

DERBY STATION QUARTER

Interim Planning Guidance

June 2025



5th
studio



for

LCR

&



Derby City Council

NOTES:

The June 2025 version of the IPG has been updated subsequent to a public consultation exercise conducted from 28/10/24 to 28/01/25.

We can give you this information in any other way, style or language that will help you access it. Please contact derby.gov.uk/signing-service.

This document is intended for double-sided A4 printing / 'two- page-up' viewing with 'show cover page in two page view' selected.

Copyrighted OS data contained within this report is licensed to Derby City Council and sub-licensed to their consultants.

Foreword

Derby is a city with ambition and drive, and a proud history of innovation. Located at the heart of the UK, Derby leads in advanced manufacturing and hi-tech employment and is home to global names including Alstom, Rolls-Royce and Toyota Manufacturing UK together with their supply chains, including Europe's largest cluster of rail companies.

We're on a journey to build a city to be proud of, for everyone, and are undertaking a wide programme of transformative works that will help Derby be a vibrant, diverse, and inclusive city.

Regeneration continues to bring new life to areas of the city, such as Becketwell and Castleward, with the development of new residential, retail and leisure complexes. Now our focus turns to the area around Derby Railway Station. This focus is timely given the announcement that Derby is to be the home of Great British Railways.

There is huge appetite for well-planned growth that focuses on sustainable placemaking, in an area characterised by its Victorian origins and many important heritage assets.

For many, the experience of our city begins at Derby Railway Station. As a gateway for millions of passengers every year, it's crucial that the surrounding area offers an attractive and welcoming environment.

We now have the opportunity to revitalise this area and create a vibrant new quarter that reinvigorates historic buildings, encourages innovation, and provides the space for local businesses to thrive. It will also see a substantial amount of new housing built, for rent and for purchase, in sustainable and attractive settings, with good access to public services and facilities.

It will also contribute towards a better-connected city by bridging the gap between the station and the city centre, providing enhanced public transport and active travel connections, and extending the new route through Castleward right to the station's doorstep.

For visitors, this new quarter would be more than just the start of the onward journey to the city centre. It has the potential to be a destination in its own right, complete with space for events and exhibitions to encourage more activity in and around the development.

We know that delivering on these ambitions will take time, and as with any major regeneration programme it's important that we hear the views of stakeholders, our local businesses, and residents.

This Interim Planning Guidance is the first step in ensuring developments come forward coherently and are appropriate for the location and the space. It will also inform the City Council's review of its Local Plan, and any planning applications that might be submitted in due course.

We look forward to hearing your thoughts.

Paul Simpson, Chief Executive, Derby City Council

Contents

Executive Summary	6
Part 1 Introduction to the IPG	8
1.1 Introduction	10
1.2 Derby Station Quarter Rethought	14
1.3 Planning Policy Context	20
Part 2 Derby Station Quarter Today	26
2.1 Derby Station Quarter Today	28
Part 3 Derby Station Quarter Tomorrow	48
3.1 Guiding Masterplan Principles	52
3.2 Development Framework	74
3.2 Illustrative Masterplan	136
3.4 Phasing and Delivery	144
3.5 Submitting a Development Proposal	148
Appendices	
Appendix 1 Relevant Policies	
Appendix 2 Statement of Significance	
Appendix 3 LETI Guidance	
Appendix 4 Roles and Responsibilities	

Executive Summary

The council intends that this Interim Planning Guidance will be used to promote, shape and steer future development in and around the Derby Station Quarter – a part of the city that has an important role in the wider city, and huge potential for regeneration.

It establishes key principles for development, an over-arching vision and spatial framework, and detailed site-by-site guidance.

A summary of the outcomes of the positive transformation that the guidance in this document aims to support and encourage are identified on the aerial overview image alongside - which illustrates a potential future for the area – all driven by the following key Masterplan Principles:



**Heritage aware
Placemaking**



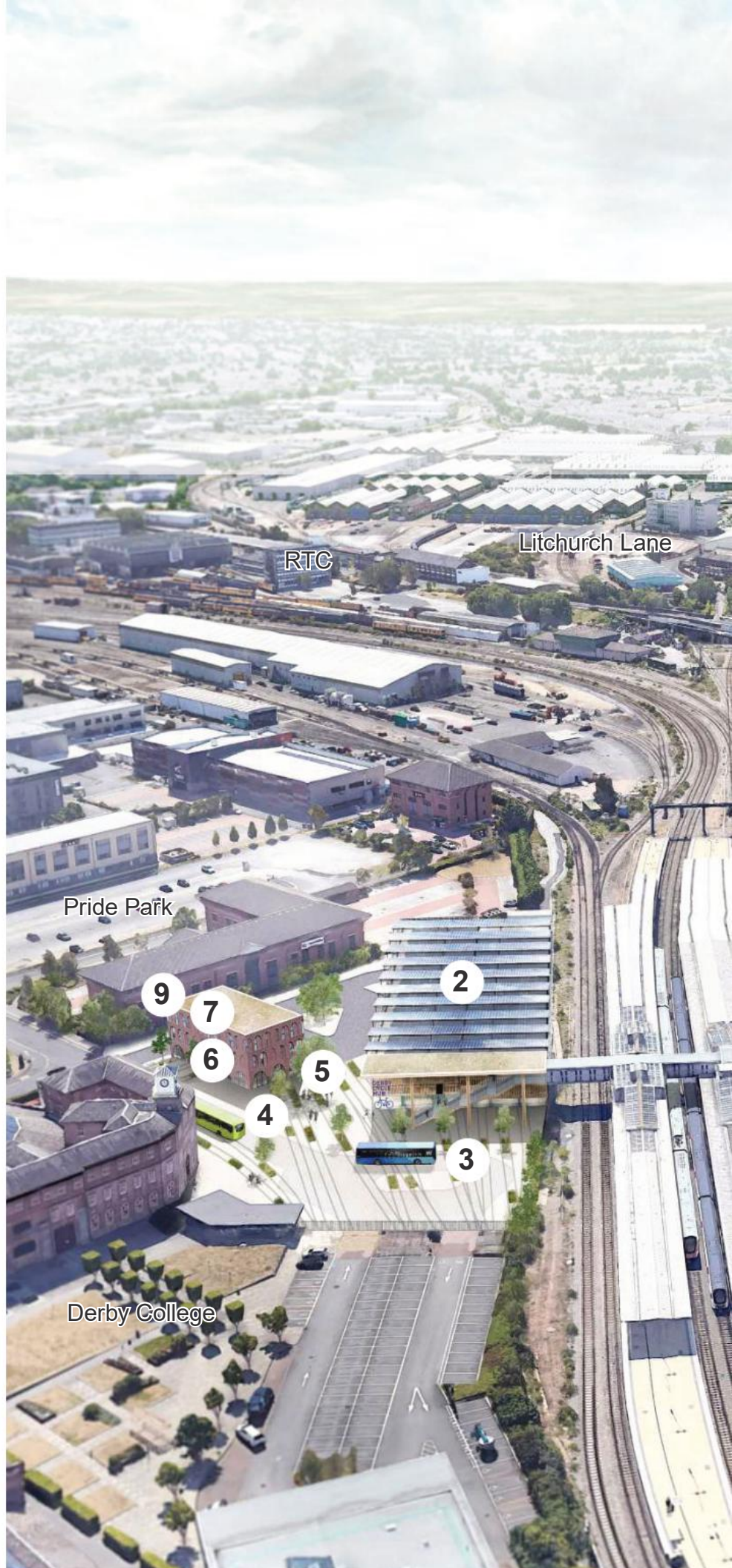
**Revitalising and
Re-urbanising**



**An Urban
Interchange**



**Responding to
Climate Change**



Proposed overview of the Derby Station Quarter, looking south along the railway corridor.

- 1 Landmark historic buildings restored and brought back into positive public use
- 2 Consolidation and better integration of station car parking
- 3 A more welcoming arrival into Derby from the station
- 4 Improved onwards connections, especially for walking and cycling
- 5 Rationalisation and improvement of interchange as part of broader enhancement of the public realm around the station
- 6 New and improved spaces for hospitality, interaction and entertainment
- 7 Complimentary employment uses at this important 'crossroads' of the city's unique rail and advanced transport manufacturing clusters
- 8 New sustainable city centre living neighbourhoods
- 9 Optimising the use of a highly sustainable, accessible site, while also preserving and enhancing key heritage assets



PART 1

Introduction to the IPG

1.1

Introduction



Background

In 2022, the Council started work to establish a Vision for the transformation and regeneration of Derby City Centre. To this end, discussions were held with a wide range of key stakeholders and best practice reviewed from elsewhere in the UK and abroad to help draw up the first stage - 'Towards A New Vision for Derby City Centre – Ambition- 2022'.

The 'Ambition' document sets out the key challenges and issues facing the City Centre, but also highlights potential opportunities. It is arranged around key themes and identifies a range of ideas, principles and potential interventions that could contribute to transforming the City Centre in the longer term.

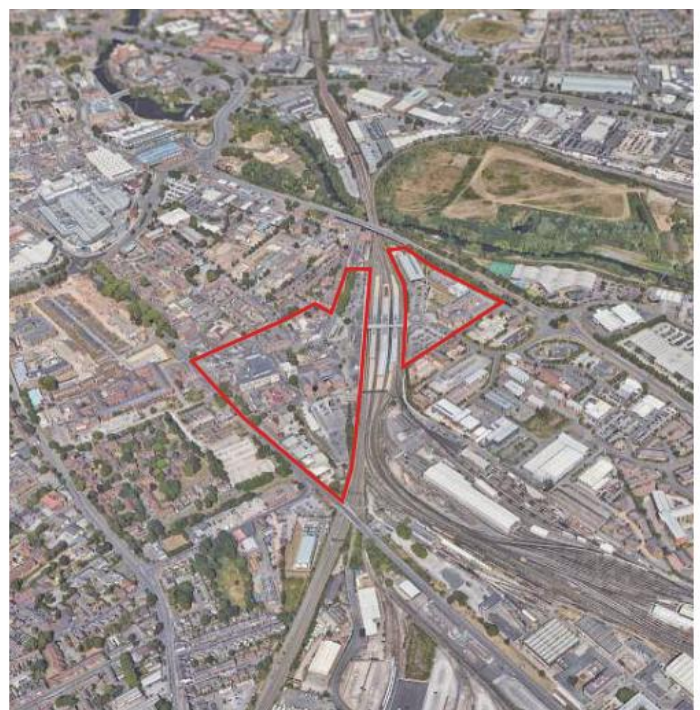
Consultation on the Ambition document was undertaken throughout the Summer of 2022. The clear overriding message from consultation feedback is that people want to see transformational change and that this needs to be properly curated and managed. There is also a recognition that the City Centre's offer needs to be more diverse, offering a range of attractions, as well as more opportunities for living and working.

This consultation established that regeneration of the Derby Station Quarter should be a key priority. As the strategic gateway to the city, this area offers the potential to create a safe and welcoming place to live and work, with a strong sense of arrival and good onward connections to the core City Centre and beyond. The historic environment provides opportunities for enhancement as a catalyst for regeneration, and the delivery of sustainably located housing stock would help to revitalise the City Centre, whilst helping to address climate change.

The area around Derby Station has considerable unrealised development potential. There is no immediate sense of arrival and low-quality land uses prevail in what should be a vibrant part of the City Centre. There is fragmented land ownership and connections between the station, the City Centre and Pride Park are sub-optimal. The Council has delivered new and improved walking and cycling routes to upgrade these linkages but there is still more work to be done.

In this context, the Council has been working alongside its development partner London Continental Railways Ltd (LCR) to consider options for the rationalisation and improvement of land around the railway station, which is likely to result in the release of land for regeneration purposes. Further details of the development partners can be found in the following sections of this IPG.

Building on the principles established in the Council's 2022 Ambition document, this Interim Planning Guidance (IPG) sets out a framework to address these issues and enable the delivery of a revitalised Station Quarter, which will provide new homes and jobs, whilst delivering an improved environment which complements the ongoing regeneration of the wider City Centre.



Aerial photo of the Derby Station Quarter

Why is the IPG needed?

The Derby City Local Plan Part 1 – Core Strategy (2017); and the saved policies of the City of Derby Local Plan Review (2006) still form a sound basis for decision making, but they do not reflect all the Council's strategic priorities, or the challenges facing Derby today.

As of 2022 the Council started working on a new Local Plan which is proposed for adoption in 2026. The new Local Plan will cover the period to around 2040 and will address the challenges facing the city, including:

- contributing to the Government's revised housing requirements, resulting in an increased requirement for Derby (See Section 3).
- adapting to climate change.
- supporting the city's recovery from the coronavirus (COVID-19) pandemic, and
- the regeneration of the City Centre, including the Station Quarter.

There is limited policy guidance in the adopted Local Plan specifically relating to the Station Quarter. In the interim, to bridge this gap, it is intended that this IPG will be used to help guide development and planning decisions in the area until the full review and adoption of a new Local Plan in 2026. It will help to shape emerging planning policy as Local Plan preparation proceeds.

The IPG sets out the anticipated 'direction of travel' of planning policy for the Station Quarter. In so doing, this guidance will assist in promoting the area as an investment proposition, highlighting important development opportunities, and creating greater certainty in relation to planning requirements. The IPG will be treated as a material consideration in relation to future development proposals put forward in the area.

To add weight to the status of the planning guidance contained in the IPG, public consultation on the draft guidance document will be undertaken in late-2024. Following the receipt of consultation responses, the IPG will be revised and put to Council Cabinet for endorsement as the Council's agreed vision for the area and as a material consideration in planning decision making.

What will the IPG do?

The IPG establishes an investable masterplan, key planning and development principles and an urban design framework aimed at facilitating the transformation of the Derby Station Quarter.

The guidance highlights the relevant policy considerations, constraints, and opportunities, and sets out the overall vision for the area. It indicates the general locations, type and scale of development anticipated. It outlines the land uses that will be supported and establishes development and design principles which must be addressed in the preparation of future planning proposals.

The guidance includes a combination of overarching general principles and site-specific development guidance. The site-specific briefs establish clear guidance in respect of the identified strategic priority projects essential to delivering the overall vision. They also offer aspirational but flexible guidance for areas which are expected to change over a longer period and need to respond to emerging market, economic and environmental conditions.

Who should use this IPG?

The IPG and Masterplan will aid a range of developers, investors, public sector organisations, decision-makers, and other stakeholders.

For decision makers, the IPG will serve as a material consideration in the determination of prospective planning applications.

For the private sector the IPG aims to provide confidence as to what types of development can be accommodated in the Station Quarter, and what the Council expects to see delivered as part of the regeneration of the area.

The IPG will also provide a useful context for future bidding rounds to external public organisations such as the Homes England, East Midlands Combined Authority, Government Towns Fund / Future High Streets Fund and others, as opportunities arise for public sector funding support.

Notwithstanding the principles that are established through this IPG, all development proposals would need to be considered in detail through the planning application process, and all significant proposals (particularly taller buildings or new buildings in close proximity to heritage assets) would need to be supported by an appropriate evidence base, including assessment of heritage, visual and other environmental impacts and any other material considerations.

1.2

Derby Station Quarter Rethought



Derby City Council's Vision

The City Council's vision seeks to create the conditions which will facilitate the sustainable, residential-led regeneration of this neglected area, through improved connections and delivery of transformational development opportunities. We want to create a revitalised Station Quarter which has an improved relationship with the City Centre and Pride Park. This vision builds on the general principles established in the Council's 'Towards A New Vision for Derby City Centre – Ambition' document, forming part of a wider effort to make Derby a more prosperous city.

The Station Quarter is one of the most accessible and sustainable parts of the City Centre. There is an opportunity to rationalise and make better use of existing station car parks to unlock development sites.

Alongside new housing, the regeneration of the area west of the station will be a first step in encouraging a westward shift of office occupiers from Pride Park back towards the City Centre. We (the City Council) also want to see the railway station facilities upgraded

and the passenger experience enhanced through an ambitious active travel strategy, with better connectivity and integration with surrounding land-uses and onward destinations.

We seek to encourage high-quality new development which will complement and enhance the historic character of the area; act as a benchmark for design quality and help to address climate change. This will include the delivery of high-quality market and affordable homes, which will help to attract and retain talent in the city. The framework will also facilitate an enhanced rail-related cluster, which will encourage innovation, technology, and education partnerships, and provide infrastructure to encourage small and start-up businesses to thrive. In doing so, we will bolster the local economy and support surrounding employment, education and community uses.



Overview of the Derby Station Quarter Illustrative Masterplan

Derby City Council's Objectives

Our key objectives and regeneration drivers for the Station Quarter are set out below. These objectives are informed by the Council's 2022 Ambition document.

Encouragement of City Living

The Council has an ambition for the wider City Centre to be transformed into an attractive, safe and healthy place to live, offering a range of different housing types, of the highest design quality and sustainability standards.

The Station Quarter will make an important contribution to this objective, given its highly sustainable location and will complement the ongoing development of residential communities in Castleward, the Nightingale Quarter and Becketwell.

We will support the private sector through the development management process in bringing forward new homes and creating communities to attract a diverse range of residents who will contribute towards maintaining a vibrant and sustainable housing market.

The residential-led, mixed-use regeneration of the Station Quarter will complement, rather than compete with, the core City Centre activities, and will help support the economic viability of local shops and businesses.

