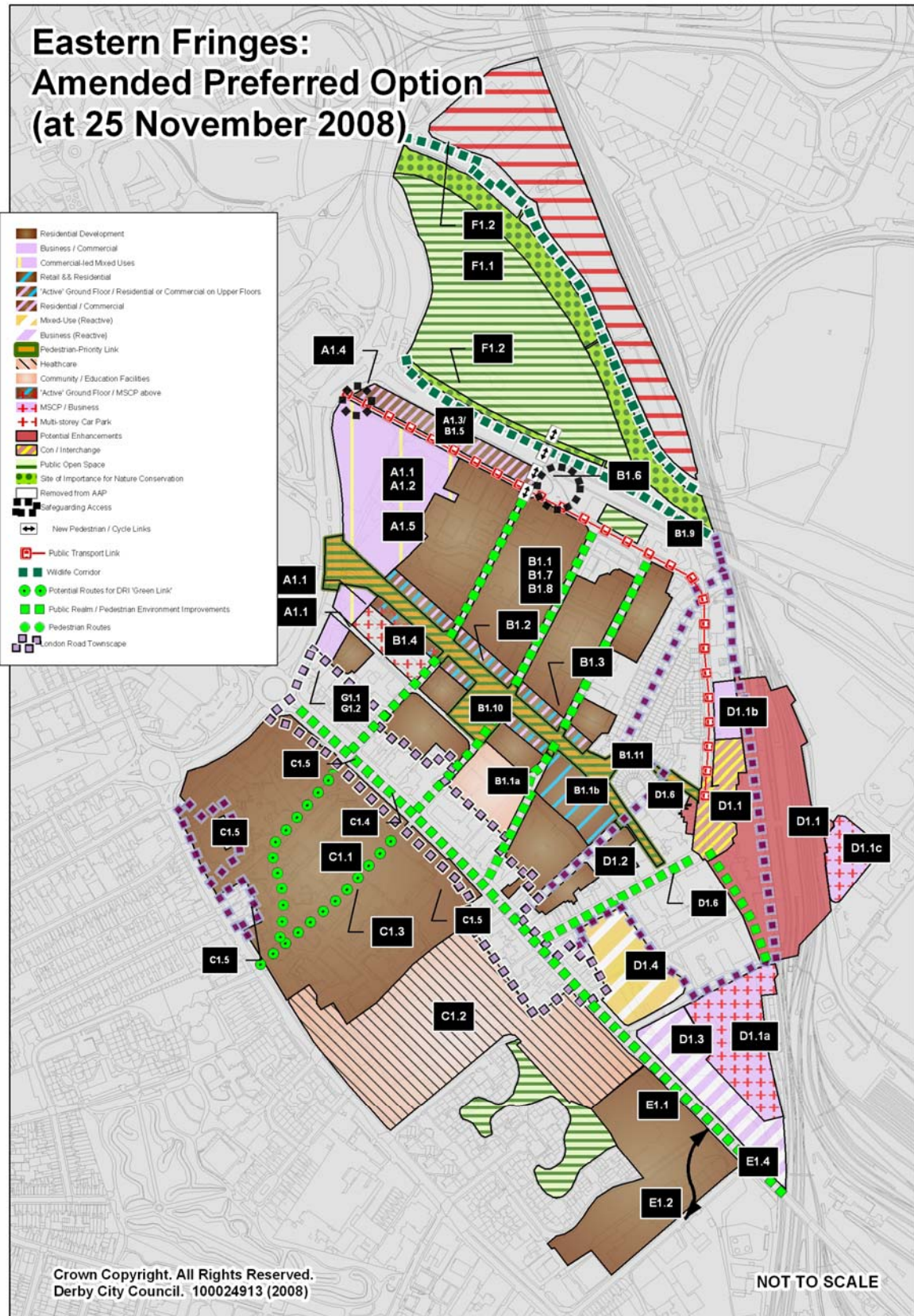


# **21 April 2009 Cabinet Report Appendix 2**

## **City Centre Eastern Fringes Area Action Plan Preferred Option – As Amended**

# City Centre Eastern Fringes Area Action Plan Amended Preferred Option at 25 November 2008

## Revised Principles and Priorities



## Area-Specific Principles

*The track changes shown below illustrate the amendments made to the key policies and principles that were approved at the 25 November Cabinet Meeting.*

### A. 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 that will serve a dual purpose on evenings and weekends to serve the City centre. Parking will not exceed the standards set out in the adopted Development Plan.

