

ITEM 7

REPORT OF THE ASSISTANT DIRECTOR – REGENERATION TO CONSERVATION AREA ADVISORY COMMITTEE 12 APRIL 2007

1. City Centre Conservation Area

Code Nos. DER/02/07/00339 & DER/02/07/00340 - Installation of Shop Front and Display of internally Illuminated Fascia Sign and Externally Illuminated Hanging Sign, 39 Corn Market.

These proposals seek to adapt the existing shopfront of this restaurant (“Little Frankies”) on the eastern side of Corn Market. The adaptations include a new door and a retractable awning.

The proposal also seeks consent for a new internally illuminated fascia sign, an externally illuminated projecting/hanging sign and a menu box.

Code No. DER/02/07/00279 - Extension and alteration to form 19 apartments, 53-55 Queen Street

These premises are on the west side of Queen Street and comprise vacant offices with a flat on the top floor. It is of three storeys with a rectangular rear block, also of three storeys, connected by a link at each level. It is proposed to raise both the main and the rear block by two storeys to provide, with conversion of the existing space, a total of 19 units.

The details show a new third floor in a style similar to that of the existing upper two floors with a new fourth floor in a lighter form. The same approach is used for the rear block although this is a very plain structure.

Code No. DER/03/07/00496 - Installation of security shutters, 7 Sadler Gate

This property is an unlisted building on the north side of Sadler Gate. It has a deeply recessed shop front that has been protected for some years by a steel openwork security grill in two sections. It is proposed to change this to a single-piece steel grill with solid sections at the highest and lowest levels and polycarbonate inserts to provide visibility between 600mm and 2400mm above ground level.

Code No. DER/307/529 - 15 - 16 Market Place

Planning permission has been granted for the conversion of the former Derbyshire Building Society offices on Market Place for residential purposes. An application is also undetermined for an additional floor on top of the existing building.

The current application seeks approval for a change to the windows on the Market Place frontage. It is intended to use a double glazed metal window.

Code No. DER/307/00591 - Cathedral Green, Full Street

Landscaping works are proposed and include paths, railings, installation of a water feature, provision of street furniture and lighting and restoration of historic landscape features.

At the 15 March meeting members of this committee considered a pre-application consultation on proposals for works to Cathedral Green. The Committee considered that the draft proposals were excessive and over-elaborate and that the present informal natural green character of this open space should be retained. The Committee acknowledged the need to make the area fully accessible and welcomed the introduction of a café facility but felt strongly that the area presently provided a much-needed, informal and tranquil green-lung within an increasingly urban city centre and that it was unnecessary to make such radical change. The Committee was particularly critical of the amount of hard surface being proposed, the number of footpaths being provided through the Green, the unnecessary hard surfacing opposite the rear of the Cathedral and the desirability and nature of the proposed water feature.

In response to the invitation of the Public Realm Board, it was agreed that Mr Donald Armstrong, Vice Chairman, would represent the Committee on the Tender Selection Panel to select the design/build contractor for the proposed works and the bridge.

The application for planning permission is now submitted and formally reported. This application does not include the bridge which will form a separate application later in the year. Included as an appendix are extracts from the submitted planning statement to aid understanding of the project and its objectives.

2. Darley Abbey Conservation Area

Code No. DER/03/07/00402 – Use for canoe storage of former pumping station, with alterations and erection of 2.1m high railings at Pump House, Darley Street, Darley Abbey

The application relates to the former pump house which is located on the eastern side of Darley Street opposite 'The Abbey' public house. The site is located within the Darley Abbey Conservation Area. Full planning permission is sought

for the change of use and alterations, including the formation of a pathway to the side of the building with new dropped kerb, with removable bollards, and additional timber bollards to the front of the site. New 2.1 m high hooped top metal railings with dark green powder coat finish over new concrete edgings are proposed to the sides of the building. A section of brick wall to the rear of the site is to be removed as part of the scheme and replaced with a new pair of lockable solid wood gates and posts with black stained finish to a height of 2.1 metres. A concrete slab pathway is proposed from Darley Street into the site. Part of the site within the railings is to be cleared of vegetation and replaced with compacted and rolled Breedon gravel up to the walls and concrete edging.