Making Efficient Use of Land

Land ownership in the Station Quarter is fragmented and some of the existing uses do not make best use of land. Much of this land is currently given over to surface level car parking, the majority of which is provided by the railway operators for railway users. While these play an important function for railway users, there are opportunities to consolidate these railway user car parks to free-up land around the station for much needed housing and mixed-use development, whilst contributing to climate change and sustainability principles.

The City Council believes that it is important to utilise these opportunities as a catalyst to drive the long-term regeneration of the Station Quarter. We want to make the best possible use of land, recognising that a balance must be struck between satisfying regeneration objectives and important considerations such as potential heritage impacts, changes in traffic flows, and retaining an appropriate amount of parking provision to meet rail users' requirements. Will also ensure that parking and servicing requirements are met for existing and new developments, having regard to the sustainability of the location.

Improving Accessibility and Connectivity

The Station Quarter is one of the most accessible parts of Derby City Centre, but the low-quality uses, and poor urban environment do not reflect this competitive advantage. There is a recognition that we need to completely rethink the relationship between the City Centre and the station and the connections between them.

Motor vehicles, especially private cars, detract from its environment making it less attractive for residents and visitors. We need to address these issues by reducing the number of vehicles in, and around, the City Centre and by making roads cleaner and greener. We recognise the importance of Derby Railway Station as a transport interchange for a sizeable geographical area. It serves as a gateway into the City Centre and beyond. As such, there is a need to provide integration with as many transport modes as possible to increase modal choice and help reduce car dependency.

We recognise that there will continue to be some level of reliance on travel by car. We will seek to reduce this over time by removing the barriers preventing people from moving to more sustainable / active travel options, including rail.

In addition, we want to continue to improve the quality and walking, wheeling and cycling routes between the Station Quarter, the core City Centre, and Pride Park. Some progress has been made in this direction, but much remains to be done.

Responding to Climate Change

The City Council has declared a 'Climate Emergency' in May 2019, and has pledged to reduce its carbon emissions and achieve net zero by 2035. It is vital that this pledge helps to shape the future transformation of the Station Quarter and the wider City Centre.

More sustainable ways of getting into the City Centre are needed, making more use of active travel options. For the Station Quarter this will mean making the station environment more welcoming to passengers, and active travel routes to the City Centre and beyond more legible and convenient to use.

There will be a focus on the need to repurpose old buildings, increase energy efficiency, identify opportunities for clean decentralised energy, and bring nature back into the city.

Similarly, proposed development will need to consider the wider impacts of waste, water pollution, biodiversity and flood risk that may negatively affect the Station Quarter's environment.

For the Station Quarter this will mean making the station environment more welcoming to passengers, and pedestrian / cycle routes to the city centre more legible and convenient to use.

There will be a focus on the need to repurpose old buildings, increase energy efficiency, identify opportunities for clean decentralised energy, and bring nature back into the city.

Similarly, proposed development will need to consider the wider impacts of waste, water pollution, biodiversity and flood risk that may negatively affect the Station Quarter's environment.

Protection and Enhancement of Heritage Assets

The character of Derby is, in large part, defined by its unique heritage. We value the historic environment not just for its own sake but also as a source of civic pride and encouraging people to visit Derby. We also recognise its potential as a significant economic asset that plays an important role in attracting new investment and serving as a catalyst for regeneration.

This is no truer than in the Station Quarter and especially in the Railway Conservation Area, with its unique collection of historic railway-related buildings. Unfortunately, over the years the condition and setting of some of these assets has deteriorated because of low-quality land-uses and past inappropriate development.

The regeneration of the area provides an opportunity to resolve some of these issues and create a planning framework that will encourage sensitive and well-designed development that will relate to its context and preserve and enhance, rather than detract, from the settings of these wonderful heritage assets.

Where potentially harmful interventions are necessary, there is a need to ensure that the level of harm is minimised, convincingly justified, and that the public benefits to be delivered, are sufficient to outweigh any harm that may result.

(Continued overleaf)

Derby City Council's Objectives

(continued from previous page)

Upgrading Design Quality

The design quality of new buildings is a key factor in the image and perception of a place. Poor quality will result in a poor image and lead to further decline in its look and feel.

There are examples of high-quality new buildings in the City Centre that Derby can be proud of. However, others do not live up to this standard and there is a need to ensure that all development is of high quality to raise the bar and improve its overall image, particularly in gateways to the city like the Station Quarter.

High standards of architectural and spatial design will be expected for new development within the Station Quarter, creating a step change in the quality of buildings being delivered. A high-quality built environment will stimulate confidence, bringing investment and attracting people to live, work and dwell in the area.

Enhancing the Quality of Public Realm

The Council is committed to delivering improved public realm across the City Centre and the Station Quarter will form an important part of this plan. The sense of arrival at the station at present, is poor and requires a major upgrade. Similarly, links to the City Centre and elsewhere for walking, wheeling and cycling should be more attractive. An unwelcoming environment can deter people from coming into the centre and will undermine future investment and diversification.

It is recognised that the delivery of high quality and welcoming public spaces and streets are essential to the successful regeneration of the area and will be encouraged by this IPG.

Creating Opportunities for Green Infrastructure

A key objective of the City Council is to improve and create more green infrastructure in the City Centre, such as parks, landscaped areas, trees, and green roofs. Elsewhere the Council is looking to make a bold statement through the creation of a new city park on the Riverside.

For the Station Quarter, there are opportunities to pursue 'greening' of new and existing routes through tree planting alongside the creation of an enhanced arrival plaza. There are also opportunities to securing ecology/biodiversity gains as part of new development schemes, through further tree planting and the creation of landscaped courtyards within new residential blocks. The Station Quarter could also facilitate better connections to the River Derwent and surrounding green spaces such as Arboretum Park.

This will not only create a more attractive townscape and complement our ambition to transform the public realm around the station, but it will also support The Council's objectives to tackle climate change and create a healthier environment.

Desire to Complement and Support Surrounding Uses

It is essential that regeneration of the Station Quarter complements and supports the surrounding land uses, such as the businesses at Pride Park, the education facilities at Derby College and the University Technical College, other important businesses in the study area (including the cluster of railway-industry related uses) and the office and retail offers in the core City Centre.

It is also important that the regeneration of the Station Quarter supports surrounding residential-led communities being created through the ongoing regeneration of Castleward and the Nightingale Quarter.

A regenerated Station Quarter can do this by encouraging the creation of a thriving new community which will bring additional spending power and associated employment activities. These activities should add value to the broader City Centre offer rather than compete with it.

Derby City Council's Priorities for the Future

Council Plan 2022- 2025

The Council Plan sets out our priorities and outcomes for the future. The Council is committed to improving the city and the life experiences of our citizens. In partnership, we are working together to improve outcomes, with the city, for the city, across four key themes:

- Green city - protecting and enhancing our environment.
- City of growth - creating a modern smart city with jobs and skills for the future.
- Vibrant city - reimagining our city with culture at its heart.
- Resilient city - working with our communities to improve health, wealth, and opportunities.

The proposals to regenerate the Station Quarter resonate with each of these themes.

London Continental Railways Ltd

London Continental Railways Ltd (LCR) is a development partner to the Council, in respect of the Station Quarter. LCR's objectives are to take challenging sites around transport hubs and re-imagine them as great places to live, work and enjoy. LCR are fully aligned with the Council's priorities for this part of the city and will continue working alongside the City Council and other partners in the public and private sectors to realise the potential of the Station Quarter to deliver significant economic regeneration, new homes, jobs and public value.

An aerial photograph of a city street, likely in a European urban setting, showing a mix of residential and commercial buildings. The image is overlaid with a semi-transparent teal color. The street curves from the bottom left towards the center. On the left side of the street, there are several long, multi-story buildings with many windows. On the right side, there are more varied buildings, including some with flat roofs and others with pitched roofs. There are cars parked along the street and some trees scattered throughout the urban landscape. The overall scene is dense and urban.

1.3

Planning Policy Context

Development Plan

The adopted Development Plan comprises the Derby City Local Plan Part 1 – Core Strategy [DCLP1] (2017); and the saved policies of the City of Derby Local Plan Review [CDLPR] (2006).

The adopted Derby Local Plan is relatively silent on the Station Quarter. The emerging Local Plan will consider the Station Quarter in more detail. Although the Council is aiming to adopt a new Local Plan by 2026, the partners' aspiration is to see development come forward in a shorter timeframe. This is because dialogue between the development partners in the railway industry has indicated opportunities for the release of land in the short term which would potentially facilitate significant investment and redevelopment opportunities. This document will provide interim planning guidance until such a time as the new Local Plan is adopted. In the meantime, the guidance in it can be taken as an indication of the broad direction of travel for relevant policies in the emerging Development Plan, particularly as regards the area-specific requirements relating to the Station Quarter.

A list of Development Plan policies of relevance to the IPG is included within Appendix 1.

Key Overarching Policy Themes

There are a number of overarching planning policy considerations that are relevant:

Delivery of Homes

Policy CP6 sets a housing requirement of 11,000 new homes over the 17-year Plan period. However, in December 2020, Government amended its 'Standard Method' for calculating Housing Need to include a 35% uplift in the 20 largest urban areas in England which includes Derby. The standard method housing need calculation for Derby City now stands at 1,266 dwellings a year, which is significantly higher than the CP6 requirement. (NB. This is likely to change under the new Government's revised approach to calculating housing need).

As a result, together with the release of some greenfield sites, there will be a significant reliance on the delivery of brownfield sites in and around the City Centre to deliver new housing in the next Plan period. This will rely on land acquisitions, and the densification of land uses around the railway station.

Conserve and Enhance the Historic Environment

Where proposals have the potential to affect listed buildings and other designated heritage assets, the NPPF (para. 205) advises that great weight should be given to the conservation of heritage assets (and the more important the asset, the greater the weight should be).

Any harm to the significance of a designated heritage asset should require clear and convincing justification (para. 206). Where a development proposal will lead to 'less than substantial harm' to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal (para. 208), which can include the social, environmental and economic benefits associated with regeneration.

Where a proposed development will lead to 'substantial harm' to (or total loss of) the significance of a designated heritage asset, consent should be refused, unless it can be demonstrated that the harm is necessary to achieve substantial public benefits that outweigh this harm (para 207), or if criterion a, b, c and d of NPPF paragraph 207 apply. Paragraph 206 confirms that approval in these circumstances should be 'exceptional' in the case of Grade II listed buildings, or 'wholly exceptional' in the case of Grade II* listed buildings.

It is therefore important that heritage harm is minimised through application of good quality design and the consideration of potential alternative options that may cause less harm. Additionally, applicants must seek to maximise the public benefits arising from developments, and ensure that these are articulated clearly and convincingly.

Tall Buildings and the City Skyline

The existing Local Plan policy relating to the development of tall buildings is AC5 - City Centre Environment which sets out that the Council will 'support the construction of 'tall buildings' in appropriate gateway locations, where these are of high-quality design and do not adversely affect the setting of heritage assets and the character of the City Centre'.

Derby's Tall Building Study (DTBS) was prepared in 2021. It is not formally adopted by the Council, but comprises a helpful starting point as an evidence base document. The DTBS defines a tall building as a building twice the height of its surrounding general context height. The DTBS supports a tall building in the vicinity of the railway station 'to emphasise and mark this important location within the city and to help legibility'. It recommends specific areas of redevelopment which have been identified, and overall indicative building height recommendations.

The Zone 2 car park (Sub-Area A) and the Railway Terrace block (Sub-Areas E and B) are identified as regeneration areas. The Study identifies current building heights of three storeys throughout the almost all of the Station Quarter, with current heights for Area E identified as four storeys. The DTBS suggests the potential for a Low Local Landmark (LM9) of eight storeys on part of the site. The DTBS does not cover Area A of the Station Quarter, to the south of Midland House, as it had not been identified at that time as a regeneration area.

It should be noted that the Council is also in the process of preparing a city-wide Design Guide which will, once adopted, be relevant in the consideration of all development proposals, particularly major schemes which will introduce significant change, including proposals for tall buildings.

Responding to Climate Change

The need to address the changing climate is a national policy priority and there has recently been a step change through the national mechanisms which have been put into place to seek to stabilise climate change and ensure that we can cope with the effects of more extreme weather conditions.

The Climate Change Act has been supported by Government through policy and fiscal measures which are designed to reduce climate change impacts and better prepare the UK for its effects. Derby City Council declared a Climate Emergency in May 2019 and has pledged to reduce its carbon emissions and achieve net zero by 2035.

Core Strategy Policy CP2 sets out the Council's approach to tackling climate change. It sets out a range of detailed measures that all take into account opportunities to reduce greenhouse gas emissions and minimise the impacts caused because of a changing climate.

This also aligns with a wider national agenda promoted by entities such as the UK Green Building Council seeking to measure and limit embodied and operational carbon. This means looking for opportunities to refurbish and re-purpose buildings, and where demolition is proposed, seek to retain/reuse and recycle materials where possible.

Movement and Connectivity

Key policies and aspirations for connectivity improvements across the city are set out in the Derby Local Transport Plan 3 (2011), Core Strategy (2017), Derby Bus Service Improvement Plan 2 (2021), and Towards a New Vision for Derby City Centre (2022). These set objectives such as reducing car reliance, improving the transport network, encouraging efficient use of water resources, encouraging renewable energy, achieving locational sustainability, sustainable construction, and so on.

Together, these documents set out a series of detailed requirements and expectations for future development and transport infrastructure around Derby Station and Derby City Centre. Providing attractive and safe active travel opportunities between the City Centre and the Station Quarter is a key focus for Derby. There are opportunities to improve active travel connectivity and legibility to Derby College and Pride Park, particularly through the station itself.

Key Site-Specific Policies

The following area/site-specific policy allocations and designations are of particular relevance to the IPG:

Central Business District (CP12, CP13 and AC2).

The Central Business District or CBD is the sequentially preferable location for office, leisure and other non-retail town centre uses. This allocation covers a substantial area at the north-western part of area of the Station Quarter, but excludes land south of Holland Street and east of Derby Railway Station. CP12 identifies that retail uses will be focused within the Core Area of the City Centre (not included within the Station Quarter).

Higher and Further Education (CP22).

This allocation covers the Derby College Roundhouse campus, in the north-east of the Station Quarter. CP10 supports development associated with Derby College and the University Technical College, and generally resists development which may prejudice these uses. Links between the University District and City Centre are encouraged.

Employment Locations (CP10).

CP10 allocates areas for employment generating uses, although does allow other uses can be permitted subject to addressing certain criteria. This allocation extends to the majority of the Pride Park, and includes the 'Zone 2' Car Park, in the south-east of the Station Quarter.

Eastern Fringes Character Area (AC2).

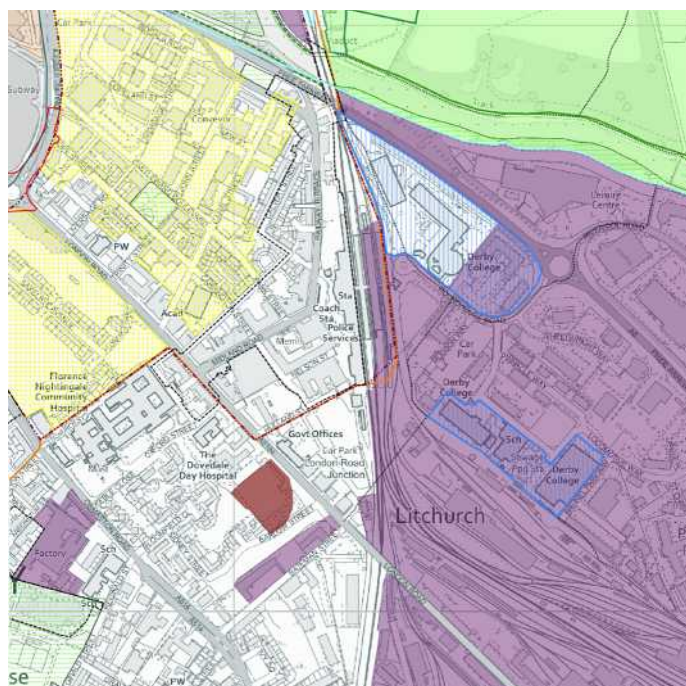
Policy AC2 sets out priorities for different parts of the City Centre and identifies regeneration priority schemes that will help to deliver a 'City Centre Renaissance'. The Eastern Fringes area (in which the Station Quarter sits) is identified as offering significant regeneration opportunities, aimed at providing new residential and commercial neighbourhoods that will provide significant sustainable economic growth. Creating an attractive, welcoming, and safe environment is also key to meeting the Council's objectives for the City Centre.

Railway Conservation Area (E18 and CP20).

The Railway Conservation Area includes the north-western part of the site, centred around Railway Terrace, Calvert Street, Midland Road and Nelson Street. The Conservation Area places a special importance on preserving and enhancing the historic character of the area. This is considered in more detail in the subsequent sections of the IPG.

Listed Buildings and Buildings of Local Importance (E19).

Policy E19 requires proposals for development to ensure the conservation of listed buildings and buildings of local importance. It states that proposals will not be approved where they would have a detrimental effect on the special architectural or historic interest of a statutory listed building, its character or setting, but goes on to state that exceptions will be made where there is a convincing case for demolition or alteration.



- Central Business District
- Higher and Further Education
- Employment Locations
- Conservation Area
- Strategic Regeneration Areas
- Existing Open Space
- Green Wedge
- Proposed Housing Site

Strategic Alignment

The vision and objectives of the IPG align strongly with the policy agendas associated with the following Government-led and regional initiatives:

Levelling Up

The previous Governments ambition was to reduce inequality across the Union and invest in 'left-behind' areas that perform poorly in terms of employment, skills, health and pay. Early X are that the IPG will also align with the new Government's policy agenda.