**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** Gateway to Castleward - A new public space will be created at the termination point of the boulevard at the Traffic Street axis. This will provide a high quality gateway into the new community and potentially provide a new A3 (restaurant / café) use. It should maintain the pedestrian underpass into the Westfield Centre and create an attractive gateway to the City centre shopping area.

**A1.6** The scheme should exhibit exemplary architectural quality and create a strong "statement of place". This could potentially include:

- A landmark 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.
- [Buildings of a variety of heights and styles along Siddals Road, to avoid the creation of a sterile overbearing and monotonous environment](#)

Layouts should provide safe and accessible routes through the area for pedestrians and cyclists to the wider 'Eastern Fringes' and the City centre.

### B. 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 to serve the immediate locality and the needs generated by the new community only;~~

**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, health and community uses. At first floor level and above, residential or commercial uses will be encouraged. Commercial uses along the boulevard will be of a scale and type that will not impact on the vitality and viability of the city centre.

**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 exemplary architectural quality and create a strong "statement of place". The scheme should exhibit the following characteristics:

- ~~• 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.~~
- High density development the exact level of which will be determined by a range of factors, in particular the need to create a high quality living environment, market demand and deliverability. Densities are unlikely to be permitted below a minimum of 55 dwellings per hectare, reflecting the city centre location.
- 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 to 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** The majority of the existing area of open space, adjacent to Liversage Street car park 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** 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.

### **C. 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 Trust.

**C1.3** Creation of a 'green infrastructure' pedestrian link through the site to form a safe and accessible route between the Arboretum and Bass's Recreation Ground.

**C1.4** The regeneration of the Derbyshire Royal Infirmary should exhibit exemplary architectural quality and create a strong "statement of place". The scheme should exhibit the following characteristics:

- Creation of an attractive and cohesive frontage that takes account of the special townscape quality of London Road.
- Development will be expected to be at a high density that takes into [account a range of factors including in particular the need to create a high quality living environment, market demand, deliverability account,](#) -the existing quality of the environment and the setting of existing buildings of architectural and/or historic importance.
- [Development takes account of the important architectural and historic features identified in C1.5](#)

**C1.5** Retention, and where appropriate, sympathetic conversion of important architectural buildings and features of historic importance, in line with existing Development Plan policies, including:

- ⇒ Buildings within the Hartington Street Conservation Area and their settings;
- ⇒ The listed Wilderslowe House and curtilage;
- ⇒ The listed wall, railings and statues;
- ⇒ The locally listed original infirmary buildings;

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.



## **D. Railway Area Priorities**

**D1.1** Reorganisation of the parking and drop off areas at the railway station to facilitate a new and improved inter-modal transport interchange. This will include improvements to the layout, short stay parking provision and access to public transport. Improvements at the railway station should provide a new attractive gateway to the city centre from both the Midland Road side and Pride Park. Improvements at the railway station should also include the following:

**D1.1 (a)** Consolidation of existing railway station parking into a new multi storey facility on the existing South car park. Part of the site, surplus to the development of the MSCP, will be expected to be used for business and/or light industrial uses.

**D1.1 (b)** Surplus land on the North car park should be utilised for small scale office development which respects the character of the Conservation Area.

**D1.1 (c)** Consolidation of existing railway station parking into a new multi storey facility on the existing Pride Park car park. Suitably designed complementary office development will also be permitted on surplus land.

