continue to be identified along the River Derwent and its banks and the Mill Fleam, in line with CDLPR policies. Development will subsequently not be permitted where it would adversely impact on these areas.
- **Biodiversity** - The AAP will seek to improve the biodiversity of the area through wildlife friendly planting as part of the public realm improvements. SUDS (Sustainable Urban Drainage Systems) schemes will be part of this. New planting and habitat creation will help to take forward Local Biodiversity Action Plan priorities.

The key axis links from north to south and east to west will include green elements such as trees, planting, landscaping and potential SUDS schemes to help improve the biodiversity and natural environment in these areas and creating pleasant links between the railway station and the city centre and Bass's Rec to the Arboretum. The aim is to create a linked green infrastructure network for both ecology and people.

- **Public Open Space** – The Preferred Option is for existing public open space policies and standards to apply. It is recognised that the CDLPR makes provision for lower open space standards where it would facilitate higher quality development and higher densities on previously developed sites, especially where these are closely related to the City Centre, the railway station and public transport interchanges. The Eastern Fringes Area meets all of the criteria set out in the CDLPR.

New and existing open spaces will be of the highest quality design and are easily accessible through improved routes including high quality public realm. The preferred option also seeks to maximise the value of public open spaces for people and wildlife alike.

- **Listed Buildings** - The AAP will continue to identify statutory listed buildings such as the Midland Hotel, the Railway Cottages and Wilderslowe House. Locally listed buildings will also continue to be identified such as some of the infirmary buildings and Midland House. Listed buildings will continue to be protected by policies contained within the CDLPR and listed building legislation.
- **Conservation Areas** - The AAP will continue to identify the two Conservation Areas that impact upon the Eastern Fringes area. The Hartington Street Conservation Area overlaps minimally into the western corner of the Plan area. The Railway Conservation Area is entirely contained within the Plan area and forms one of the character areas in the Plan (see section x). Policy protection for these areas will continue to be in line with CDLPR policies with added value through proposals set out in Section x.

- **Public Realm Improvements** - Public realm will be enhanced and improved in a number of areas. The key project will be the provision of an exemplar tree lined 'boulevard' linking the city centre with the railway station through the core of the Castleward area. High quality materials such as Yorkstone paving and granite setts will be used in line with the 'shared surface' designs produced by Alan Baxter Associates (ABA) and Whitelaw Turkington (WT).

Improvements will also be implemented on all existing streets in the core Castleward nature to make them more residential in nature and to encourage walking and cycling. This will be in line with the 'Highway Design Code' work carried out by Lathams Architects. Materials on residential streets will include blue brick, granite setts and conservation kerb stones. Materials used in and around the Railway Conservation Area will be in line with the recommendations of the Conservation Area Appraisal.

Further improvements to the public realm will also be sought along the London Road corridor and also Midland Road. This may include tree planting, improvements to paving and the provision of enhanced street furniture. Public art could also potentially play a part in the wider improvements.

Permeable surfaces should be provided where possible whilst SUDS schemes should also be utilised as part of public realm works, where technically feasible.

Implementation Priorities

PLANNING OBLIGATIONS

The City of Derby Local Plan Review sets out policies on the implementation of major schemes and the potential requirements for S106 agreements. These policies will remain relevant to proposals in the Eastern Fringes.

In addition, the Council is preparing a Supplementary Planning Document (SPD) on Planning Obligations. This will set out in more detail how the Council will implement its planning policies for securing contributions from developers towards new development.

Development will 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 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 in order to help bring about the comprehensive changes proposed.

In order to achieve the comprehensive regeneration of the Eastern Fringes, developer contributions will be sought from all schemes that have a proven indirect or direct impact on the area, either individually or cumulatively.

LAND ASSEMBLY

There will be no single approach adopted to the implementation of the AAP. Different areas will require different methods, over different timescales. In all circumstances, if the market can bring forward the comprehensive regeneration of the area in a way consistent with the Council's objectives, and in a reasonable timescale, then there will be no reason for the Council to intervene.

Castleward and North Castleward - The preferred approach in these areas is to appoint a 'preferred developer' who would be able to control the planned and phased comprehensive redevelopment of the area. This will allow a developer to take a longer term view of viability and will have benefits in terms of the provision of infrastructure and design quality.

Land in public ownership will be brought forward in a timely manner to assist with the Implementation Plan. The City Council will expect the private sector to take the lead in site assembly but, in certain situations, the Council would be prepared to use its powers of compulsory purchase to ensure that the regeneration of the AAP area happens.

The role of Derby Cityscape will be intrinsic to the delivery of the preferred option and, working closely with their partners, they will facilitate implementation of the plan by building developer confidence and accessing financial assistance.

Clearly, there are a number of existing businesses in Castleward who will need to be relocated to appropriate alternative locations. It is not the intention of the Council or Derby Cityscape to see any businesses or jobs lost from Derby.

In connection with progressing their priority projects in pursuit of the Masterplan Vision, Derby Cityscape has prepared a Relocation Strategy to help meet the requirements of displaced businesses and it has consulted businesses within the AAP area on their requirements where relocation is likely.

Derbyshire Royal Infirmary - The DRI is owned by a single landowner who is already committed to relocating many of its facilities in the near future.

Subject to the acceptability of the proposals themselves, there are less constraints and difficulties in bringing the site forward. Therefore, it is unlikely that intervention will be required to bring the site forward.

The Council and Derby Cityscape will want to work closely with the NHS Trust and any development partner selected for the site to develop an acceptable way forward.

The Railway Area - The majority of proposals in the Railway Area relate to land owned by Network Rail. The Council and Derby Cityscape will wish to work closely with Network Rail and the train operators to bring forward development to an agreed timescale and to an agreed level of quality. This is particularly important considering the sensitive nature of much of the land in their control.