Green Industrial Revolution and Net Zero Carbon Economy

The Government has a significant, legally binding commitment to reduce carbon emissions. To deliver on this commitment, there is a need for economic centres to be more sustainable and alter the way people travel.

East Midlands Devolution

In August 2022, a devolution deal was agreed between the UK government and four local councils in the East Midlands (Derbyshire and Nottinghamshire County Councils, and Derby and Nottingham City Councils) to form a new East Midlands Combined County Authority (EMCCA). The Mayor and Combined Authority will hold devolved powers in areas including transport, skills, regeneration and economic development. The EMMCCA will become the local transport authority for the area covering Derby, Derbyshire, Nottingham, and Nottinghamshire. The mayor and the EMMCCA will be responsible for the setting and delivering a transport strategy including the production of a single Local Transport Plan (LTP). It is possible that the Combined Authority will be a key funding source for the Station Quarter project. We have made an initial request to seek possible funding for supporting highway schemes for the Station Quarter for active travel, public transport and public realm interventions. This request will need to be considered alongside other regional priorities.

Midlands Engine' Economic Alliance

A public and private partnership initiative which aims to bridge the gap between the performance of the Midlands and the rest of the country. The ambition is to increase Gross Value Added (GVA) and improve transport, skills, unlock housing and support economic growth.

East Midlands Development Company

East Midlands DevCo Ltd (EM DevCo) is a local authority owned company in the East Midlands that works in collaboration with a range of communities, stakeholders, and partner organisations to deliver inclusive economic growth, whilst delivering on sustainability and net zero ambitions. The EM DevCo seeks to accelerate development, realise large-scale potential and achieve locally led high quality growth in areas such as the Station Quarter.

The City Council wishes to see public transport (including rail travel) become a natural first choice for longer journeys and are working with many partners to facilitate this including EM DevCo, Midlands Connect and Network Rail to determine the most appropriate interventions and changes to the rail offer to seek to increase the proportion of travel by rail.

PART 2

**Derby Station
Quarter Today**

2.1

Derby Station Quarter Today



Wider Context and Relationship with core City Centre

The core City Centre is Derby's main commercial, shopping, business and cultural centre. Buildings are mostly low rise and the skyline is dominated by Derby Cathedral, although some higher rise buildings have been built more recently. The shopping heart of the City Centre has progressively moved south-eastwards, with the opening of the Derbion Shopping Centre. The City Centre's historic northern side is located mainly within the Cathedral Quarter, characterised by a network of medieval streets around Sadler Gate, Iron Gate and St Mary's Gate. The Quarter is dominated architecturally by the Cathedral, but contains many fine Georgian, Victorian and a small number of timber framed buildings.

The St Peters Quarter lies between Derbion and the Cathedral Quarter area, containing a diverse range of shops and services and providing a key link between different parts of the centre.

Traditional retailing in Derby City Centre, like many city centres, has been in decline for many years. This has been fuelled by the growth of out-of-centre retailing such as the Meteor Centre, the Wyvern and Kingsway Retail Parks and more recently by the growth in online shopping. There are now too many shop units in the City Centre, and the Council is focused on concentrating and diversifying the retail core. The retail core has already been concentrated through the existing Local Plan. However, consideration is being given to the removal of further peripheral retail areas to better focus retail activity and create vibrancy. The introduction of commercial uses in the Station Quarter should be considered in this context.

To the south-east of the City Centre, between Derbion and the railway station, there is an area known as Castleward. To the west of Castleward (south-west of London Road) is an area known as the Nightingale Quarter. The Council has been working to bring forward the regeneration of both of these areas as a new sustainable urban village. Compulsory purchase of land and buildings has helped to facilitate the residential growth of Castleward. Collectively, the redevelopment of these areas is one of the UK's most significant City Centre regeneration projects, introducing high quality residential-led development and securing the restoration of various historic buildings. The regeneration of these areas has been a big success and has dramatically changed the wider context of the Station Quarter and the core City Centre for the better. The implementation of

redevelopment in these areas is well underway with many schemes already built out and more currently under construction.

The Station Quarter lies to the south-east of the City Centre between the A6 and London Road. The bulk of the area lies to the west of the station and contains the Zones 1 and 3 rail car parks, with a smaller area, including the Zone 2 car park and Derby College buildings, to the east. The Pride Park business/employment area is located further to the east. This area is characterised by a variety of mixed commercial and business uses, and surface car parking areas.

Derby Railway Station was opened in 1839 and was once one of the largest in the country- a testament to the city's industrial dominance in the Victorian age. This part of Derby was home to the HQ for the Midland Railway, including its locomotive and carriage works. The area was economically vibrant and a focus of community activities. Today, the area, especially to the west of the station, is only a shadow of its former self, dominated by low-quality uses and an unattractive environment. The area to the east, however, has seen a different economic trajectory. The developments at Pride Park and Derby College have brought new life to this former heavy industrial area, although at the expense of the City Centre which has lost some existing and potential office uses to this out-of-centre employment area. As a consequence, the Station Quarter has become a disparate and neglected part of the city; a place that demands a fresh economic rationale, upgraded environmental quality and much better connections to the City Centre and Pride Park/ Derby College.



Existing location plan

Existing Land Uses

The Station Quarter comprises an eclectic mix of buildings and land-uses, many of which have been historically linked to the rail industry and existence of the mainline railway station. The historic character of the area is reflected in its designation as the Derby Railway Conservation Area, an area of architectural and historic interest, containing a number of nationally listed and locally listed heritage assets. The area covered by the IPG is centred upon the station and extends as far as the A6 to the north-east and London Road (A5194) to the south-west. The areas to the west and south of the station are dominated by two large public car parking areas (Zones 1 and 3) that serve users of the railway station. There is also a large pedestrianised concourse fronting the main station entrance with adjoining bus and taxi drop-off facilities. The western boundary of the IPG is adjoined by a historically important group of former railway workers houses that form part of the wider conservation area.

There are a range of commercial uses present at Midland Road, including the historically important Grade II Listed Midland Hotel. Midland House (currently vacant) is located on Noble Street/Hulland Street, adjoining the Zone 3 car park. This has the potential to accommodate a large office occupier, ideally linked to the rail industry, complementing existing cluster of railway-related uses. An alternative scenario could see Midland House converted for residential development. The nearby Royal Mail Sorting Depot occupies a large plot adjacent to Midland Road and London Road.

St. Andrews House which fronts London Road currently accommodates a rehabilitation centre which represents an important community use. South-east of St Andrews House there is a small area of business uses including an autocentre, accessed from London Road.

To the east of the railway line the area includes a further public parking area (Zone 2) which is adjoined by facilities occupied by Derby College, including the cluster of listed buildings which are Grade II and Grade II* Listed. These comprise the Roundhouse, engine sheds, carriage works, offices and clocktower. The wider area is dominated by employment uses associated with Pride Park.



Images from top:
Former railway workers houses on Calvert Street; Retail units fronting Railway Terrace; St Andrews House, a rehabilitation centre on London Road; and Derby College, including a cluster of Grade II and Grade II* Listed buildings



Plan of existing land uses

- Residential
- Hotel
- Retail / F&B
- Office / Services
- Industrial / Wholesale
- Healthcare / Medical
- Educational
- Recreational
- Community / Place of Worship
- Transport
- Car parking
- Vacant

Movement and Accessibility

The Derby Station Quarter area is centred upon the two railway lines which serve Derby Midland Station (referred to as Derby Station), the Midland Mainline and the Cross Country Line. The Midland Mainline runs from London St Pancras to Leeds, and the Cross-Country Line runs from Aberdeen to Penzance/Bournemouth via Birmingham.

Derby Station itself lies to the south-east of Derby City Centre, and the station has two pedestrian accesses into it, from west and east. The nature of the environment around each entrance is different, in terms of the urban form, density and accessibility. The western entrance into the station is via Midland Road and Railway Terrace, and provides access into the main station ticket office, and retail outlets such as Greggs, Costa and WHSmith. Around the western station entrance there are terraced residential streets, shop frontages along Midland Road, the Zone 1 station car park, a bus circulation area, short stay parking, drop-off / pick up, and taxi ranks and a covered cycle enclosure.

A major deficiency is the disconnect between the Station Quarter and the City Centre in visual, movement and legibility terms. There is currently no obvious, direct walking/cycling route to Derby City Centre from the station 'as the crow flies'. The presence of the urban block on the corner of Midland Road and Railway Terrace provides a barrier to the 'straight line' route to the City Centre. Pedestrians are required to use either the route along Midland Place and Park Street, Midland Road/London Road (turning left on exit from the station), or the route alongside the River Derwent (which requires pedestrians to turn right and route underneath the elevated section of the A6 Pride Parkway). The cyclist route is via Midland Place and Castleward Boulevard. The City Centre is severed from the station due to the presence of the A601 ring road, and pedestrian movement is restricted to the uninviting pedestrian subway from Derbion to Castleward Boulevard.

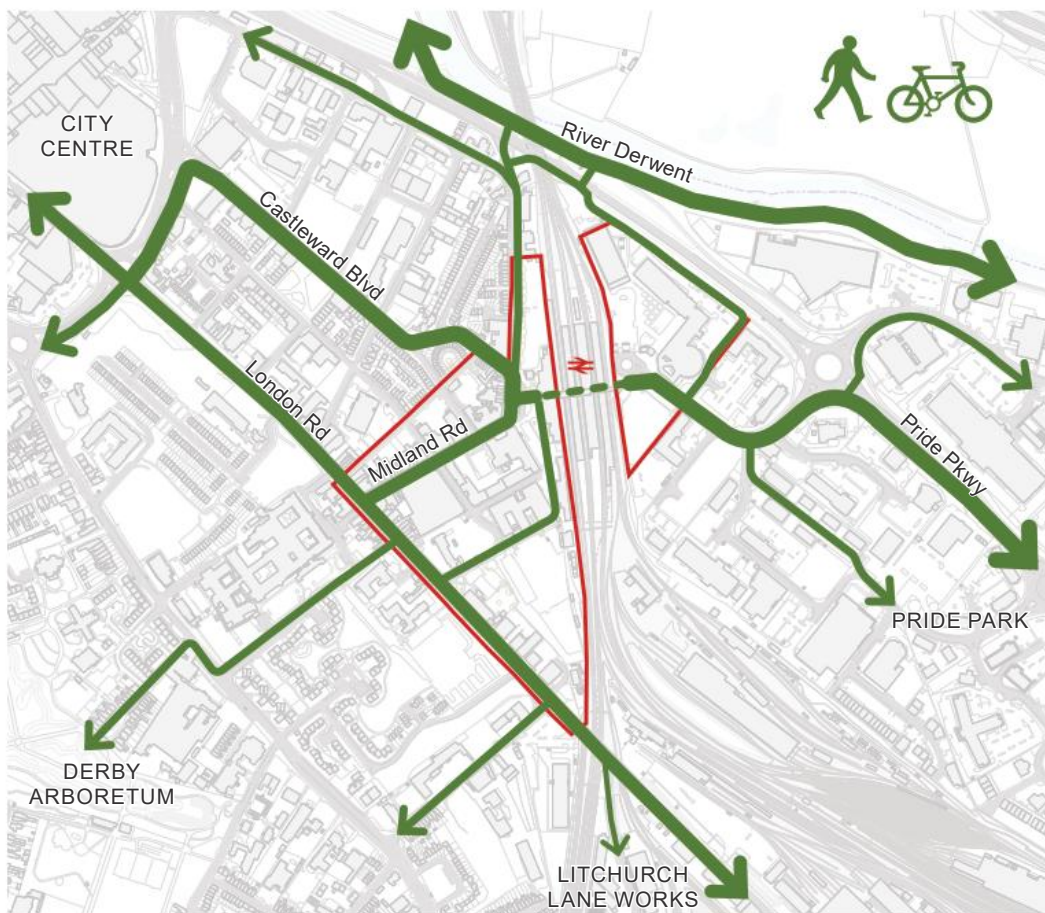
Access to the station from the eastern entrance is at grade into a small vestibule area which includes real time information screens, a car park payment machine, a rail ticket machine, and a lift and staircase to the station overbridge. There is a permissive path through the station via the overbridge from east to west, and vice-versa. This is not signposted and relies on individuals requesting access from station staff at the revenue protection barriers.

The character of the eastern entrance to the station is very different to that around the western entrance. The area is characterised by well-connected highway networks and surface car parks, linked to the A6 Pride Parkway and, beyond that, connections to the A52 further east. Some students attending Derby College will access via the station or via the footpath under the railway lines from Station Approach, or the footpath via Bass's Recreational Ground. Pride Park comprises employment and retail uses, developed around Pride Park stadium, home of Derby County FC and Derby Arena. Access to the station increases on matchdays and due to events at the Arena.

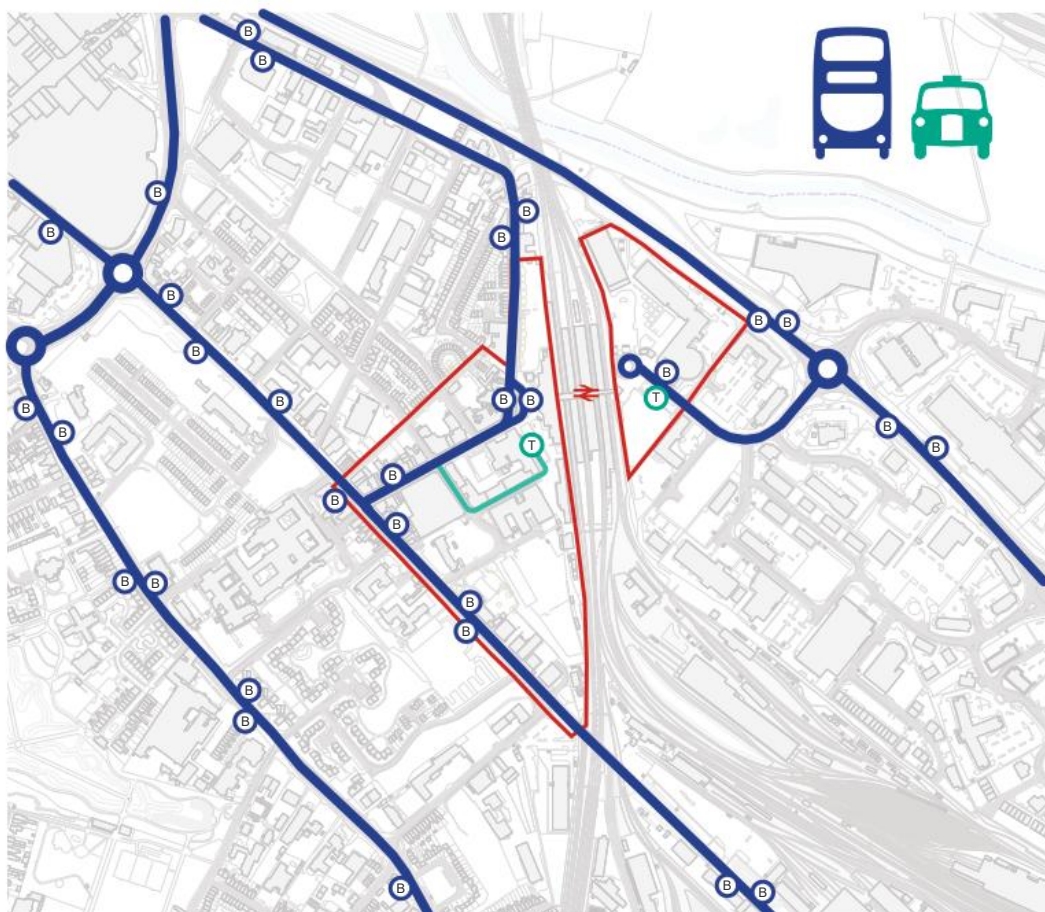
The Station Quarter is currently served by eight bus services, with the majority serving the station from the western side using the bus stops located on Railway Terrace.



Top: the bus station is located on Railway Terrace, outside the western entrance to Derby Station
Bottom: the station overbridge, which is a permissive route



— Key active travel routes



- ⓑ Bus stop
- Bus route
- Ⓣ Taxi rank

Heritage

For over one and a half centuries, Derby has played a key role in the railway industry, regionally and nationally. The northern part of the City (which does not include the Station Quarter) is also located within the UNESCO Derwent Valley Mills World Heritage Site, the birthplace of world industrialisation. Independent rail industry observers have commented that today the city is the centre of the largest cluster of rail-related business in the world. An important expression of Derby's railway legacy is the wealth of Victorian railway heritage in buildings, structures and urban form within the City Centre's 'eastern fringes'. In response, the Council designated the Derby Railway Conservation Area (DRCA) in 1979.

The Railway Conservation Area's architectural and historic interest, special and distinctive character and 'sense of place' are perhaps one of the less appreciated gems of the City. The DRCA comprises a group of primarily listed buildings which together are of special interest as a surviving area of cohesive historic townscape relating to the railway station. The area includes one of the UK's earliest examples of purpose-built dwellings for railway workers as well as the oldest surviving purpose-built railway hotel. Another highlight is the Lutyens Midland Railway War Memorial of 1921. The area has a distinctive character and appearance deriving from the consistent architectural quality which utilises simple red brick, and stone hooded windows and doors on many buildings.

The area the subject of the IPG comprises primarily two groups of heritage assets: those to the east of the station which comprised the former Derby Midland Locomotive Works, which are subject to a group of 4 listings, (3 of which are Grade II*) and those to the west which include the DRCA and a series of listed (3 Grade II and one Grade II*), locally listed and non-designated heritage assets.