3. Friar Gate Conservation Area

Code No. DER/207/305 – Roof repairs to include the installation of roof vents and ancillary repairs to a listed building at 99 Friar Gate

This is an application for listed building consent. 99 Friar Gate is a grade II listed building located within the Friar Gate Conservation Area, adjacent to the Handyside railway bridge built in the 1870's. The work is to be grant aided by the Council and is subject to a number of conditions. It is obvious that there has been some movement in the roof timbers as there are various cracks in the ceilings and walls of the upper floor. Deterioration has been caused by past insect attack, fungal attack and drying out of timbers, exacerbated by modern heating.

Items covered in the application

The works proposed include the following (bays numbered in the structural survey notes):

- Splice in new wood to hip end rafter in Bay 3A
- Fix 12 steel straps on valley members in Bay 3a, 8 steel straps to valley timber in Bay 2A, 6 steel straps to valley beam in Bay 1A, 5 steel straps to outer valley beam and one strap to binder in Bay 3C
- Screw fix new section to strengthen rafter in Bay 3A, third and fourth ceiling ties in Bay 3B, fourth and fifth rafter to valley in Bay 2A, four rafters to valleys in Bay 2B, three rafters in Bay 1A, 3 rafters in Bay 1B, one ceiling joist in Bay 1C, one rafter in Bay 3C, one rafter in Bay 3D
- Completely replace two rafter collars in Bay 2B, collar ties in Bay 1B, prop in Bay 1C, prop in Bay 3C
- Strap valley beam sections together with 4 steel straps in Bay 1C.

The proposals also include 10 roof vents at intervals along the pitched roofs behind the parapet.

Code No. DER/02/07/00372 - Change of use from Photo framing shop (Use

Class A1) to Photographic/ Portrait Studio (Use
Class B1) at 15A Friar Gate

This application relates to a locally listed property on Friar Gate. The 3 storey property sits on the corner of George Street and Friar Gate. The surrounding premises are a range of use classes (A1, A2, A3, A4, B1, C2, D1 and Sui-Generis)

The proposal is to change its use from a photo framing shop (use class A1) to a photographic/portrait studio (use class B1).

Code Nos. DER/02/07/00361 & - Demolition and erection of retaining wall to
DER/02/07/00362 the rear of 12-21 Ponsonby Terrace

The applications relate to a retaining wall which runs along the rear boundaries of properties 12-21 Ponsonby Terrace and to the rear of the properties at the south eastern end of James Close. Full planning permission and listed building consent is sought for the existing retaining wall to be demolished and a new retaining wall to be rebuilt. Work is proposed due to significant deformation of the wall over recent years and is now in an unsafe condition. Brick samples to be submitted for approval before work commences.

4. Mickleover Conservation Area

Code No. DER/207/241 – The Old Stable Adjacent to 3 Vicarage Road,
Mickleover

This full application seeks permission for the erection of extension to the Old Stable, together with conversion to form a dwelling. This property is situated on the east side of Vicarage Road, at back of footway. It is proposed to rebuild the rear of the building, with an extension at first floor level. It proposed to use 'Conservation' type skylights in the roof, and traditional doors and windows. The completed dwelling would be of one bedroom, with garage space for one car. This application was the subject of pre application discussions with Conservation Officers.

Code No. DER/03/07/00586/PRI - Extension to dwelling house (conservatory) at
24 Mickleover Manor, Mickleover

This application seeks consent for the erection of a conservatory to the rear north-east elevation of the property. It would measure approximately 4.2 metres X 3.3 metres and 3.5 metres at its highest point. The building is situated within the Mickleover Conservation Area.

The proposed materials for the conservatory are white Upvc with a polycarbonate roof and a brick dwarf wall.

