

Revised Cityscape Masterplan:

Cabinet Report – 3 July

**Appendix 3: Schedule of
Amendments**

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North Riverside (West)
<ul style="list-style-type: none"> ➤ The block where Machine Mart is located fronting onto Derwent Street is amended to include retail use at ground floor level. This specifically allows for the retention of existing retail businesses in the redevelopment. ➤ The existing office building on Stuart Street (previously used by Derwent Homes) is shown as a retained building in grey (it is being used for commercial use).
North Riverside (East)
<ul style="list-style-type: none"> ➤ The layout for this area has been amended because the performing arts centre is no longer viable and because the Darwin Place loop off the Inner Ring Road is now planned to be retained largely as existing. The proposed land uses now include residential, commercial, hotel, leisure/cultural, multi-storey car park and a riverside pavilion A3 use. ➤ A riverside cycle path is now shown which will accommodate an existing route. ➤ A green area is now included in the area of public realm fronting the riverside to indicate soft landscaping and to promote biodiversity along the riverbank. ➤ The Exeter Inn is shown as a retained building.
Area north of Bass' Recreation Ground / River Derwent
<ul style="list-style-type: none"> ➤ The site of the Derby Evening Telegraph and Trent Bus Depot is no longer identified in the Masterplan for residential development. The Masterplan identifies the existing buildings.
North Castleward
<ul style="list-style-type: none"> ➤ A larger mixed use block containing commercial, residential, and hotel uses has been included which reflects the Derby Cityscape vision for the area. ➤ The two large blocks in North Castleward are amalgamated as one, but the street layout may still run as previously proposed, i.e. the building continues at a higher level over the street. ➤ The road layout has been amended to show a direct link from Siddals Road to Cock Pit to facilitate the preferred City Council bus route.

Castleward

- A “left-in” and “left-out” vehicular access from Station Approach to Siddals Road (this is subject to the conclusion of an on-going transport study into the area). The three new blocks previously shown facing Bass’s Rec. have now been reduced to two to facilitate this new junction. The remaining two blocks are now cross hatched to allow for residential and/or commercial uses.
- The potential for additional community uses have been included beside the primary school off the Boulevard.
- “Harper Gardens” the small green area abutting Siddals Road and Pride Park Way is now shown as a retained green space (this is a correction to the original Masterplan, not a change to the proposals).

Castleward Boulevard

- The route of the Castleward Boulevard has been slightly altered to more closely follow the existing street alignment and as such the Florence House retirement home is now retained.
- The commercial use on the Boulevard is now cross hatched to allow for a mix of commercial, residential, retail, uses and a new “Castleward Boulevard Active Frontage is included.
- The multi-storey car park use has been relocated closer to the Traffic Street end of the Boulevard in accordance with the Derby City Centre Car Parking Study.
- The Victoria Inn, Midland Place: This building is now shown in grey as a retained building following assessment of the contribution of the building to the Railway Conservation Area.

Station Approaches

- The Masterplan boundary is amended to conform to the City Centre Eastern Fringes Area Action Plan boundary.
- New MSCP's are included on station south car park and the station eastern car park opposite the Round House (this car park also proposes a commercial-use frontage).
- A new commercial block has been added to the station south car park fronting London Road and the railway - to maximize upon the benefits of locating employment uses beside the railway station.
- The existing station north car park now shows a new commercial terrace to maximize the benefits of locating employment uses beside the railway station and to avoid the environmental conflicts of locating residential uses immediately adjacent the railway station.
- The commercial use block shaped as an "L" on Carrington Street and Nelson Street is amended to show residential use to promote city living within the Station Approaches area and to reflect the fact that the runner up scheme for the Derby Cityscape "Two Million Reasons to Design for Derby" housing design competition is being built upon the site.
- Public realm improvement proposals for Midland Road, London Road and the front of the station have been modified to show a more realistic arrangement.

The Roundhouse

- The Masterplan has been amended to show educational use in this site to accord with Derby College's plans. Two further buildings have been added to make best use of the land around the Roundhouse; one to the north shows education use and one flanking the railway line shows education/commercial use.

The Derbyshire Royal Infirmary

- The most recently available plans which show retained DRI buildings for hospital use have been incorporated
- The free standing existing building beside the green swathe through the DRI site, which was previously shown pink for commercial use, is now red for retail use (i.e. a small retail convenience store to serve the immediate population)

Friar Gate Goods Yard
<ul style="list-style-type: none"> ➤ The boundary of this area has been extended north of the listed railway bridge to include an opportunity site off Agard Street where a new residential block is now shown.
Council House
<ul style="list-style-type: none"> ➤ The Council House is now shown as a retained building for civic uses. ➤ The shape of the Council House has been amended to accurately show the existing building.
Becket Well
<ul style="list-style-type: none"> ➤ The plan has been amended to show a larger potential site incorporating the Debenhams and neighbouring church with a mix of retail, commercial and residential uses.
Saint Georges
<ul style="list-style-type: none"> ➤ The proposed Blueprint layout has been incorporated into the Masterplan. ➤ The proposed new “Finesse” hotel off Sadler Gate has been included.
Friar Gate Studios
<ul style="list-style-type: none"> ➤ The block in this site has been amended to show the correct foot print of commercial floor space. Residential use has been added upon the neighbouring block to promote a sustainable mix of uses and to reflect a recent planning approval.

Other revisions to the Derby Cityscape Masterplan

- The former Bridgegate Motor's Site, King Street, has been amended to incorporate the emerging proposal for a hotel together with residential and retail (A3 café) use.
- Proposals for the Market Place have been amended to reflect Public Realm Strategy.
- The MHT Saint Helen's Street/ King Street proposal has been added to the Masterplan as this was the winner of Derby Cityscape's "Two Million Reasons to Design for Derby" housing design competition.
- Traffic Street: The blocks fronting onto Traffic Street now show a mix of uses including hotel/commercial/residential uses which are considered appropriate for this strategic vehicular and pedestrian traffic route.
- Riverlights: Hotel and Leisure/Cultural uses are shown in accordance with the planning approval.
- South East Corner of London Road: The retail frontage that was previously shown here has been replaced with residential use only as retail was considered inappropriate this far from the main pedestrian flows.
- Gala Bingo Hall: This large building block has been amended to show proposed leisure/cultural, residential or commercial uses.
- Public Realm Priority Areas are now included on the Masterplan to accord with the Draft Derby City Centre Public Realm Strategy and the following areas are highlighted: Castleward Boulevard; The Spot; Victoria Street; Osnabruck Square; Memorial Gardens; Market Place; and Cathedral Green.
- The former police station site, Full Street, has been amended to allow commercial office use (the former magistrate's court remains residential).
- The residential development along Bateman Street is redrawn so that it fronts the street and a potential new link street between Bateman Street and Barlow Street has been added. In this arrangement, the existing connection between Bateman Street and London Road is stopped up.