The former Midland Railway Locomotive Works buildings east of the station:

- 1 Former Railway Workshop at Derby Railway (Grade II*)
- 2 Former Carriage Shop at Derby Railway (Grade II*)
- 3 Clock Tower (Remains of the original Midland Region Railway Station, Railway Terrace (Grade II)
- 4 Former Engine Shed (Remains of the Original Midland Region Railway Station (Grade II*)

To the west of the station:

- 5 Derby Railway Conservation Area (DRCA) including a group of listed buildings around Midland Road
- 6 Midland Hotel (Grade II)
- 7 Midland Railway War Memorial (Grade II*)
- 8 Winter's Photographic Studio (Grade II)
- 9 Former Crown and Cushion Public House (Grade II)
- 10 Carlton Hotel (Grade II)

There are a number of historic buildings within the DRCA which are unlisted buildings of merit and are likely considered to be non-designated heritage assets. These are all located within the Station Quarter boundary, with the exception of the former Midland Railway Institute, which sits just outside its western boundary.

- 11 Midland House, (formerly the London and Midland Region Railway Building Offices) (1872-3)
- 12 the Former Midland Railway's Laundry on Nelson Street
- 13 the Former National Westminster Bank on London Road (1923)
- 14 the Former York Hotel now the Aston Court Hotel on Midland Road (1855)
- 15 Former Midland Railway Institute (1894)
- 16 Pediment and clock from the former Station building frontage extension (1893 and moved 1980's), both on Railway Terrace.
- 17 John Ellis House
- 18 Former Station Frontage Office building

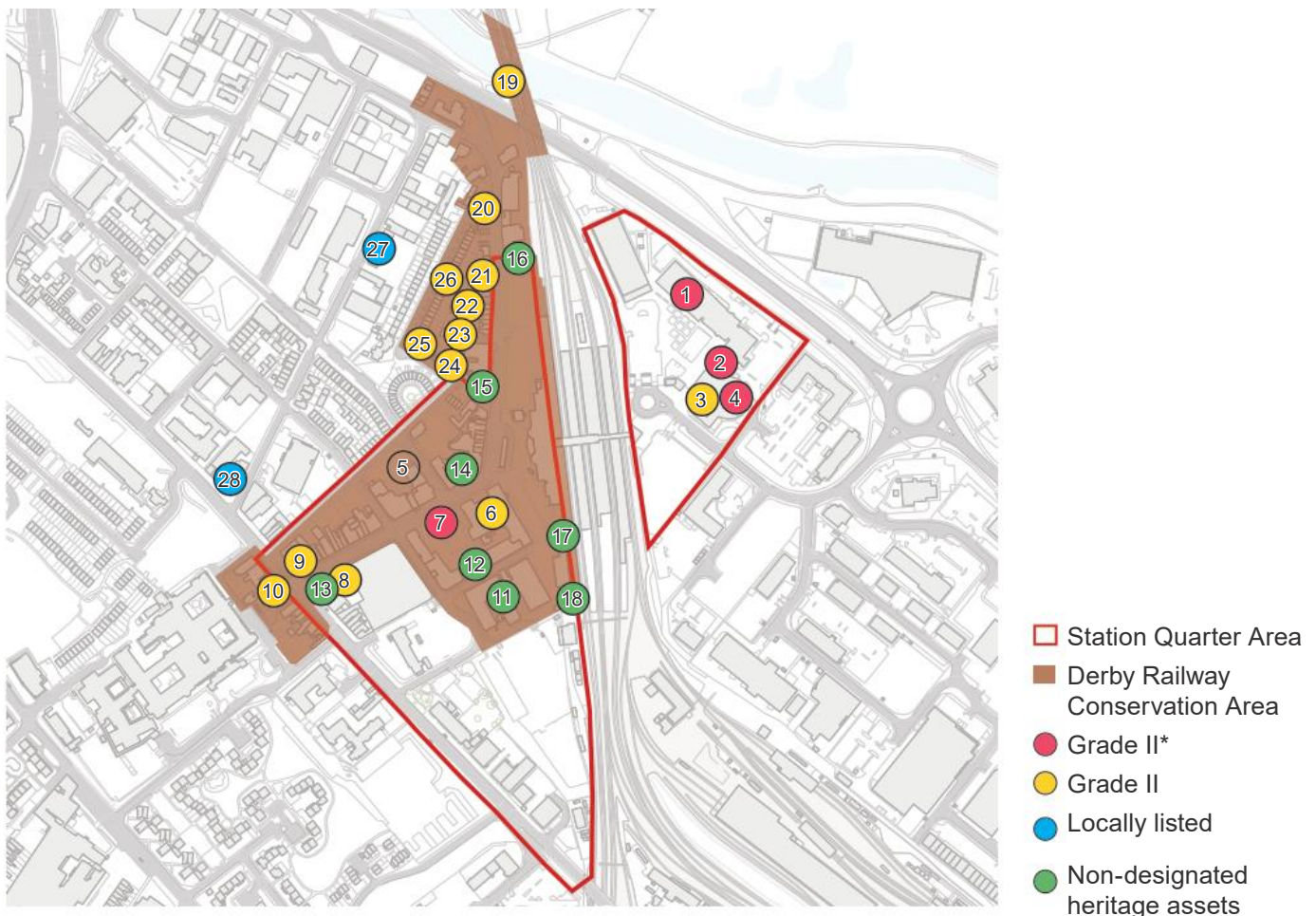
There are a number of Grade II listed buildings within the setting of the Station Quarter, all within the DCRA, which are also set out below:

- 19 Derwent Bridge
- 20 The Brunswick Inn
- 21 2-15 Railway Terrace
- 22 1-8 Sheffield Place
- 23 1-11 Leeds Place
- 24 1-7 Midland Place
- 25 The Loco Sports Club
- 26 13-61 Calvert Street

Locally listed buildings within the vicinity of the Station Quarter:

- 27 The Mills including 49-61, Canal Street
- 28 Queens Chambers, Queens Methodist Mission, 121 & 123, London Road

To inform the development of the regeneration master plan and IPG, an initial Statement of Significance has been prepared in order to assess the significance of the heritage assets highlighted above. This is found at Appendix 2.



Key plan of heritage assets in and around the Station Quarter area

Area Character and Built Environment

The Station Quarter is orientated around Derby Railway Station and the railway sidings which provide the central focal point for the Station Quarter, and effectively divide it into two distinctly separate areas.

The main station frontage space is characterised primarily by the rather poor quality utilitarian 1980's station building that replaced the original elegant Victorian Station building. The station building has a negative effect on the character and appearance of the area, contrasting in design and form to the surrounding historic townscape, being relatively low in height and having no distinct architectural interest. The station front is surrounded by what largely remains a cohesive and well-preserved group of historic buildings which form a legible and high-quality townscape, with a consistent architectural form and redbrick materiality.

The station building does not effectively enclose the forecourt in front of it, or the Railway Terrace which fronts it. The original station building much more effectively addressed the surrounding streets and had a strong relationship, and historic relationship, with Midland Road, the main street to the station, in which the centralised clock on its façade, was clearly visible. Now the station building is articulated in line with the railway lines themselves, rather than the surrounding street form. The station building also

fails to provide a visual terminus to the end of Midland Road, which it did historically.

Whilst there have been public realm improvements to the front of the station area, there is still a degree of visual clutter, and this area lacks a legible hierarchy of routes into the City Centre, creating a confusing visitor experience.

Along the station frontage to the north and south are the remaining historic, unlisted frontage offices that were associated with the original station building. Midland Hotel and Midland House to the south positively contribute to the townscape character, appearing materially homogenous with the railway buildings. The block immediately opposite the station building is less stylistically associated with the railway buildings but nonetheless has historic character, although this is marred by poor-quality modern shopfronts and signage.

The northern part of this space, comprising the Zone 1 car park, is enclosed by the high quality listed 2-15 Railway Terrace and the visually prominent, but unlisted former Midland Railway Institute, a significant corner building. A series of mature trees adds verdant, green character to this area, helping to soften the otherwise large expanse of parking. At the very north end of the Zone 1 car park, is the relocated Clock and pediment from the demolished station building.



The moment of arrival from the station, looking towards Midland Hotel, Midland House and John Ellis House



Midland Road, looking towards the western station entrance, with Midland Hotel on the right

To the immediate west of the Zone 1 car park, there is the 'triangle' including Railway Terrace, Midland Place, Leeds Place, Sheffield Place and Calvert Street. These buildings are very much in their original form of closely knit development and are an exceptionally well-preserved group. They essentially form a triangle of modest, two-storey railway terraced houses which are listed. This is outside of the IPG area (within the DRCA) and an important part of its setting.

Midland Road is the former main street (and former tramway) which was developed to serve the station, and leads to London Road, one of the city's main entry routes. The street has the character of a main thoroughfare or high street, with commercial ground floor uses across many buildings. However, two large 20th-century buildings, the Royal Mail sorting building, and the Derby Station Hotel on Midland Road, are at odds with the surrounding context.

Beyond these two large buildings Midland Road is of a typical two and three-storey 19th-century City Centre commercial character with a mixture of plot widths, predominantly sash windows, and a variety of high-quality timber shopfronts.

The southern portion of the site is occupied by the Zone 3 surface level car park to the east, and a series of utilitarian commercial buildings to the west.

The buildings front London Road, and present rear elevations/ service yards to the Zone 3 car park. These buildings are of a low architectural quality, but they do provide a consistent building line to London Road.

To the east of the railway station is the Derby College complex which forms part of the Pride Park redevelopment. The college comprises the complex of the former Locomotive Works of the Midland Region Railway Station, comprising four Grade II* and II listed buildings.

Aside from the listed buildings mentioned above, this part of the IPG area is of low visual quality and is surrounded by road space and further surface car parking. Public realm surrounding the station entrance is bland and open, with little definition. Whilst some paving surrounding the Clock Tower, and granite setts within the centre of the roundabout are a positive feature, the area is characterised by an expanse of tarmac.

This area represents a significant opportunity to frame the streetscape; improve the public realm and the setting of the listed buildings and create an improved physical relationship between the station and the former Loco works, now Derby College.



The Zone 3 station car park, with St Andrews House and the Royal Mail sorting office beyond



Derby College, which includes a cluster of Grade II and Grade II* Listed buildings

Environmental Constraints

The following Environmental Constraints have been assessed to inform strategic constraints and opportunities and future proposals across the Station Quarter area:

Ecology/Biodiversity

There are no internationally or nationally designated sites within the Station Quarter or within Derby. Some of the development area is within the SSSI Impact Risk Zone associated with Kedleston Park to the north-west, and Breadsall Railway Cutting and Morley Brick Pits to the north-east. Derby Arboretum, a parkland, lies to the west of the site. Bass' Recreation Ground lies to the north-east. No other ecology and/or nature conservation features were identified to be present within the site boundary. There is no green belt area identified in the vicinity of the Station Quarter.

Flood Risk

Flood Zone 2 (1000-year flood extent) is shown to extend into the western site boundary from Wellington Street and Carrington Street and the extent of flooding is shown to Midland Road. This is related to Markeaton Brook.

Flood Zone 2 is also shown to extend to the eastern Derby College site boundary along Pride Parkway (A6).

If development is proposed within the extent of Flood Zone 2, then a site-specific Flood Risk Assessment will likely be needed as requirements for assessment have been strengthened since 2010 to include a +40% allowance for climate change.

To address residual surface water flooding risks, it will be necessary to consider the ground floor levels set for development at future stages of planning, as well as the incorporation of resilience measures.

Opportunities to incorporate sustainable drainage systems within new development (and associated landscaping) to reduce runoff to greenfield rates should be considered as part of proposals.

Air Quality

Derby City Council published its Air Quality Action Plan (AQMA) in October 2020. Three priorities were put forward: Priority 1 Tackling NO₂ hotspots; Priority 2 Improving the overall air quality across Derby; and Priority 3 Managing PM_{2.5} exposure.

The northern and western sections of the Station Quarter are close to one of the City's declared Air Quality Management Areas (AQMA) as a result of elevated nitrogen dioxide levels.

It is important that any development proposals within this area consider impacts on air quality, both for future residents and businesses, including both the construction and demolition phases of the development. Any planning applications will require a detailed air quality assessment in line with current guidance. In preparing such assessments, regard should be had to the latest Air Quality Action Plan for Derby, along with Derby's Air Quality Annual Status reports, as well as the latest results of air quality monitoring undertaken throughout Derby City.

Due to the City Centre location, we would discourage solid fuel burning appliances such as log burners within the proposed residential properties, and instead low carbon heating technologies should be considered for all new properties.

We would support proactive measures such as the use of low emission non road mobile machinery (NRMM).

The proximity of any residential properties to roads should also be considered, particularly in areas where there are known elevated NO_x levels. Careful consideration of positioning and orientation of buildings and their internal layouts can significantly impact the likelihood of exposure for residents to elevated air pollution levels. Alternative ventilation systems can also be used to improve the indoor air quality and limit exposure to external poor air quality.

Robust construction environmental management plans will be secured by way of planning condition where appropriate, to control how dust, noise and vibration levels will be mitigated and controlled throughout the development.

Electrical Capacity

One substation (Eagle Centre) in the vicinity of the Station Quarter is shown to have electrical capacity, and four further substations potentially have capacity. Other committed and planned developments could, however, take up capacity. Electrical modelling will be required to understand the impact of future proposals and the need for reinforcement of distribution network infrastructure to serve the regeneration area. As the development is brought forward, an assessment of all existing substations within the site boundary and their capacity to supply the proposed development will be required.

Utilities

Building over utility routes is discouraged by providers, and appropriate easements and diversions should be accounted for in future proposals. Existing services and utilities are generally shown to follow the existing street arrangement. Local diversion or lowering of mains may be required to enable highways improvement works at various locations including the station arrival square and drop off area as well as Noble Street which appear to be the main areas where highway improvement works are proposed. Localised lowering may also be required at new vehicular access points into individual plots. This is to be assessed in further detail at a later stage. An assessment of utility demand for new developments proposed within the IPG area and whether local utility infrastructure has sufficient capacity to supply the new development is required. Details of the proposed developments including commercial floor space, number and type of residential units and associated EV parking bays (including the number of EV parking bays in the proposed MSCP) is required in order to inform this assessment.

Groundwater

Source Protection Zones (SPZ) 1, 2 and 3 have been reviewed and a small part of SPZ3 is located within the IPG boundary. Intensification of development may increase potential surface water runoff, therefore measures to address water quality may be required. Future building re-use may require additional water supply and treatment infrastructure.

Ground Conditions

A historic landfill is recorded to the east of the area. Further investigation of ground conditions and potential contamination risks may be needed to inform future proposals. The area previously accommodated rail-related works, which may present a potential ground contamination risk.

Railway land and land used for car parking can be impacted by a range of contaminants including asbestos, metals, petroleum hydrocarbons and polyaromatic hydrocarbons.

Due to these previous uses within the area, all areas will require comprehensive phased investigations to determine whether there is any risk posed by historic land contamination to the proposed developments. The first stage of this process would be a desk-based exercise to develop an initial conceptual site model that highlights potential sources of contamination and relevant pathways to any sensitive receptors. Further advice is available via Land Contamination Risk Management (LCRM) - GOV.UK (www.gov.uk). Further intrusive investigations are only required if a risk from a potential pollutant linkage is identified.

The financial implications for investigations and remediation should be fully considered, particularly if any residential units are proposed to have garden areas or if any community gardening areas are proposed. If ground gas is likely to be a significant risk for the development, sufficient time to carry out a robust monitoring programme should be factored into the project timescales if considered necessary.

Where larger development is likely to be carried out over several phases, care should be taken to ensure that any remediated areas are not adversely impacted by later phases that have not had remediation carried out.

It remains the applicant's responsibility to ensure that the site is suitable for the intended use.

(Continued overleaf)

Environmental Constraints

(continued from previous page)

Archaeology

Given the previous industrial uses in the area and the discovery of tram routes within roadways elsewhere in the city, an archaeological desk-based assessment would be required to support any major planning application within the Station Quarter, which will consider the potential need for further intrusive investigations. Should tramways be found, these may need to be recorded and left in situ, before development takes place. railway, road traffic along London Road, and routes to / from the station.

Noise

If considered early within the design phase, the ongoing requirement for mitigation can be significantly reduced if good acoustic designs principles are adopted throughout the project.

Suitable level of acoustic amenity should be achieved given the impact this can have on public health. The acoustic quality of any external amenity spaces should also be considered. It will also be important to consider the potential for limiting overheating early within the design of buildings, particularly where noise levels are likely to be the highest, which limits the opportunity to rely on open windows in warmer weather.

Developments will be expected to meet the noise levels set out within ProPG: Planning and Noise (May 2017) and BS8233:2014 for residential developments. The impacts of commercial developments should also be fully considered using appropriate tools such as BS4142:2014+A1:2019 where appropriate.

A Noise Action Planning Area is located along the south-western boundary of the IPG area along London Road. Additionally, the Station Quarter is constrained by the railway.

Medium/high density development proposals naturally constrain the size of individual units and the flexibility of the resulting layouts. As such, it is likely that any windows on the side of the railway would need to remain closed to achieve a suitable internal acoustic amenity and alternative mechanical ventilation is likely to be required to prevent overheating in warmer weather, though consultation on these measures should be undertaken with Network Rail.