5. Strutts Park Conservation Area

Code No. DER/03/07/00436 & – Demolition of Stable Block and Store formation
DER/03/07/00439 of two parking bays – Oaklands, 103 Duffield
Road

Conservation Area Consent and Planning permission are sought for demolition of a two storey and single storey outbuildings to the rear of Oaklands, a late 19th – early 20th Century property on Duffield Road. The site is within the Strutts Park Conservation Area. The buildings are of red brick construction with a pitched tile roofline. The two storey former stable block is a L-shaped building of substantial scale. The north elevation forms the boundary with the adjacent medical centre. A structural report accompanies the application which identifies structural defects with the building. Underpinning and remedial works are estimated to be very costly.

The building would be demolished and part of the site laid out as two disabled parking bays.

Code Nos DER/03/07/00593 & – Construction of car port, 14 North Parade
DER/03/07/00594

This property is one of a stone terrace dating from around 1835 and is a grade II listed building. Its rear yard faces Bath Street and houses a garage set back some 5m from the highway. Entrance is through a vehicular opening 2.1m high in a wall of some 2.4m.

The applications seek planning permission and listed building consent for works that involve the raising of this wall to 3.6m, matching that to the north; the construction of a monopitch roof on the yard side of it, flashed into the wall and running down at 15° away from it for some 3.5m, after which there is a 1.5m length of flat roof joining to the existing garage.

Materials are indicated as reclaimed common bricks for the wall, interlocking slate tiles for the sloping roof and EPDM membrane for the flat section.

Code No. DER/03/07/00460 – Change of use from retail (use class A1) to
residential (use class C2) and alterations to
external elevations at 40 Arthur Street

Full planning permission is sought for a change of use of a retail unit, a former mini style supermarket which has been vacant for some time into a flat. The property is located on the corner of Arthur Street and Margaret Street and is located within the Strutt's Park Conservation Area. The first floor of the property is in residential use and two off road car parking spaces are proposed in the rear yard as part of the proposal. Existing outbuildings will be demolished to accommodate the parking and a length of boundary wall will be removed and the width of the existing access is to be widened with dropped kerb. Alterations are proposed to the external elevations to replace the existing shop front with two windows and the shop door is to be bricked up. Access to the new

accommodation will be from the existing entrance door that is accessed of Arthur Street.

6. Others

Code No DER/11/06/01888 - Change of use from Building Society (Class A2) to Retail Academy (Class D1), 3 Corn Exchange, Albert Street

This application seeks planning permission for use as a training centre by Westfield Shoppingtowns. Some internal alterations are involved but these are only to modern partitions and do not require listed building consent. There is the possibility that a new roller shutter grill may be proposed and in this event separate planning and listed building consent will be applied for.

APPENDIX A

This project comprises the improvement and enhancement of an existing under utilised public open space located within Derby city centre. The project will provide a new vibrant piece of open space that provides a setting and usable space between the Silk Mill Museum, Derby Cathedral and the new Full Street development.

Cathedral Green is located on the west bank of the River Derwent on the north side of the city centre. The site is bounded on the north side by Silk Mill Lane, an electricity sub station and the Silk Mill Museum, on the west side by Full Street and the Cathedral, on the south side by a development site previously occupied by a police station and magistrates court and on the west side by the River Derwent.

The site is located at the south end of the Derwent Valleys World Heritage Site and forms the southern gateway entrance to the area. The site includes two significant listed historic buildings on its boundary, the Silk Mill on the north side and the Cathedral on the west side. To the south of the site is a proposed new development site, referred within these documents as the Full Street Development.

The site was previously occupied by a power station that has been demolished and the site landscaped with new mounding, planting and footpaths.

Existing Site

The site is currently public open space that was laid out in its current form following the demolition of the power station.

The western and central part of the site comprises a mainly grassed area, with informal mounding and two large groups of semi mature trees. The majority of the trees are non native and include sycamore, Norway maple and horse chestnut. A statue of Bonnie Prince Charlie is located on the western side of the site, facing the rear elevation of the Cathedral. A raised carpet bedding display area is located on the face of a large mound to the south of the statue, facing north westwards up Full Street.

The site slopes down from a typical level of around 50.20 metres AOD on Full Street to a level of around 46.70 metres AOD at the Silk Mill entrance, a level change of approximately 3.5 metres.