**D1.2** Make provision for residential development on 'back land' sites along Wellington Street for residential development that takes account of and enhances 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** 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.

**D1.5** 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. Proposals would be expected to reflect the prevailing local architectural details and materials and also the findings of the Railway Conservation Area Appraisal. Examples of some of the important features include:

- pitched or hipped roofs with Welsh slate
- red / orange brick construction of imperial brick sizes
- Flemish brick bond
- terracotta decoration, for example at Churnet House and the former Midland Railway Institute, with terracotta framing apertures or rooflines and moulded terracotta tiles with date of construction
- multi-planed timber vertical sliding sash windows subdivided into 6 or 8 panes of glass in each sash, or tall windows with a single pane in the bottom sash and 6 panes in the top sash
- stone window and door surrounds, string courses and parapet cornices in a early Victorian, classically inspired manner

- hooded windows and doors reflecting the late Georgian, early Victorian neo-classical style
- panelled doors
- brick dentilated eaves course and projecting course on chimneys
- cast iron rainwater goods, traditionally designed with half round gutters on rise and fall brackets, or leaded gutters hidden behind simple parapets
- granite setts and kerbs
- blue brick paving for private and public space, using dark Staffordshire blue brick in an imperial size
- copper lined roof elements

All regeneration in the Railway Area should exhibit exemplary architectural quality and create a strong “statement of place”.

**D1.6** Facilitate physical and environmental improvements to the Railway Conservation Areas, particularly in relation to;

- The terrace opposite the railway station
- Midland Place, including improvements to the public realm as part of the Castleward 'boulevard' proposals.
- Midland Road, including improvements to public realm, shop fronts and signage.

## **E. Barlow Street / Bateman Street Priorities**

**E1.1** Creation of a new sensitive 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** Oriel Court Open Space - This area will be retained to provide incidental open space for the local community.

**E1.6** The regeneration of this area should exhibit exemplary architectural quality and create a strong “statement of place”. The scheme should exhibit the following characteristics:

- 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.

## **F. 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, [facilities](#) 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.

## **G. 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.



## **H. North of the River Priorities**

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

## **Area-Wide Principles**

### **Alternative Land Uses**

The Council wishes to promote the uses proposed in the AAP and provide as much certainty as possible. However, it is recognised that, over time, conditions may change and alternative proposals may be put forward. The Council would only consider these, where;

- The allocation development proposals are demonstrably not viable or required to achieve either the AAP's Vision or the wider objectives of the Development Plan;
- The alternative proposals would contribute to the achieving the wider Vision and Objectives of the AAP;
- The proposal is consistent with other LDF and AAP policies and would not prejudice the comprehensive regeneration of the area.

### **Transport and Movement Priorities**

- Implementation of a street hierarchy in line with Figure 1;
- 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 and storage both within the public areas, and within the developments, to facilitate and encourage cycling;
- The overall public transport principles are to;
  - ⇒ Continue the 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 as part of a new railway station interchange.
- 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 lower than those set out in Appendix A of the CDLPR.
  - ⇒ Adopt CDLPR standards for commercial and office development.
  - ⇒ Provide parking for the development sites within the individual development plots either as surface, basement or under-croft parking or within the proposed multi storey car parks.
- Highway improvements 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;
  - ⇒ Hulland Road/A6 London Road;
  - ⇒ Pride Parkway Junction - new traffic signal controlled junction with pedestrian crossing facilities;
  - ⇒ Barlow / Bateman Street - realignment of existing highway;
- 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 Plans are 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 non residential unit;

## **Sustainable Design and Layout Priorities**

- All development will have to adhere to the criteria set out in the other relevant parts of the Development Plan. 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 new housing. It is expected that the performance standard for all new homes will initially be Code Level 3 (in line with English Partnerships' 'Quality Standards' Policy Guidance).