When considering the design of such buildings, less sensitive rooms could be positioned closest to the railway with bedrooms and more sensitive living space placed on the far side of the building. In some scenarios, it may be appropriate to for units closest to the railway to accommodate commercial uses which are less sensitive to noise.

The roads surrounding the proposed location are also busy, particularly London Road, and so road traffic noise would also need to be given due consideration within much of the Station Quarter. Other sources of noise would also need to be considered, such as the Royal Mail delivery hub located on Midland Road, or any noise arising from new commercial units.

We encourage applicants to consider acoustic amenity and the financial viability implications of any associated measures at the earliest stage of the design process, and encourage early engagement with the Council on these matters.

Open Space and Public Realm

The public realm in the Station Quarter is generally of a low quality. There have been some improvements to the immediate frontage of the railway station forecourt, but there is room for further improvement. Midland Road in particular could be enhanced by urban greening, street furniture, and active travel routes for walking, wheeling and cycling.

There are no areas of open space or green space within the Station Quarter, although there are a number of existing and proposed areas of public open space in wider area.

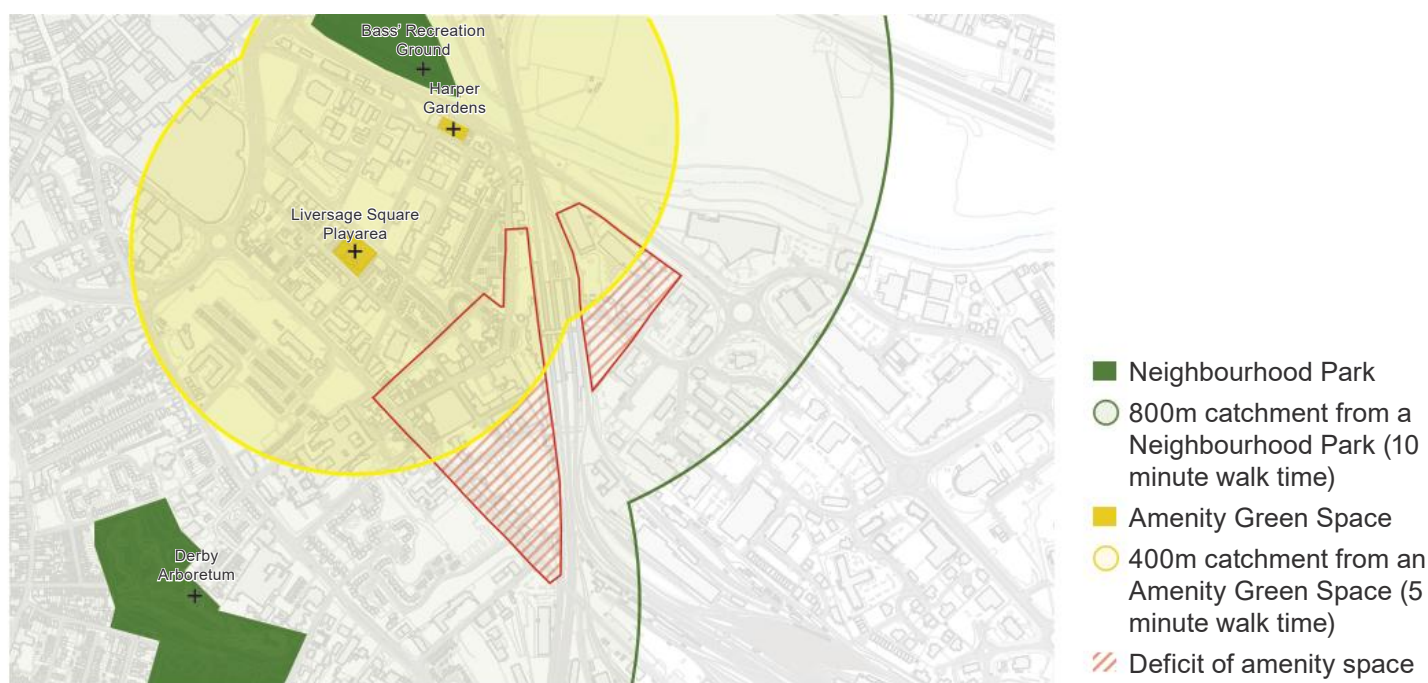
Approximately 500m to the west of the Station Quarter is Arboretum Park, a large area of green space with various facilities including multi-use games areas, children's playground, and a community café. This is a designated Neighbourhood Park (Local Plan Review Policy CP17), along with Bass's Recreation Ground in the north. Together these parks have a 10-minute walking (or circa 800m) catchment, which covers the entirety of the Station Quarter. Consultation on the 2022 ambition document identified the need to provide better links to Arboretum Park, which the Station Quarter could help to facilitate.

Liversage Square and Harper Gardens are both small areas of open space situated circa 200m to the north-west of the Station Quarter boundary. As designated Amenity Green Spaces, these areas both have a 5-minute walking (or circa 400m) catchment.

This would include the northern areas of the Station Quarter but would exclude the southern areas, such as the Zone 3 car park. There is therefore a key opportunity to provide public amenity space in the form of a pocket park or courtyard, as part of the residential development of the southern part of the Station Quarter.

Approximately 100 m to the south-west of the Station Quarter are small areas of open space (Centre Court Public Open Space and Oriel Court Play Area) integrated into the housing developments located at Bloomfield Close and Sydney Street. Whilst the areas are not formally designated as open space, but are located within close proximity to the Station Quarter and do have the potential to serve as informal amenity space, whilst also facilitating links through to Arboretum Park.

The Council's Ambition document introduces the idea of creating a major city park on the bank of the River Derwent, approximately 300m to the north of the Station Quarter. This is intended to serve as a strategic corridor for both water and green open space, as well as water-based activities and a recreational route along the river banks. As part of this, works are currently underway to provide improvements to Bass' Recreation ground, together with the delivery of a new pumping station. There is an opportunity to create a better link to this area from the Station Quarter.



Map of existing local open spaces and catchments

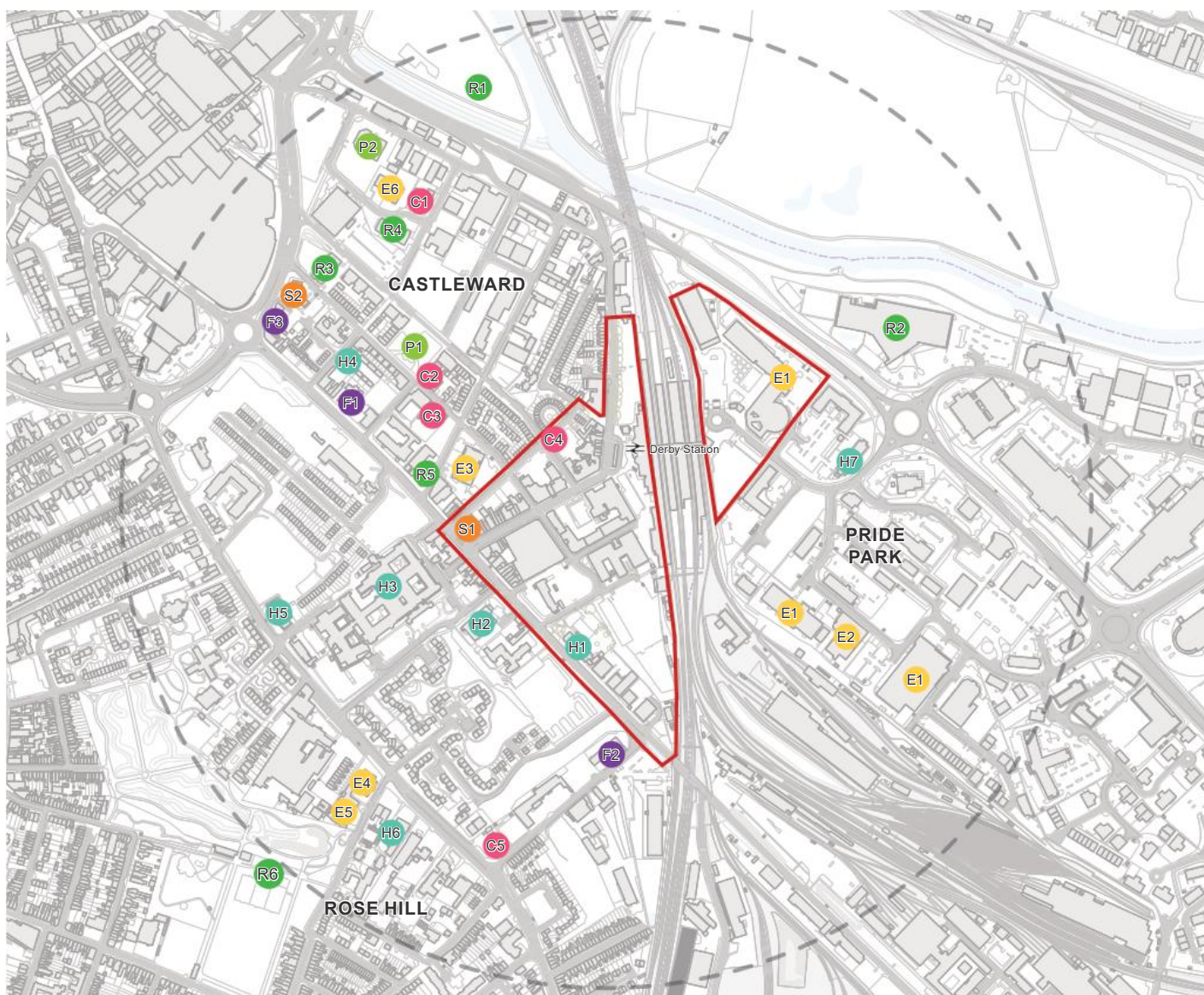
Key Local Facilities and Social Infrastructure

The existing NHS rehabilitation centre located within St. Andrews House forms an important element of social infrastructure within the area.

In close proximity to the area there are several medical facilities, including the Florence Nightingale Community Hospital situated at London Road, the Osmaston Doctors Surgery, situated at Osmaston Road, and the Derby City Dental Centre at London Road.

Two dental surgeries are located at Castle Walk, approximately 300 m to the north-west of the Station Quarter.

Additionally, the area served by a number of additional local facilities relating to health, recreation, sports, education, faith and so on. Rosehill contains a number of such facilities, and the Castleward area is particularly well served by a wide range of uses. Pride Park contains less community facilities, with a greater emphasis on education uses, commensurate with the role of this employment area and educational cluster.



EDUCATION

- E1 Derby College
- E2 UTC Derby Pride Park
- E3 Castleward Spencer Academy
- E4 St James CofE Junior School
- E5 Rosehill Infant & Nursery School
- E6 The Kingsmead School

HEALTH

- H1 St Andrews House
- H2 Dovedale Day Hospital
- H3 Florence Nightingale Community Hospital
- H4 Derby City Dental Care
- H5 Derby Urgent Treatment Centre
- H6 The Osmaston Surgery
- H7 DHU Healthcare

FAITH

- F1 The Holy Trinity Church
- F2 The Rhema Pentecostal Church
- F3 Castlefields Church

COMMUNITY & CLUBS

- C1 Padley Day Centre
- C2 Susanna Wesley House
- C3 Derby West Indian Community Association
- C4 L.M.R.C.A. Derby 105 Branch
- C5 Rolls Royce Foremans Club

SUPERMARKETS

- S1 Go Local Extra
- S2 Londis

RECREATION & SPORTS

- R1 Bass' Recreation Ground
- R2 David Lloyd Derby
- R3 CALM Derby
- R4 Studio 2000
- R5 Caroline Green Dance and Theatre Arts
- R6 Rose Hill Recreation Ground

PLAY

- P1 Liversage Square Playarea
- P2 Jumpin Fun Inflatable Park Derby

Commercial Property Considerations

Current Investment and Growth

Derby City Council (DCC) has ambitious aspirations to pro-actively improve the desirability of the city of Derby as a place to live, work and participate through the creation of new commercial, residential, cultural and leisure activities that will ultimately drive sustainable economic growth. DCC has identified a number of sites/locations and areas within the City Centre that it wishes to regenerate. The City Council recognises that there is a need for a cohesive and structured approach to regeneration of the City Centre including the prioritisation of investments to ensure that proposed development responds positively to commercial requirements and can address, and mitigate, identified viability issues that might impact on deliverability.

The Station Quarter is one of these priorities along with the Cultural Heart and Castleward projects. These projects will drive the provision of first-class offices and workplaces, a new hotel, an upgraded day-time and night-time leisure draw through an arena/theatre space, and proposals to improve the city's retail provision and leisure attractions. These developments will be supported by high quality city living proposals in areas such as the Station Quarter that will help to create vibrant and prosperous City Centre communities.

Development Context

Derby is one of the UK's main manufacturing City's with key employers including aero-engine manufacturer - Rolls Royce, train manufacturer – Alstom, and car manufacturer - Toyota. Derby is also the headquarters of the world-famous tableware manufacturer - Royal Crown Derby. Derby was badly impacted by the Covid-19 pandemic with manufacturers, such as Rolls Royce, feeling the impact of the decline in the global aviation industry. But the city has bounced back demonstrated by the PwC Good Growth for Cities study which ranked Derby as a top 10 City for post-covid economic recovery, while a UK Powerhouse report predicted its GVA would Derby's economy would be the fastest growing economy in the East Midlands by the end of 2023. The City is also home to the University of Derby, with close to 20,000 students based at their Allestree Campus in the north-west of the City. The University has recently released their masterplan for their City Centre campus, which is to be located on the fringe of the City Core around Friar Gate, Ford Street, Bridge Street, Agard Street and Nuns Street. Connecting the new University campus to the core of the City will be critical.

The City Centre of Derby has been slowly fading for a number of years due to a sequence of economic shocks that have impacted the commercial viability of traditional economic uses. In response, Derby City Council has formulated an exciting vision to 'level up' Derby to provide additional employment opportunities within the heart of the City Centre, increased the housing supply and enhancing the cultural offering. As part of this initiative, the Council has embarked on a revitalisation of the centre through a number of developments and investment initiatives. The list of investments is growing; some of the more notable of these are highlighted below:

- The former site of Debenhams and Pennine Hotel acquired by DCC and SJS (St James Securities) selected as masterplanner and development partner.
- Becketwell- The Condor, Grainger BTR scheme – now 80 – 90% let.
- DCC is investing circa £40m in the 3,500-seater performance venue, expected to open in late 2025.
- OCOR (Our City Our River) includes a huge flood defence programme. The masterplan includes

the North Riverside residential-led development opportunity (800 – 1,000 homes)

- Market Hall – DCC owned and funded. Its refurbishment is well advanced.
- Eastern Gateway scheme supported by Future High Street funding, in conjunction with Derbion owner Cale Street
- Heart of the City project, centred on redevelopment of the Assembly Rooms and Guild Hall Theatre. £20m Levelling Up funding awarded.
- DCC have recently selected Vinci and Ion Developments as their Strategic Development Partner for emerging projects including Heart of the City / Assembly Rooms, Northern Gateway and North Riverside development opportunities.
- Castleward, 800+ units residential-led mixed use, 550 homes completed on site, DCC using CPO and mix of public and private funding to continue land assembly of current phase.
- Silk Yard in Castleward. Scheme by Elevate Developments,
- Nightingale Quarter, London Road, 900+ units, circa 500 completed.

Many of these projects have been delivered with support from the City Council and other partners including the Becketwell scheme (DCC), Homes England (Castleward) and central Government (Eastern Gateway, Market Hall, Our City Our River initiative) to enable the vision for the city to move forward. Critically these schemes are bringing a new lease of life to the City Centre and will catalyse other developments. Not only will the developments provide the local population with new, updated amenities and facilities, they will also bring increased footfall from out of town. This will support the local economy and draw in external investment to provide significant employment and economic benefits.

The Council has a desire to become a net zero carbon city and improve the environmental footprint of the city. The City Council is developing a strategy to demonstrate what adoption of zero carbon development will mean for Derby. Being at the forefront of this national initiative will be a significant advantage for Derby when seeking additional investment. Regeneration projects, such as the Station Quarter, that seek to become low carbon/net zero will help future proof Derby investment and set the tone for future projects.

Commercial Property Opportunities

Due to the technological, economic and social advances, we are all experiencing a significant change in how we go about our daily lives, with particular impacts on how we work, shop, experience leisure and place demands upon our town and City Centres. These changes are having a significant impact upon the commercial property market which will take time to adjust to these accelerated trends. Key property sectors trends in Derby are discussed below.

Office Space

Derby currently has a limited City Centre office market, and it would appear that this is contributing to the struggles of the centre. The city office market has been impacted by the success of past out of town developments such as Pride Park. The average transaction size in Derby is between 1,000 sq ft and 6,000 sq ft, with headline rentals at £15 per sq ft. Neither statistic is supportive of new office development. To refocus the office market in the city, a new quality product will need to be delivered. With competition increasing from other East Midlands cities such as Nottingham and Leicester, Derby must build on its commercial advantages to attract and retain quality occupiers. Where there has been little or no new development, rental levels stagnate, any new development will need to push the rentals in excess of the current headline figures. This trend has been demonstrated in places like Wolverhampton, Coventry, and Nottingham. DCC is working with public and private sector partners to identify potential investors in this sector and their requirements.