The eastern side of the site is a mix of hard paved areas, raised planters, steps and footpaths. This area includes some remains of the historic Silk Mill race, which has become badly silted and overgrown. The eastern most area, once an island created by the mill race and river, is paved with steps and ramps leading down from the historic level of around 46.70 metres AOD to a riverside terrace at a level of 44.90 metres AOD. This lower area frequently floods in winter, covering the area with a thick layer of silt.

The river bank is lined by a number of mature, semi mature and young trees, mainly alder, sycamore and willow.

The site is crossed by a number of paths. On the west side a path crosses north to south parallel with but some distance away from Full Street. On the east side the riverside path runs along the west bank of the river. A diagonal path crosses the site running from Full Street to the south west across to the Silk Mill Museum and the riverside path to the north east. Silk Mill Lane provides a link down from Sowter Road/Full Street junction to the Silk Mill Museum and riverside path. There is no east to west access across the site to the city centre, even though two historic routes (Amen Alley and College Place) exit onto the west side of Full Street opposite the open space.

The National Cycle Route crosses the site, following the route of the riverside path.

The site includes a number of small historic exhibits associated with the museum: an early light column and lantern is located at the west end of Silk Mill Lane and a railway bogie is positioned near the entrance to the Silk Mill museum in the north east corner of the site.

The site is mainly used for informal recreation, as a cycle route and for access to the Silk Mill museum. The site is also used for a number of regular and occasional events, including Silk Mill Museum events and a Stuart Society historic re-enactment.

The site is the focus of some anti social behaviour. The site has been heavily used for skateboarding due to the hard paving, ramps and steps coupled with the low levels of pedestrian use. The changes in level and raised planters help create hiding places and block sightlines, contributing towards a perception of a lack of safety and security. Groups of youths hanging out cause problems on the site and in particular to the Silk Mill Museum and its visitors.

Physical Site constraints

There are physical site constraints imposed by:

- previous land use as a power station
- a large number of high voltage electricity cables cross the site at variable depths
- existing trees
- a significant change in level across the site from the Cathedral falling away down to the River Derwent

Drawing 94/33/4/5 shows the proposed overall scheme. This shows some work that is not included within this planning application, but is provided here to

indicate the context of the scheme design and completeness of information. Areas excluded from the planning application are:

- the design and construction of the new bridge across the River Derwent
- extension of paved area across Full Street in front of the Cathedral
- relocation of Silk Mill gates

Drawing 94/33/4/6 shows the proposed scheme for which planning approval is being sought.

PART B DESIGN STATEMENT

Project Objectives

The project has the following aims and objectives that have guided the landscape design development.

A premiere, vibrant and high quality open space within the city centre

Cathedral Green will become a major focus and contributor to city centre living by providing a new contemporary, high quality, vibrant and safe public space. The location and design of the space will give existing and future city centre users, including residents and tourists, access to a green space within the heart of the city centre that will offer a setting in which to relax, enjoy the surroundings and take part in a wide variety of activities and recreational opportunities.

Cathedral Green will be significantly enhanced as an open space that will retain its importance and value as a green lung within the city centre and provide spaces and activities suited to its city centre location. The space will act as the southern gateway to the World Heritage Site and entrance to the historic Silk Museum.

An active multi functional space

The design will provide a series of different types of space that can cater for a variety of uses, including:

- a robust, level paved events area within the heart of the site that can be used for public events and performances, museum displays, and as an informal congregating area
- a paved area adjacent to the Silk Mill that will provide a prestigious entrance piazza to the museum and to form a place for outdoor seating for a future café, serving visitors to Cathedral Green and the Silk Mill Museum
- an open area abutting the river for sitting and relaxing and enjoying being close to the water and the fine views along the river

- An improved central grass area with additional tree planting to provide places for informal recreational use and relaxation, to sit in sun or shade and enjoy the view
- a new paved area on the north elevation of the Cathedral that will act as a meeting place, as a setting to the Cathedral, as an entry point to the public space that will take advantage of its elevated position for views to the river and the Silk Mill.