Projects which require English Partnerships' (EP) funding support may, after April 2010, need to achieve Code Level 4 and Code Level 6 (zero carbon) after April 2013. Other new homes will be expected to meet Building Regulations, as revised, which are expected to reach zero carbon (Level 6) development by 2016. Proposals for new homes which exceed these standards and accelerate the timescales proposed will also 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. Again proposals exceeding these standards and the timescales proposed will be encouraged.

- 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
- ⇒ Provide space 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.

- **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 Castleward area. High quality materials such as Yorkstone paving and granite setts could be used whilst 'shared surface' principles could potentially be implemented.

Improvements will also be implemented on all existing streets in the Castleward area to make them more residential in nature and to encourage walking and cycling. Materials on residential streets could include blue brick, granite setts and conservation kerb stones. Public art will be encouraged across the area as a whole as part of the wider improvements.

Materials used in and around the Railway Conservation Area will be in line with the recommendations of the draft 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.

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

[The improvement that public realm improvements can make to the biodiversity value of the area should be a key element in all designs.](#)

- **Water and 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 use efficiency. 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.

⇒ measures to minimise domestic and other water use in developments.

⇒ [Making space for water and taking overland flow routes into account, where appropriate](#)

- **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.

- **Strategic 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 the link or severely undermines its value will not be permitted. Proposals that reduce the size of the routes will only be permitted if compensatory features are also proposed.

A pedestrian footbridge will be necessary to cross the Mill Fleam and open up access to Bass's Rec. This may impact upon the wildlife corridor and compensatory measures will be considered in this event.

- **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.
- **Sites of Importance for Nature Conservation (SINC)** - The SINC will continue to be protected 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.
- **Green Infrastructure and 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 may 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 new linked strategic green infrastructure corridor for both ecology and people. To complement this, linked green infrastructure networks should be created throughout the area. These should include local green areas along streets, linking to the larger strategic corridors. This will create a fully linked multi purpose network throughout the area for people and wildlife.

- **Open Space** – The Preferred Option is for existing Development Plan 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 the criteria set out in the CDLPR and this will be material in negotiations over public open space.

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 by people and wildlife.

Bass's Rec will provide the major open space for the Eastern Fringes area. However, it will be important for open spaces to be provided within development blocks, including the provision of children's play areas where appropriate.

- **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 Midland House and the Queens Chambers on London Road. Buildings of local importance and listed buildings will continue to be protected by policies contained within the Development Plan and the relevant 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. Policy protection for these areas will continue to be in line with Development Plan policies.

## Implementation Priorities

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 in acquiring land. However development will still need to be acceptable in relation to the Development Plan. This would be the case, even if development were to come forward prior to the adoption of the AAP.

## Land Ownership & Assembly

**North Castleward / Castleward** - The preferred approach for Castleward 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.

The 'preferred developer' will need to be appointed relatively soon so that they can begin to negotiate with landowners, facilitate relocations and prepare the necessary detailed planning application.

Land in public ownership will be brought forward in a timely manner to assist with the implementation of the proposals. The City Council will expect the preferred developer 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 proposals by building developer confidence, accessing financial assistance and the like.

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. The Relocation Strategy is available on the City Council's website.

**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 acceptable proposals coming forward it is unlikely that intervention will be required.

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.

**Railway Area** - The majority of proposals in the Railway Area relate to land owned by Network Rail. The Council and Derby Cityscape will work closely with Network Rail and others to bring forward satisfactory proposals at the earliest opportunity.

## Compulsory Purchase

The Council will take necessary action to implement the policies and proposals contained in this document. To ensure comprehensive development the Council will use its powers of compulsory purchase where;

- all attempts at purchasing sites or premises through negotiation have been unsuccessful;
- the proposed development accords with the policies, proposals and design objectives set out in this document;

- the funding and development costs are underwritten by the preferred developer;

## **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. This is due to be adopted later this year and will be relevant to all proposals being brought forward in this area.

Development will be required to contribute to the provision of;

- affordable housing & lifetime homes;
- highway & infrastructure improvements (as set out in the Transport section) 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 being 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.