In terms of the Station Quarter, there is an emerging opportunity for increased rail industry related office development in the Station Quarter, with the proposed relocation of the Great British Railways (GBR) HQ to the area, a potential catalyst for these uses. The setting up of the GBR HQ, interim location of the GBR Transition Team, will occur in Spring 2024. As a permanent HQ, the LCR / DCC owned asset, Midland House, is one option to become the new home of this national rail body. Work, funded by One Public Estate and the Derby Place Pilot, has commenced to identify the scale of a new Rail Campus that builds on the huge rail industry representation already in Derby. Initial surveys indicate that in the region of 130 rail-related organisations could be attracted to the city. The Council is supportive of this development in the Station Quarter, subject to appropriate scale and design.

A hugely increasing sector of the office market is managed workspace, serviced offices and co-working or flex space. This type of space allows businesses the flexibility of taking space for the short to medium term, on a subscription or usage basis. Derby appears to be relatively under-represented in this space with the key operators being Connect Derby (the City Council managed space) and Cubo. There could be an opportunity for this type of space to be delivered in the Station Quarter.

Strategic Regeneration Challenges

Residential

Again there has been relatively limited development of new build residential development in the City Centre. The Becketwell scheme provides the City's first quality private rental scheme (PRS) product and this has helped to increase market demand. Likewise, developments at the Nightingale Quarter and Castleward have provided housing and apartments successfully. PRS developers require a large number of units to achieve optimal viability; small developments are better suited to open market and affordable products. The Station Quarter is a sustainable and attractive location for new homes and there are potential sites that could meet the requirement for PRS and market housing, provided careful attention is given to creating a viable mix of unit sizes and type.

Active Ground Floors Uses – The Station Quarter is a key travel destination within the City Centre and bearing in mind its highly accessible location between the City Centre retail offer, the station, Derby College and Pride Park, and the opportunity provided by city living schemes, the increased footfall should provide opportunities for new food and beverage uses, and small-scale retail outlets that would not compete with the City Centre.

Hotels

Whilst not a major leisure destination, the number of visitors to Derby in recent years has increased, with the former Silk Museum having undergone an £18m renovation and recently opening as the Museum of Making. There are three hotels in the planning pipeline in Derby (with potential to add on an additional 310 bedrooms). Research undertaken for the Council demonstrates that Derby has the capacity to accommodate up to 615 hotel bedrooms over the next ten years whilst maintaining an appropriate market occupancy. This is positive and suggests there is capacity for hotels in the City Centre as part of the Cultural Heart and Becketwell projects within the next five or so years to cater for increased demand arising from new schemes including the development of Infinity Park and the Becketwell events venue which will open by 2025. In this context, within the Station Quarter improvements to the existing Midland Hotel would be supported by the City Council, particularly to capitalise on demand from the city's increasingly important rail cluster.

The strategic constraints to regeneration can be summarized as follows:

- Low quality land-uses, constraining developer interest in the area.
- Large surface car parks, resulting in inefficient land usage and limiting development opportunities.
- Fragmented land ownership.
- No sense of arrival at the station.
- Severance of the station from the City Centre and Pride Park, and poor quality walking, wheeling and cycle connections to the City Centre which are lacking in coherence and directness.
- Sub-optimal rail-related facilities for rail staff and passengers.
- Few, if any, currently identifiable and deliverable investment opportunities.



Large amounts of inefficiently used land at the Zone 3 car park



No sense of arrival at the principal, western station entrance

PART 3

**Derby Station
Quarter Tomorrow**

Introduction

Historically, the Station Quarter was economically vibrant and full of activity. For this to once again be the case, there will need to be significant interventions in the area from the City Council and its partner LCR, which will need to be supported by funding and private sector investment. Dialogue has already commenced with Rail Industry partners to agree mechanisms that will facilitate land release. Importantly, regeneration will not be reliant on the provision of difficult to implement and costly infrastructure. Rather, the key interventions should concentrate on making more productive use of land (notably the railway related car parks) through a combination of relocation of existing uses and targeted acquisitions. This strategy will release new opportunities to enhance the railway-related cluster, deliver new residential development, and associated improvements to the public realm and active travel links. In this way, identification of ‘quick wins’ will help to kick-start new development and advertise the area as a place to invest, complementing investment taking place in the adjoining Castleward and Nightingale Quarter areas.

It is evident that there is significant potential for change and future growth in the area, which can make an important contribution to meeting Derby’s development needs up to 2040. In the remainder of this section, we establish area-wide masterplan principles before considering the potential of the identified sub-areas to accommodate development alongside key development and design principles.

A Framework for Change

To ensure that this potential is realised, and realised in a way that supports both the Council's vision for the area (as outlined earlier in the document) as well as the wider policy objectives, the City Council is publishing this guidance to help shape and direct change.

The following two sections, '3.1 Guiding Principles' and '3.2 Sub-area Development Guidance' provide information on the the key considerations and parameters that the Council expects development in this area to address at an area-wide and plot or plot of block scale respectively. Together, these constitute the Council's preferred framework for development.

Section 3.3 provides an illustration of what the application of this guidance might generate in terms of a potential quantum of development - subject to detailed design and planning considerations - and represents the output of a spatial masterplanning exercise that was used to develop and iterative test and evolve the guidance included here, with respect to the objectives outlined earlier in this document.

Section 3.4 provides an outline of the delivery considerations and a potential strategy for phasing.

Section 3.5 outlines considerations for applicants and decision-makers when a development proposal is submitted.

3.1 **p52**
Guiding Masterplan Principles

3.2 **p74**
Development Framework

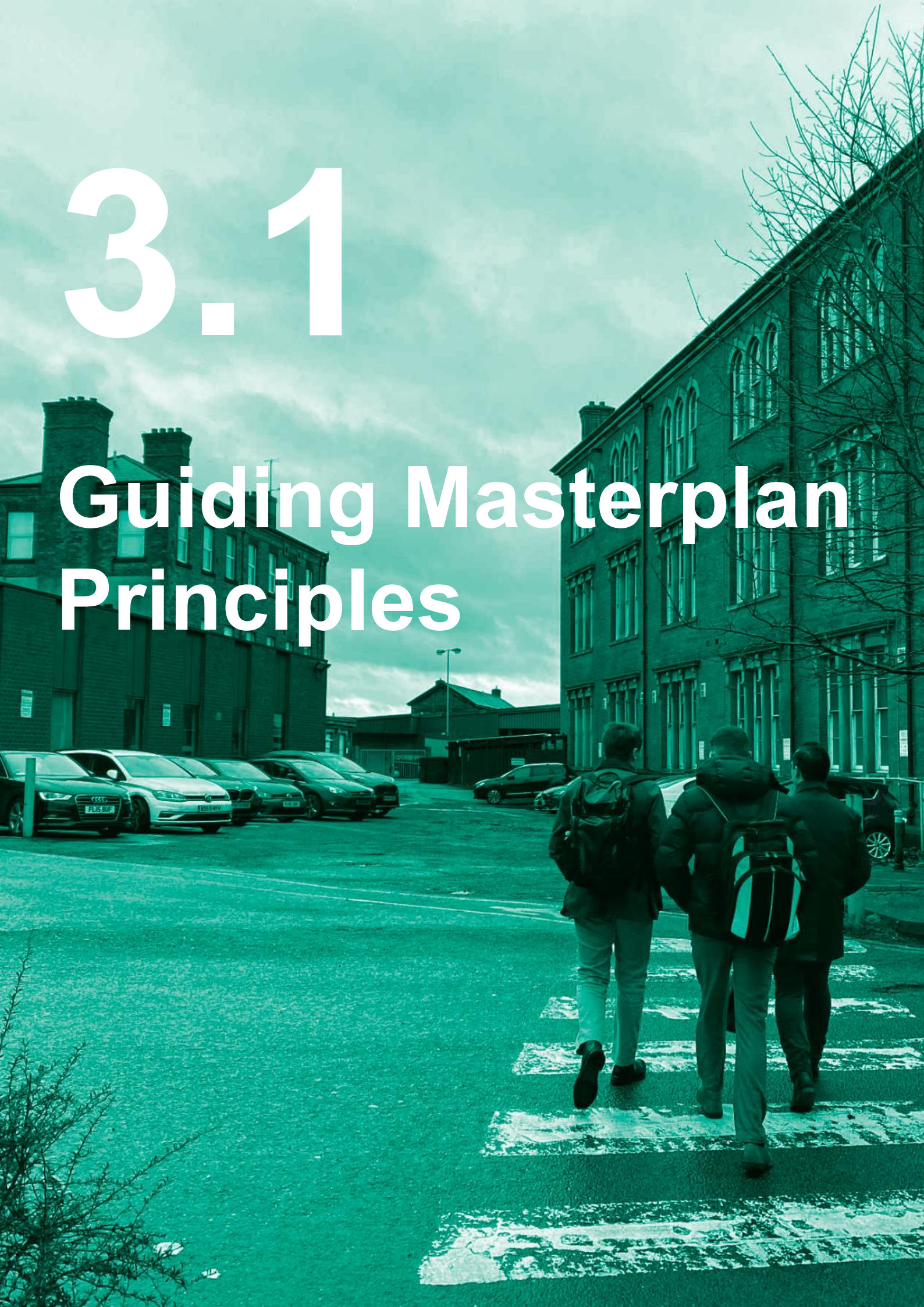
3.3 **p136**
Illustrative Masterplan

3.4 **p144**
Phasing and Delivery

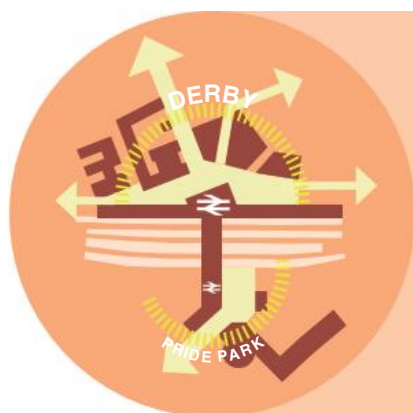
3.5 **p148**
Submitting a Development Proposal

3.1

Guiding Masterplan Principles



The City Council has established a set of area-wide masterplan principles to guide development in the Station Quarter. These are based on key themes that resonate with the City Council's emerging Local Plan policy framework and reflect the Council's vision highlighted earlier in the IPG. They also complement the emerging themes in the draft Derby Design Guidance (2024). Sub-area specific guidance is provided in the following section.



Guiding Masterplan Principle 1 (GMP1):

Heritage aware Placemaking

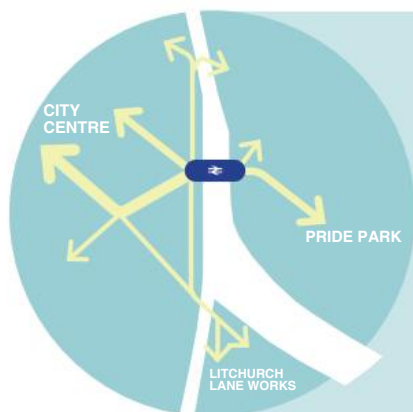
Leveraging the rich history of the site, including its remaining high-quality historic fabric, through the creation of a new urban district. One that has a strong sense of place and is forward looking in character, yet complementary to the quarter's historic and continually evolving character.



Guiding Principle 2 (GMP2):

Revitalising and Re-urbanising

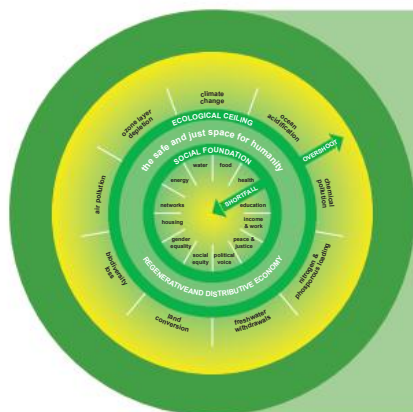
Transforming the Station Quarter into a lively mixed-use area, creating new floorspace by infilling and rebuilding the historic street pattern, with a wider range of uses, including new homes.



Guiding Masterplan Principle 3 (GMP3):

An Urban Interchange

An impressive point of arrival and easy interchange, but also a key point of connection and exchange between the city centre, Pride Park and the city's rail cluster along London Road.



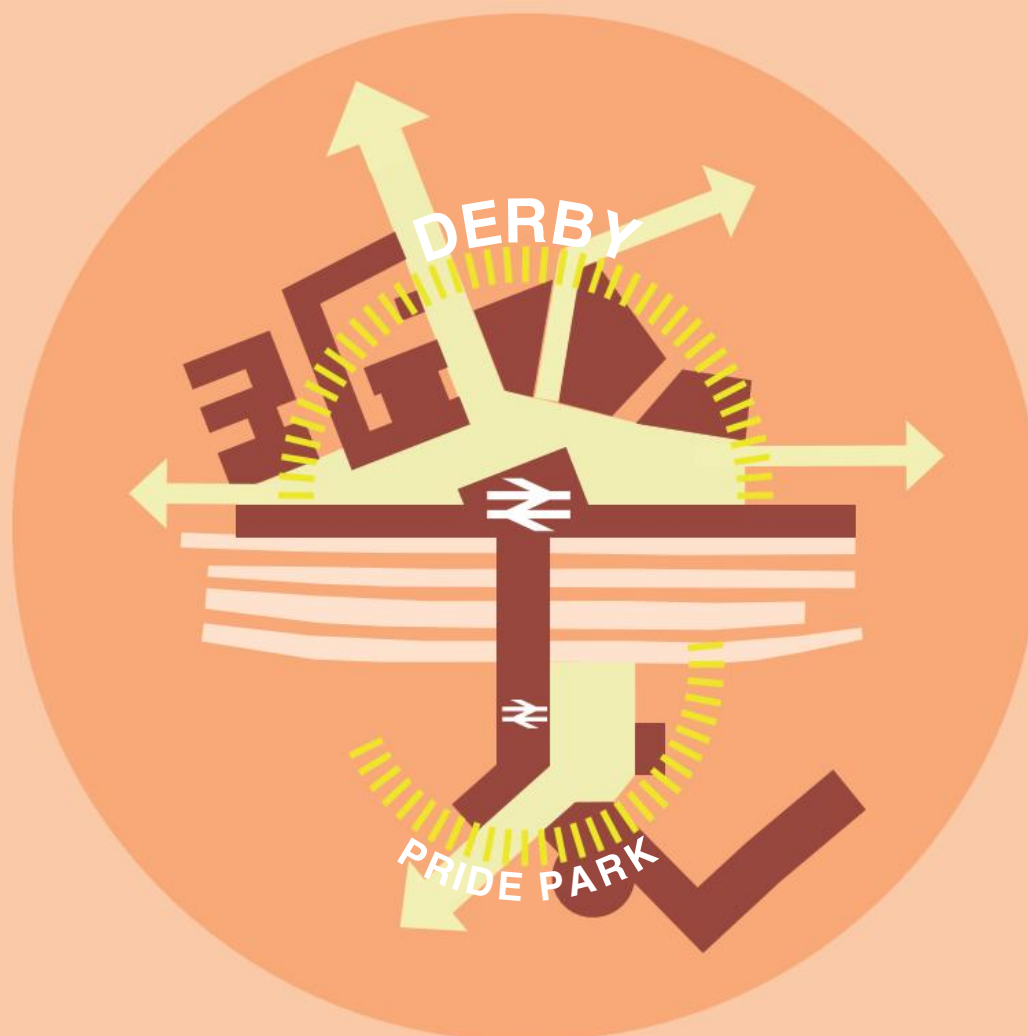
Guiding Masterplan Principle 4 (GMP4):

Responding to Climate Change

Across all activities ensuring that proposals respond to the challenges of Climate Change and Net Zero Carbon.

Guiding Masterplan Principle 1 (GMP1)

Heritage aware Placemaking



Leveraging the rich history of the site - including remaining high-quality historic fabric - in the creation of a new urban district with a strong sense of place.

Transform the experience of arriving at Derby Station, drawing on the city's key role in the development of the railway.

Re-establish the possibility of a richer, more vital, and more mixed urban setting adjacent to the station.

Introduction

New development should respect the historic environment of the Station Quarter, the setting of historic buildings (designated and non-designated) and the Railway Conservation Area. The City Council will require applicants to minimise any heritage harm that may result from proposed development. Where harm arises from proposals, this will require clear and convincing justification. In considering harmful proposals the Council will take into account any public benefits that might arise from the proposals.

Such public benefits could include the efficient use of land, the unlocking of development opportunities to assist with housing delivery and the wider regeneration of the area, including the environmental, social and economic benefits this may bring.

Alongside the need to protect existing heritage assets in this way, this guiding principle also proposes that the rich heritage of the area as a railway district, and the particular qualities of the historic fabric and urban forms, be used as a creative catalyst - providing inspirations for new development, and the renewal of the public realm.

Understanding and appreciating the area's heritage underpins the possibility of good 'place-making' here: giving the area a distinct and attractive identity within Derby and beyond.

There is an opportunity to restore some of the historic street grain, scale and massing that was eroded during the 20th century, through careful infilling on open or vacant plots. In some cases the setting of existing heritage assets could be enhanced through restoring an appropriate sense of urban enclosure to the buildings or better framing key views.

Removing or better organising street furniture and movement infrastructure within streets, has the potential to restore some of the clarity, calmness and civic grandeur of the historic streetscene - providing an improved foreground to historic buildings.

This approach should also extend to characterising the public open space and integration of the area within the wider city - through an appreciation of the latent and historic urban and landscape qualities of that wide context - as outlined in the drawing below.



Plan showing latent landscape characteristics of the site and its surroundings.

Key Moves

1 – Railway Terrace / Calvert Street Triangle

Preserve this important group of heritage assets, the Railway Institute, Brunswick Inn and the earliest purpose-built dwellings for railway workers in the country. This block is one of a series of remnant historic urban blocks - each with its own distinct form and identity - that are closely associated with the station and the Midland Railway (highlighted in black on the drawing alongside).