Reconnect the River Derwent to the heart of the city

This project will reconnect the River Derwent to the city centre by retaining existing views and opening up new ones into and out of the site. In particular opening up and framing views down to the rivers edge and Silk Mill Museum from Amen Alley, College Place and Full Street will help to create more legible pedestrian connections.

The visual links will be reinforced by the new bridge that will connect the north and south banks of the river and by new footpaths that will cross the site and link to important off site routes, such as Amen Alley, College Place, the riverside walkway and Full Street.

Promote connectivity with the riverside promenade and new and future developments

The project will create new sections of riverside walkway, connecting to the existing walkway north and south and encouraging access up, down and across the river.

Views along the river will be retained and enhanced from important vantage points, including the view of the Silk Mill from Exeter Bridge.

The design will provide new footpath connections to the proposed new bridge, which will link new development sites on the north bank with the city centre.

Pay reference to the unique historical and heritage status of the site and as a gateway to the World Heritage Site

This site is of unique importance as the southern gateway to the World Heritage Site and provides the setting for two important landmark buildings, the Cathedral and the Silk Mill Museum. It also contains remnants of the mill race that formed part of the Silk Mill complex. As such the site has great potential to become one of the region's premiere tourist attractions.

A key focus of the project will be to design the site as the entrance to the World Heritage Site. The design will enhance the historic setting of the Silk Mill through creating an entrance area to the museum, restoring the remains of the mill race and interpreting 'lost' historic features, possibly by tracing their outline within the open space design.

The project will improve the setting of the Cathedral by creating a space on the east elevation of the Cathedral that allows it to reconnect to Cathedral Green.

High standards of design

High quality engineering and landscape design are core objectives of this project and will help create attractive, safe and inspiring places that people will want to visit and use. There will be a number of key features within the project including:

- a high quality river edge and events space providing a new outdoor venue, giving access to the water edge and opening up the impressive views along the river
- incorporation of exciting design features that will interpret historical features in new ways or use art features to enliven the spaces
- use of quality materials and furniture

Natural Environment

The site lies within a designated wildlife corridor, while the river is identified as a site of nature conservation value and an important wildlife resource. Cathedral Green is one of the few green spaces within the City Centre.

The project will seek to maximise retention of the existing trees and explore ways of enhancing the wildlife and biodiversity value of the site.

Concept Design

The concept design retains the main central softer grass area with trees, provides a setting and space for the cathedral, opens up the riverside as an events space and meeting place and restores or interprets a number of historic features. New footpaths that follow existing and potential pedestrian desire lines connect the new and existing spaces within the site and improve accessibility to and across the site.

The main areas are described under the following headings:

- Full Street frontage and Cathedral Setting
- Central Open Space
- An Events Area located at the bottom of the sloping lawns
- The Mill Race and entrance area to the Silk Mill
- The riverside space and bridge crossing

Full Street frontage and Cathedral Setting

This scheme creates a new paved area on the west side of the open space that addresses the north elevation of the Cathedral. This area acts as a meeting point between Cathedral Green and the city centre, as a setting to the Cathedral and as an entry point to the public open space. The space takes advantage of its elevated position for views to the river and the Silk Mill.

In the long term it is proposed to extend the paved area across Full Street to create a larger setting for the cathedral in the longer term and a shared space. Early discussions with highway engineers indicate that this is feasible and further work is required to develop this proposal, which falls outside of this contract. At this stage, the design for Cathedral Green takes work up to the existing highway kerb line on Full Street, which allows for a future extension of the paving across Full Street.

The main central space is semi circular in form, which helps to draw pedestrians into it and addresses the complicated geometry of the area created by the angles of Amen Alley, College Place, the Cathedral, views and routes down to the river and Silk Mill and the alignment of Full Street. The space extends south to lead to the corner of the new full Street Development.

The statue of Bonnie Prince Charlie is relocated to face down towards the river and as the focus of this space. This location allows better views of the statue from all directions and allows it to be seen against the backdrop of the cathedral when viewed from the riverside area.

The space is paved with Yorkstone paving with an outer Yorkstone edge raised to retain the grass lawns that fall down towards the river.

The space is further defined by a series of bespoke benches set around the space, affording views down to the river or back into the centre of the space. A brief for the design of these benches is given below.