2 – Railway Terrace Block

This, which was always the most varied of these historic blocks, is also now the most disrupted and would benefit from careful restoration of certain elements, with infill and replacement possible elsewhere.

3 – Station Edge

Drawing on the precedent of the scale and presence of the former station there is the potential to rebuild a strong edge against the railway and thereby reorientate the station entrance to face Midland Road. The repurposed station building will provide a significant backdrop the new arrival square.

4 – Station Square

Establish an active public square in front of the main entrance to the railway station. This will create a sense of arrival and will encourage extensive footfall across the Station Quarter and towards the City Centre.

5 – Midland Road

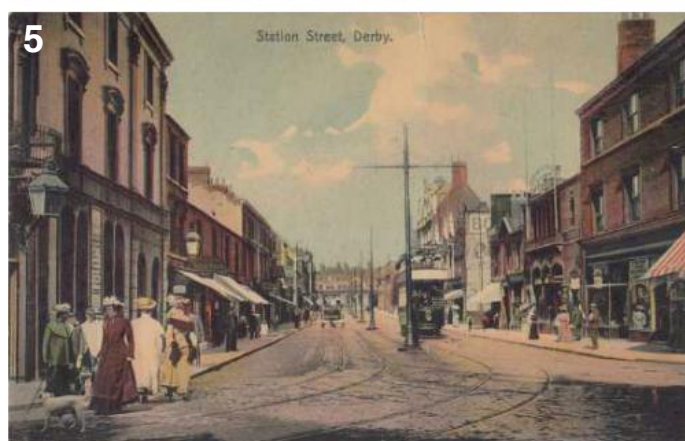
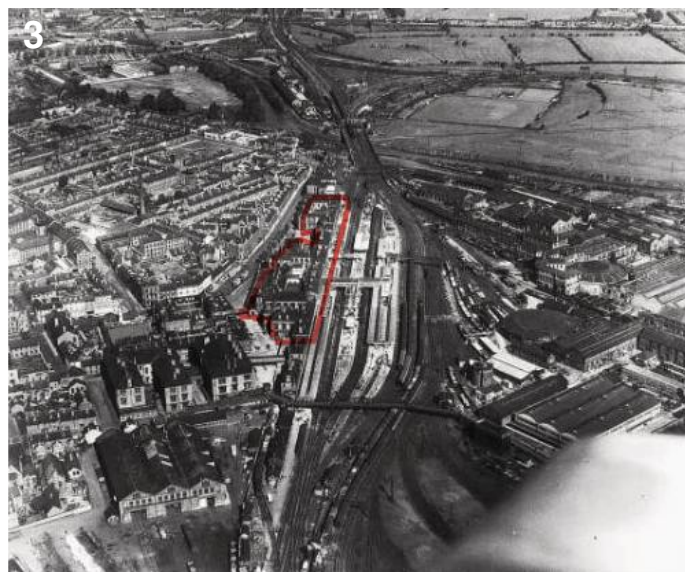
Public realm improvements to restore Midland Road as the main station approach.

6 – Midland Hotel

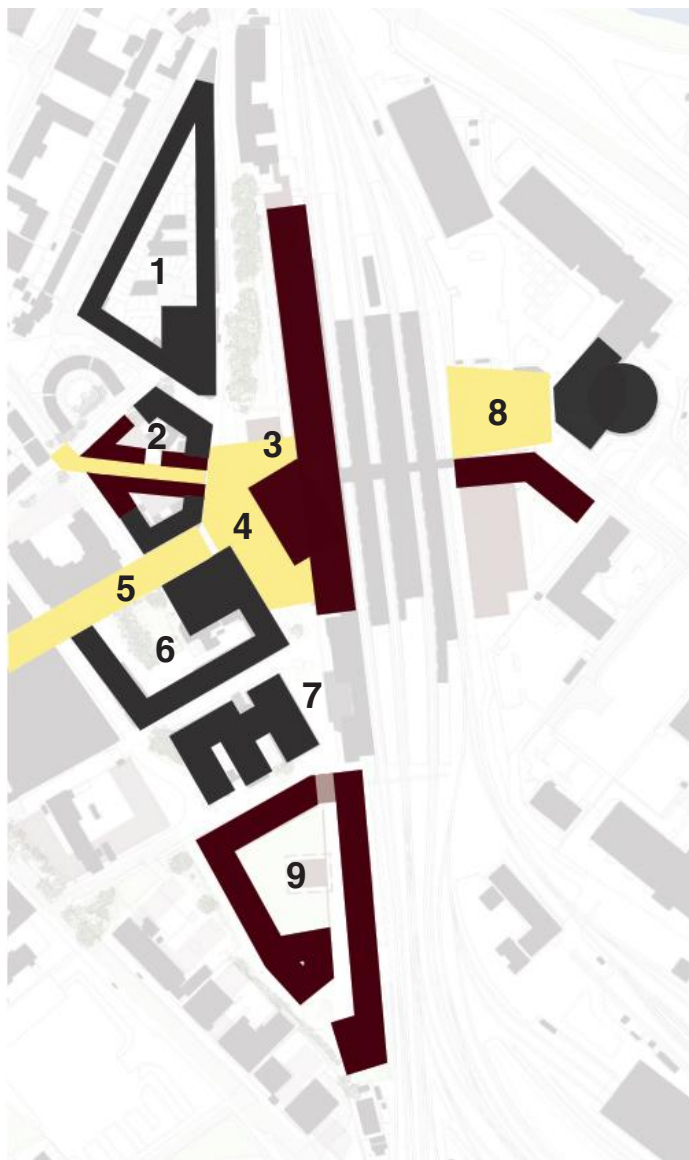
Encourage the sensitive refurbishment and restoration of the hotel to its former glory.

7 – Midland House

A potential opportunity for this impressive building to revert back to its historic use as an office use related to the railway industry, or other sensitive use.



Right and overleaf:
Selection of
relevant historic
reference images

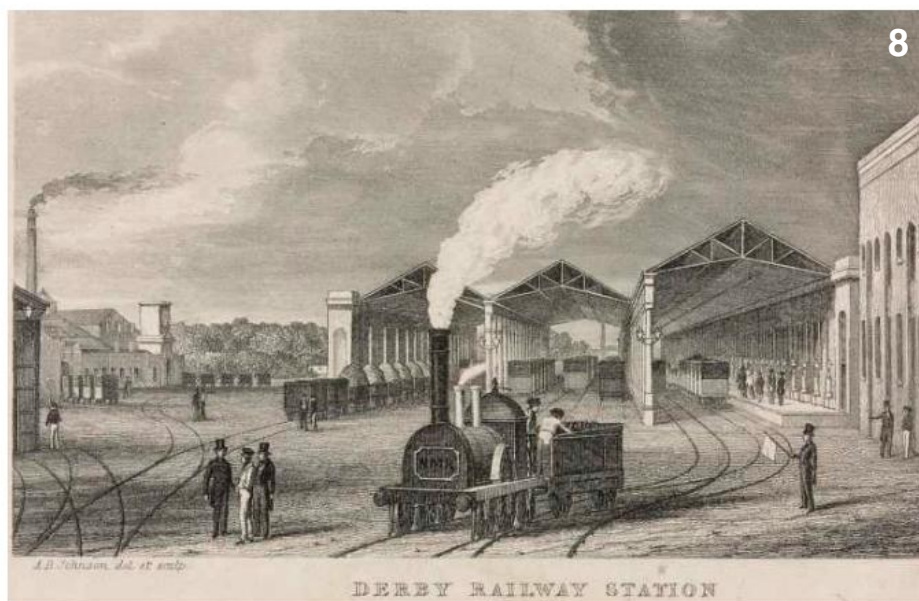


8 – Eastern Station Entrance / The Roundhouse

Improvements to the eastern entrance to the station, specifically the area that forms the forecourt to the Listed Roundhouse building, and creating a more appropriate frontage to the existing car park - while preserving the historically resonant views from north of the platforms across an open area of rail land towards the tower of the Roundhouse (see image below-right). This would enable the introduction of additional built volume on the site to the south of the Roundhouse building - reflecting the historic transition to the enclosed spine of the old Midland Works (see image below-left) that occurred beyond the Roundhouse. This volume could accommodate the additional spaces in the Zone 2 car park, which are an essential component of the masterplan, required to unlock the regeneration of the area. Any proposal would need to be designed carefully to minimise any harmful impacts on the listed Roundhouse and associated buildings, and the significance derived from their setting to ensure that key views towards the Clock Tower are safeguarded.

9 – Southern Triangle

The opportunity here is to restore the sense of enclosure that historically characterised the space to the south of Midland House by restoring a street frontage that reflects the scale of the train shed building that sat on the northern portion of this site. This would form part of a broader strategy of occupying the former yard with a new urban block - a confident new addition to the family of blocks - mirroring the historic triangular block to the north.



Guiding Masterplan Principle 2 (GMP2)

Revitalising and Re-urbanising the Station Quarter



Transforming the Station Quarter into a lively mixed-use area, creating new floorspace by infilling and rebuilding the historic street pattern, with a wider range of uses, including new homes.

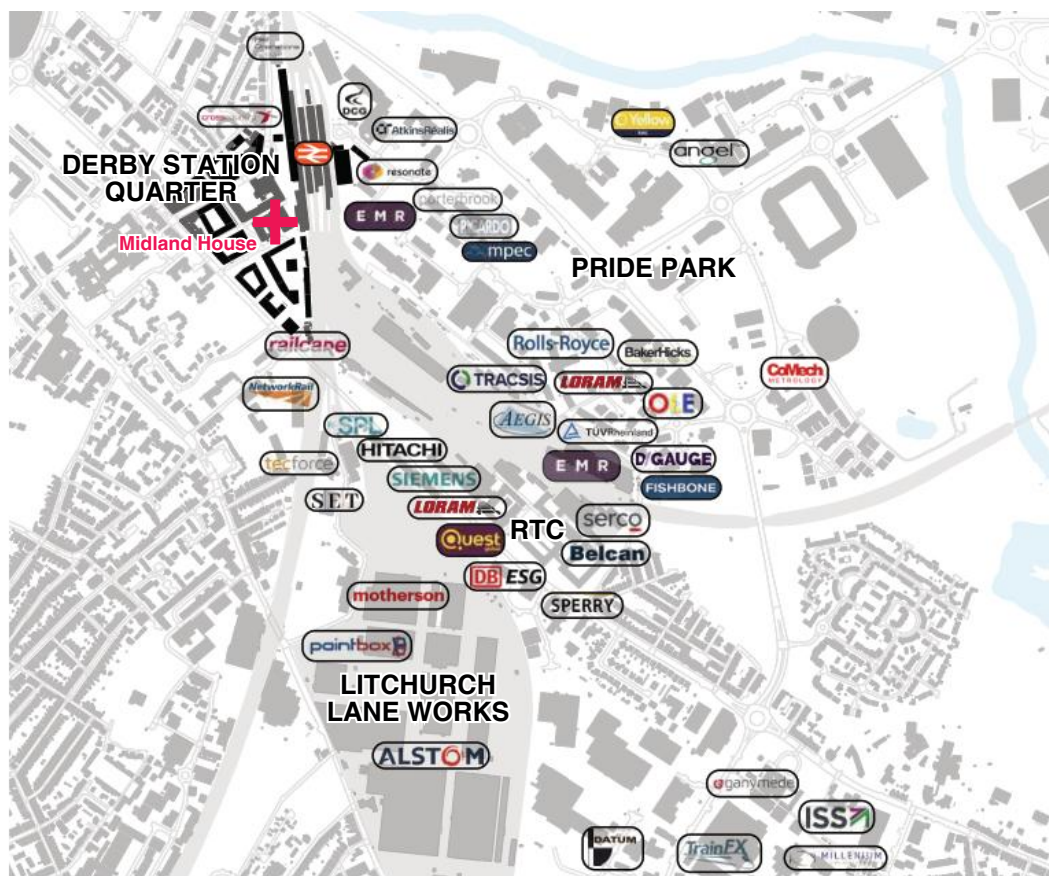
The station should become the centre of a highly diverse range of urban activities, including an important economic aggregation around the rail industry, education, homes, landscapes and convivial uses.

Introduction

The City Council will encourage the sustainable regeneration of the Station Quarter through the bringing forward of residential-led mixed use development. This will be facilitated by the rationalisation of rail-related car parking in the freehold ownership of Network Rail to make more effective use of this land, thereby creating residential development opportunities.

The creation of a new residential neighbourhood will bring life and occupation to the area and providing much-needed new housing in a highly sustainable City Centre location. It is anticipated that up to circa 1,500 homes will be delivered. A variety of housing typologies to cater for different needs will be provided, reflecting housing needs requirements defined in the emerging Local Plan evidence base.

The development will also seek to deliver an enhanced rail-related cluster including office and incubation space, building on Derby's strengths as one of Europe's most densely populated hubs for rail-related activities. This will encourage innovation, technology and education partnerships, and provide infrastructure for small and start-up businesses to thrive.



Existing rail related industry around the Station Quarter

Key Moves



1 – Railway Terrace Block

There will be an opportunity to potentially create new investment by reconfiguring the row of Victorian commercial buildings that front Railway Terrace to create a residential led mixed-use block. This could accommodate a new single-storey active travel link towards London Road and a courtyard style scheme at the rear, possibly incorporating a taller building towards London Road.



2 – Midland House

Midland House has the potential to accommodate a railway-related office use, serving as a focal point for the delivery of an enhanced railway-related cluster and a catalyst for the regeneration of the Station Quarter more generally. In keeping with this theme, Derby has successfully bid to house the Great British Railways' headquarters, which could potentially be accommodated in Midland House. Sensitive repair and renovation of this building, and surrounding historic buildings such as Midland Hotel and John Ellis House, should also look for opportunities to include flexible commercial spaces available for small and start-up businesses, ensuring there is a thriving culture of enterprise and collaboration.



3 – Station Range

A northern extension to the Railway Station could retain the existing Zone 1 station car parking spaces whilst delivering offices and small-scale commercial uses that complement the railway station, bringing activity to the area and improving the passenger experience.



4 – Southern Triangle

It is proposed to relocate the rail user spaces currently accommodated at the Zone 3 car park to a new multi-storey car park (MSCP) on the Zone 2 car park east of the station. This proposal will release the Zone 3 car park for medium/high density residential-led development together with amenity open space, improved public realm and an active travel route to the station. This will create a new residential neighbourhood, bringing life and occupation to the area and providing much-needed new housing in a highly sustainable City Centre location.



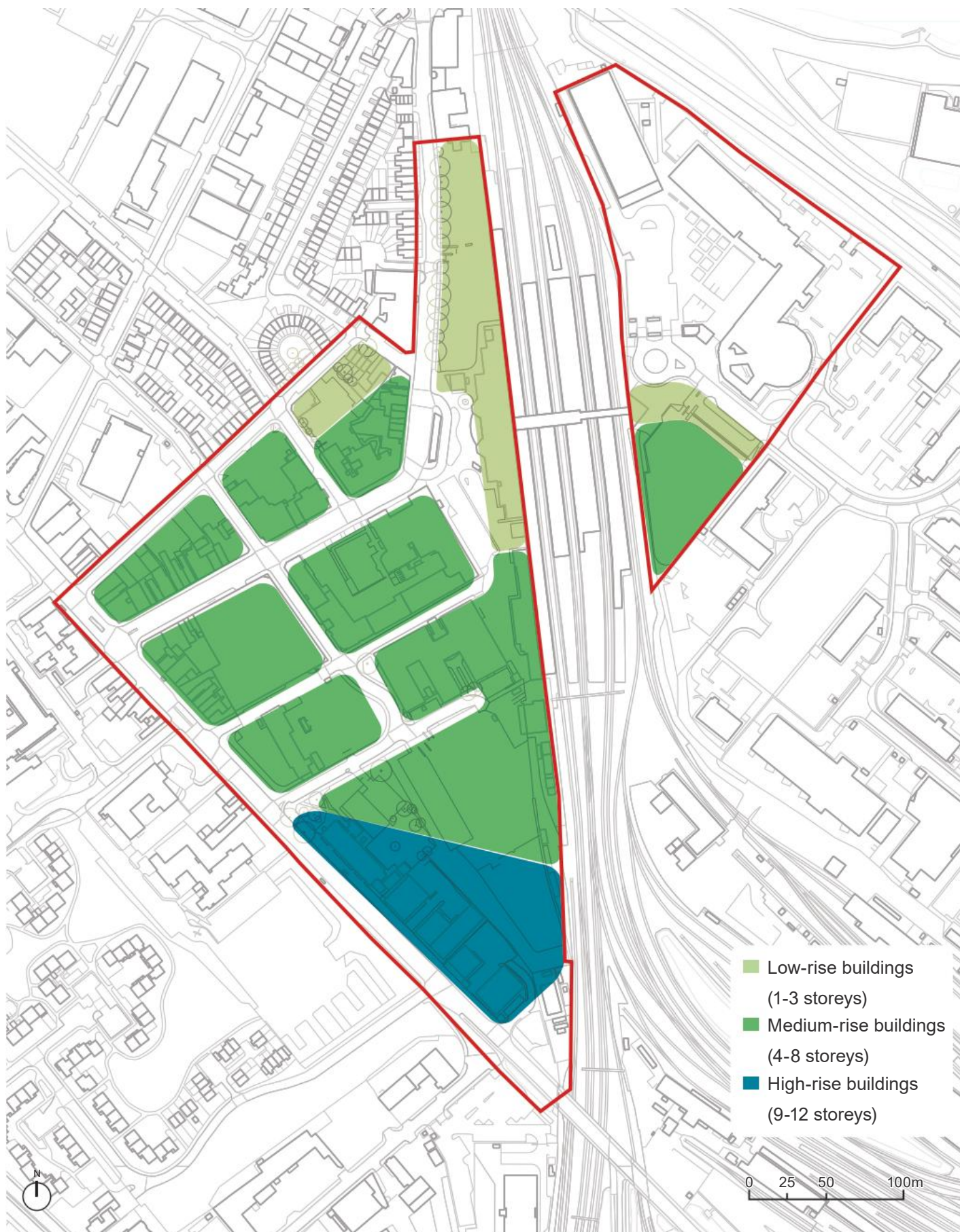
5 – London Road

The surface car parking, commercial and retail uses along London Road will be redeveloped into a new residential quarter, with a layered landscape comprising streets, lanes and new amenity open space and public realm improvements.