The scheme includes some remodelling of the junction of Full Street and Sowter Road on the open space side. The existing carriageway on Sowter Road is reduced in width and the pavement widened to improve pedestrian flows across and down Sowter Road and to create an improved entrance space for the Silk Mill. This area requires further detail design development and is subject to approval by the Highway and Transportation Section.

Central Open Space

From the cathedral area two footpaths lead down across the main green, one path linking to the new bridge and the other to the Silk Mill entrance. The paths are designed to fall at even gradients at less than 1 in 20. The area between the paths will be a raised, even sloping formal lawn terminating at the bottom in a series of terraces providing informal seating to an events space. The lawn provides a softer place to rest and enjoy the views of the river, Silk Mill and riverside space, while the raised edge to the lawn assists with retaining existing

levels within the central area. There are two ramped access points on to the raised lawn providing access for wheelchair users and pushchairs and for maintenance.

The majority of the trees on the north and south sides of the central grass space are retained. The more informal nature of the trees and mounding provides a contrast with the more formal central lawn.

The access road forming the northern boundary to the site will be realigned to follow its historic route. This road provides a main access route to the Silk Mill. The design seeks to integrate this road into the wider open space so as to lose the appearance of an access road. It is proposed that the road is used as an extension to the events space, primarily for the display and use of large vehicles (buses, lorries and traction engines) rather than bringing them into the centre of the site. To assist this a 'layby' is incorporated into the road on its south side. The train bogey is relocated to a new location at the north end of this 'layby', providing a point of interest. Vehicular access onto this road shall be controlled by an approved method, such as removable lockable bollards.

A small footpath meanders across the eastern side of central space, following the contours of the site. This path picks up an existing desire line that links the junction of Sowter Road/Full Street to the south riverside path and the entrance to the new Full Street development.

A new path is proposed to run on the south boundary, linking Full Street and the riverside.

Events Space

This space is located at the bottom of the central lawn. It is not a defined space, but an area integrated within the broader landscape that can cater for a wide variety of events and activities.

The main focus of the space is a series of terraces with sit on walls leading down to a paved area that forms part of the linear riverside walkway. The paved area is continuous with the paved area of the Mill Race, allowing events and activities to spill out across this area and onto the riverside space if required.

The design of the space allows events to take place within the central area while still allowing pedestrian movement from across the green and along the riverside walk to flow around the edges.

The terraced seating forms a sinuous edge to the central lawn area and runs for the full length of the riverside walk from the sub station south to the new entrance to the Full Street Development. The central part comprises a series of flat grass terraces, while at the south end planting is introduced where the terraces reduce in width and integrate into a series of steps and ramps that form an entrance to the new Full Street Development.

Mill Race

The mill race is an important historic feature on the site. However much of the original race has been filled in, presumably following the demolition of the power station. Only a short section of the race remains open at the southern end, which is now badly silted up. High voltage electricity cables run along the line of the Mill Race, before entering the riverbed and are a major constraint on the scope of restoration of the Race. In particular the depth of the cables where they enter the river channel is such that it is not possible to excavate any deeper at this end, effectively preventing the introduction of standing water back into the Race.

The mill race is located within a part of the site which is subject to a wide variety of demands and constraints, including:

- Forms part of an events area that may hold a large number of pedestrians
- Need for the restoration and interpretation of the mill race
- Need to provide pedestrian and cyclist flows across the site, along side the river and across the proposed bridge
- Need to provide emergency vehicle and other vehicular access to the front of the Silk Mill in the event that the historic gates and bridge are restored at some time in the future

The proposed design for the mill race seeks to achieve a balance between meeting the above demands within a coherent design framework and the constraints imposed by the presence of the power cables.

The scheme extends and restores the existing remains of the Mill Race on or as close as possible to the original historic line as far back as the events space. The Race itself is to be planted and managed as a small piece of wetland using native perennial species.

A small bridge across the race provides a link to the main bridge and allows pedestrian and cyclist movement around the events space to the north.

Where the line of the Mill Race extends through the performance space it is proposed to interpret the historic line using a combination of paving edge, a water feature and lighting.

Riverside Space

The riverside space was historically an island, located between the Mill Race and the river. The Doubling Shop, part of the Silk Mill complex, once stood on this island.

This is an important space within the scheme, serving a number of functions. The design of this space incorporates the following features:

- the area is to be raised back to its historic level as a level paved area
- the space is a cross roads in terms of pedestrian movement, with a south to north movement along the riverside path and an east to west movement across from the main green to the new bridge. The design of the space ensures that pedestrian desire lines and sightlines are kept clear of obstructions to ensure pedestrians have open routes and feel safe when passing through the space
- the space contains the bridge landing point, creating a point of arrival and a place to congregate and ponder
- it is an area where people are able to get close up to the rivers edge and enjoy the views up and down the river. Seating is located along the river edge, with some seating double sided to allow people to sit and enjoy views up to the Cathedral. The promontory is a place for people to discover and sit while enjoying the views up and down the river
- at the north end is an area that will be used as an outdoor seating area for a future café that will be located within the Silk Mill.

The outline of the Doubling Shop is to be identified within the paving. It is proposed to use text etched or sandblasted into the paving as a way of showing the location of the building and interpreting the history of the site. The extent of the building outline is to be determined subject to the final design of the bridge landing.

Full Street Development

The City Council has been working with the development team for this site to ensure that the integration of the new development with the open space.

It is proposed that the southern most footpath will be constructed as part of the development for technical reasons. However the path forms part of this planning application.

The interface between the open space and the north east corner of the Full Street development has been designed to provide a variety of access routes within tight physical site constraints posed by the level differences between the open space, riverside walk and new development. Commencing at the riverside walkway, access can be gained to a higher footpath by means of a flight of steps and by a short ramp. Due to level constraints this ramp will have gradient of approximately 1 in 15 over a 10 metre distance leading up from the riverside walk up to a further footpath. From this path a flight of steps that form part of the private development will provide one link into the new development. A second link will be provided via the path within the open space that links up to Full Street and then returns via a level path within the new development to the main entrance.

Accessibility

The scheme design seeks to ensure the whole site is freely accessible to all groups of people including those with disabilities, within constraints imposed by physical site characteristics. The design has taken on board the views and comments expressed within an information paper 'Derby Cityscape, the Public Realm and Disabled People' prepared by Derby City Council Access Officer and incorporates the following features:

- appropriate use of tactile paving and other changes to paving patterns and colours that indicate changes in function
- mix of ramps and steps that offer choice of access where there are major changes in level
- appropriate gradients on paths and ramps – with one exception all paths have gradients of 1 in 20 or less. The exception is a short section of ramp at the junction with the Full Street development on the riverside as described above
- handrails to be comfortable to use
- locating street furniture so that it is grouped together within defined areas and does not cause a physical barrier or obstacle to pedestrian flows
- street furniture painted in a contrasting colour to the surroundings
- use of suitable font style, size and contrasting colour in all signage and interpretation material
- provision of seats that have backrests and armrests
- provision of space alongside benches and seats for wheelchair users.

Good design and consideration of these requirements at the start will ensure that the above requirements are an integral part of the overall design and not a bolt on extra.

Security and Public Safety

The site is subject to high levels of anti social behaviour due to its isolated location and presence of a number of hiding places.

The scheme design takes into account the need to improve public perception of the site and engender a sense of security and well being. This will be achieved by designing a welcoming and attractive space, providing good natural surveillance from all paths and surrounding buildings and roads, provision of good lighting, clear and direct sightlines and avoiding creating hidden areas and corners.

Materials and design will be robust and capable of heavy use and occasional misuse. Consideration will be given to use of anti graffiti coatings on vulnerable surfaces and elements such as statues and historic artefacts. Finishes to walls and other surfaces will discourage graffiti.

Skateboarding is a major problem on this site. While increased use of the site may assist to discourage this activity, some design measures have been included that discourage use of surfaces, edges, walls, handrails and street furniture for skateboarding. It is preferable that skateboarding is designed out, rather than prevented by use of bolt on features such as metal studs and fixings.