6 – Wellington Street

The residential development of land fronting Wellington Street will address incomplete perimeter blocks, mending the broken street scape and forming defensible frontages and legible public realm.





Building heights parameter plan

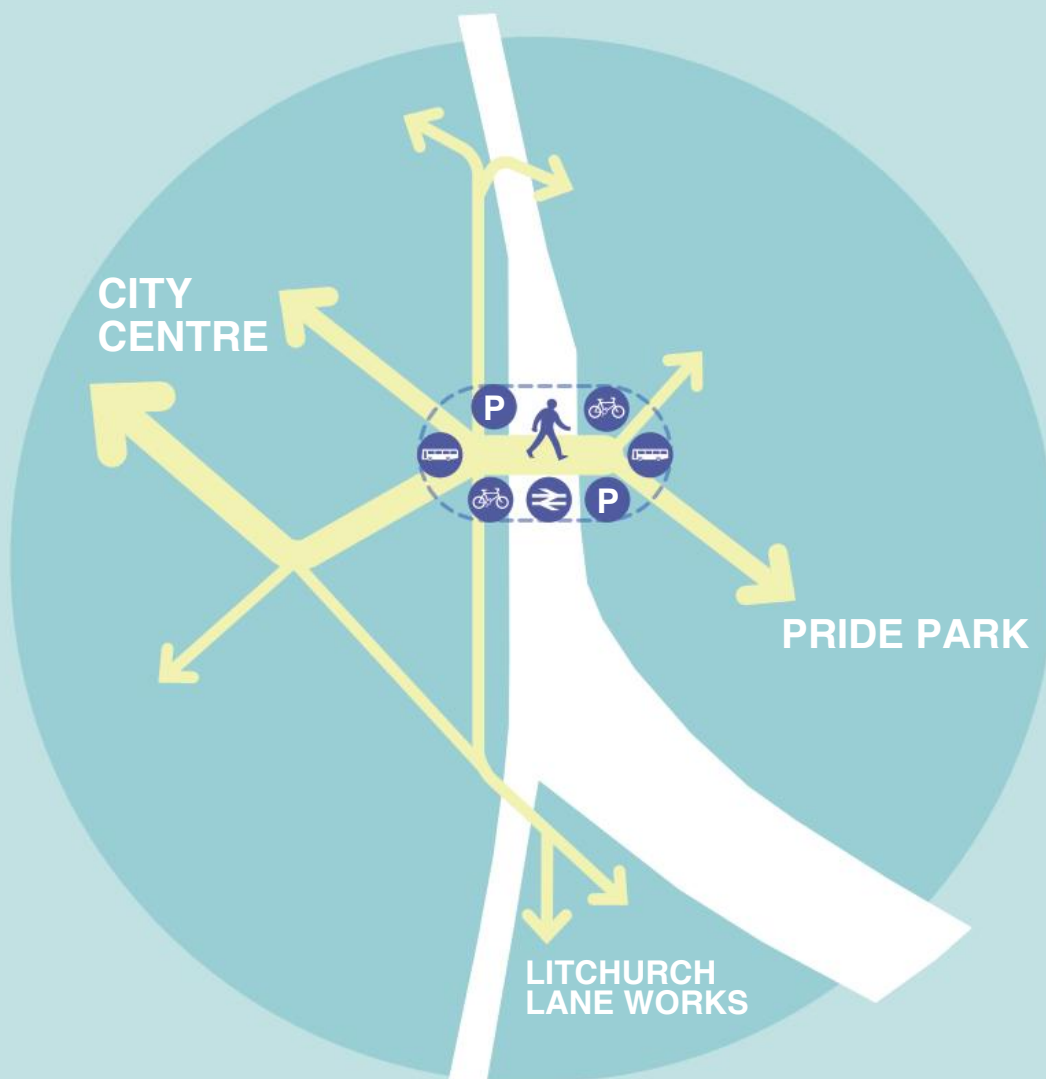
Massing and Heights Parameters

In order to support the increase and diversification of use around the station - and to achieve the objective of restoring the historic street grain and urban character of the area new buildings are to be introduced.

The drawing on the left - read in conjunction with the other guiding principles, in particular GMP1, regarding careful and creative integration with existing heritage assets - sets the parameters for appropriate building heights. This builds on the analysis on the previous page.

Guiding Masterplan Principle 3 (GMP3)

An Urban Interchange



An impressive point of arrival and easy interchange, but also a key point of connection and exchange between the city centre, Pride Park and the city's rail cluster along London Road.

Introduction

While the station area performs a series of vital transport related functions, including accommodating interchange facilities and extensive station parking, these, in their current form, have a detrimental effect on the quality and character of the station environs, and are extremely land-hungry, preventing more attractive and valuable use of some of the best connected land in the city.

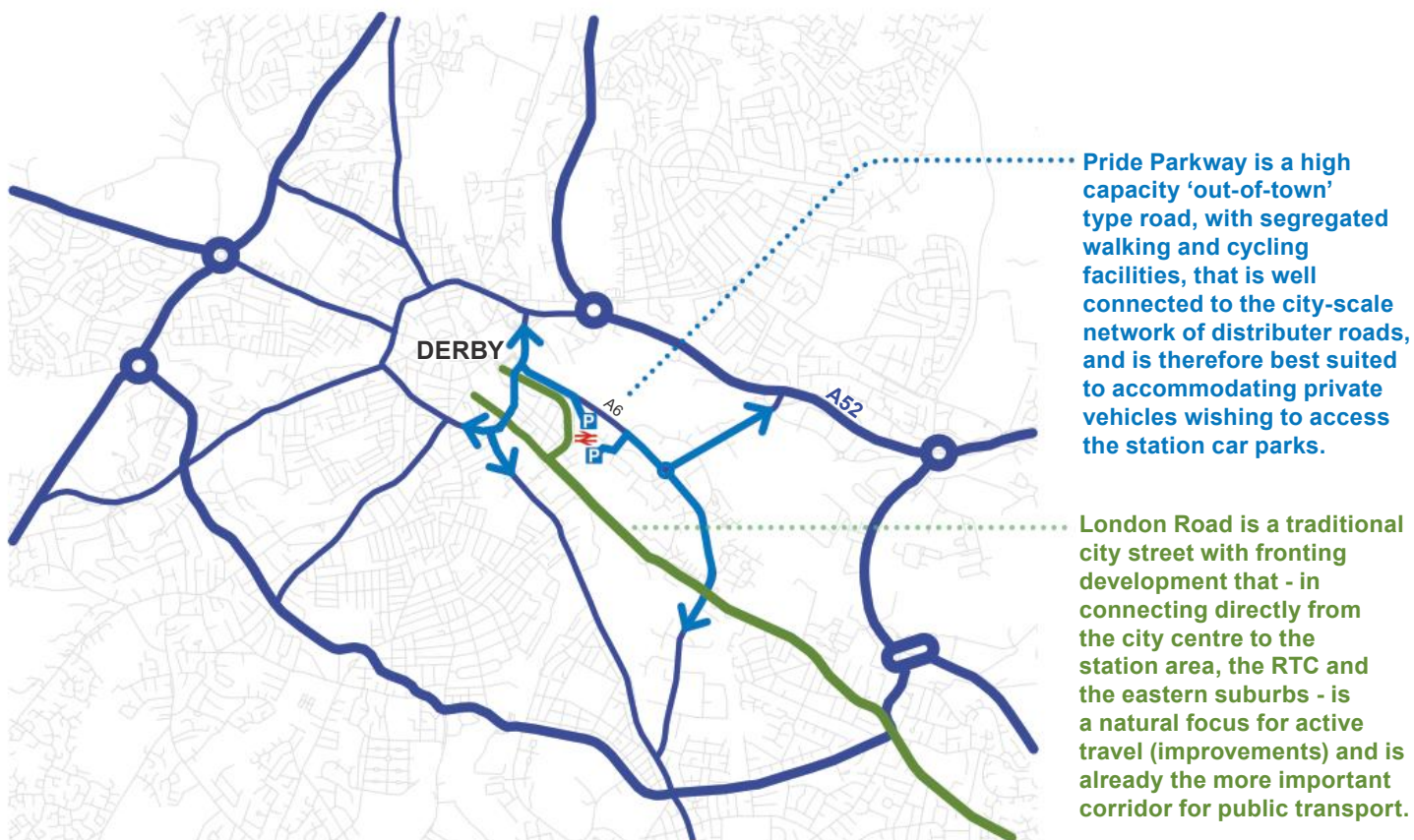
The guidance here is therefore intended to not only improve the quality and convenience of moving to and through the station and its associated transport facilities, but also to free up space for other supporting and complimentary uses and places as identified within Guiding Masterplan Principles 1 and 2.

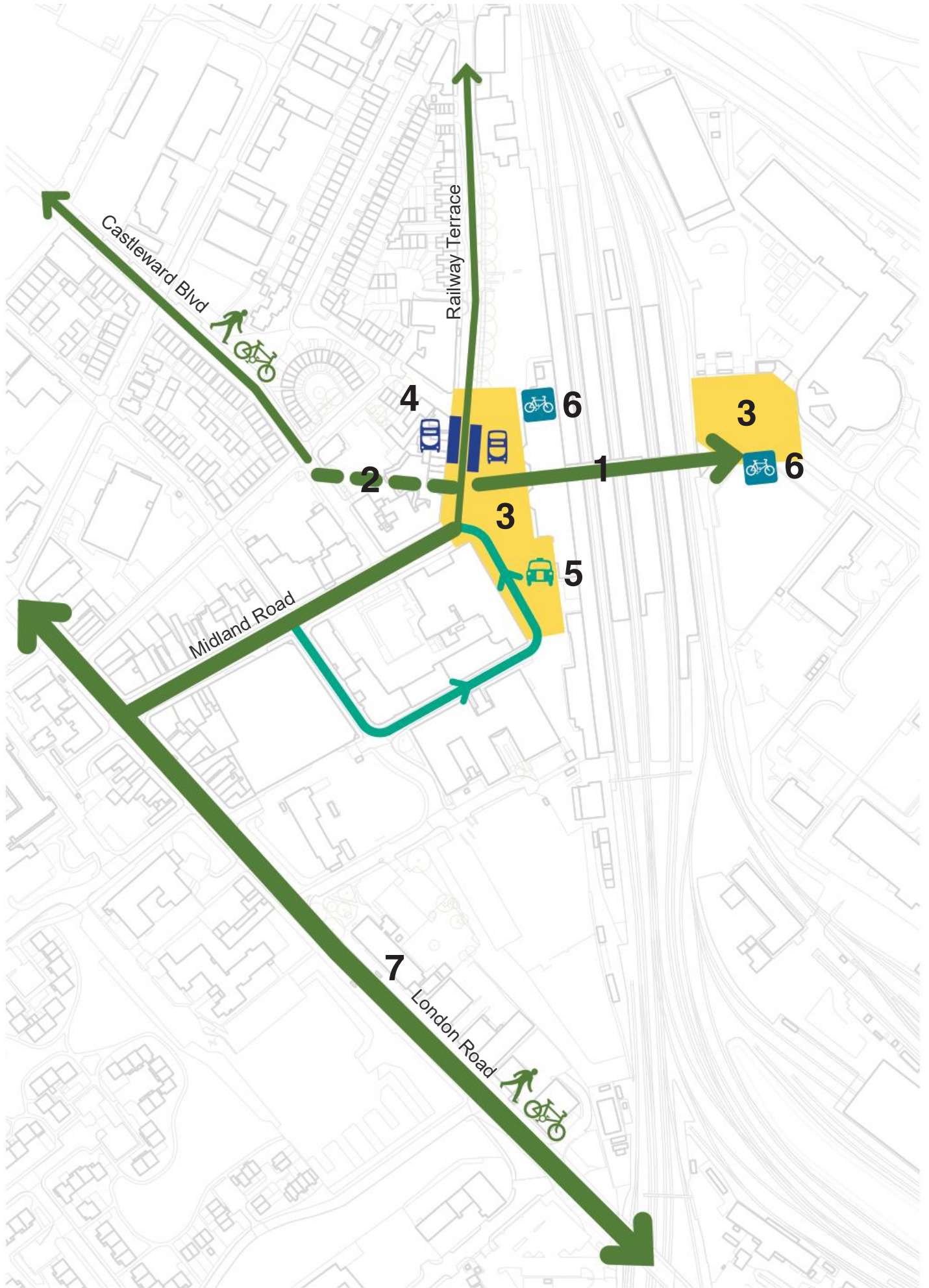
Fundamental to this approach is recognising the opportunity of the location of the station area between Pride Parkway to the north-east and London Road to the south-west - two roads of very different character and potential as identified in the diagram below. Working with this strategic movement context, which strongly suggests that car access to the station should be primarily from the Pride Parkway side of the station, underpins the strategy for rationalising the station car park locations.

The Council will support the rationalisation of the station car parking areas, provided the overall levels of station parking spaces are retained, and subject to consideration of traffic flows and other associated impacts. This will be achieved through the consolidation of the Zone 2 and Zone 3 car parks through the provision of a multi-storey car park on the site of the current Zone 3 car park. The number of spaces at the Zone 1 car park would be retained. This does not extend to private parking spaces, such as those serving Midland Hotel, which would not be affected.

The Council will also support improvements to the Station and its surrounding environs which provide improved active travel connectivity, legibility and quality of public realm, whilst maintaining or improving infrastructure for sustainable transport modes including buses, taxis, cyclists, in addition to suitable access for delivery and service vehicles.

The guidance below also confirms general requirements for future planning applications in respect of vehicular parking provision, secure cycle parking provision, EV charging, and detailed assessments of access, parking and servicing needs.





Key Moves

1 – Station Bridge Link Access

Connectivity would be enhanced by permitting unimpeded east-west movement across the station bridge link. This opportunity will be explored further with Network Rail and the Train Operating Company.

2 – City Centre Connectivity

Consideration will be given to delivering a new active travel link to direct footfall from the station towards London Road and Castleward Boulevard to promote sustainable movement (cycling, walking, e-scooter, etc). The re-purposed station building will provide a significant backdrop to the new arrival square. The re-configured block adjacent to the station will help to provide a legible connection north-west to the City Centre along Castleward Boulevard for walking, wheeling and cycling.

3 – Station Square

The proposed development will establish an active public square in front of the railway station. This will create a better sense of arrival and will encourage extensive footfall across the Station Quarter and towards the City Centre. The space will be incorporate opportunities for leisure, enterprise and public interaction. The Council will explore with Network Rail and the Train Operating Company the potential to create a public access through the improved station to facilitate unimpeded active travel access to, and from, the City Centre to Derby College/Pride Park. The public square in front of the station could feature a raised table to enhance the shared surface space, to prioritise active travel routes for walking, wheeling and cycling.

4 – Servicing

The layout will provide suitable access and routes for delivery and servicing vehicles, taking into account turning manoeuvres, with a preference for deliveries and servicing to take place off the adopted highway. Emerging proposals should be mindful of aspirations to enhance public transport provision i.e. future Bus Rapid Transit /eRT that would look to serve the eastern side of the station and ensure that such aspirations are not compromised through the Station Quarter proposals.

5 – Buses

The Station Quarter is currently accessed by bus routes and taxis and whilst consolidation of these movements is considered beneficial, access should be retained for these modes. Equally access to Derby College should not be compromised by the proposals.

Bus routes are proposed to be retained as existing, however, there is the potential for improvement to the locations of bus stops and stands to improve legibility, active travel connectivity, and to provide an enhanced the sense of arrival. The existing, complicated bus slip lane and stands on the western side of the station could be removed and reconfigured to have a stop either side of Railway Terrace for buses travelling north and south respectively. The bus stops could be relocated further south along Railway Terrace to remove parked buses from the front of the station, however the importance of a seamless multi-modal interchange should be recognised, particularly on the western side of the station, and on the eastern side, where future aspirations for rapid transit should be encouraged through emerging proposals.

6 – Taxis

The taxi drop-off should remain in its current location, albeit with a 1-way loop around Midland Hotel. Vehicle drop off will be co-located with the retained car park (Zone 1).

7 – Active Travel Hub

An active travel and cycle hub could be integrated externally around the station, providing better active travel choices for residents, visitors and commuters.



Doncaster Active Travel Hub, which is integrated externally into the station

Station Car Parking

The potential to rationalise the existing railway user car parks is viewed as an early win in the regeneration strategy for the Quarter. Importantly, discussions with Network Rail/LCR have confirmed that there can be no loss of operational parking spaces as a consequence of these proposals. There are three main station car parks at present (see drawing below):

- Zone 1 car park- 153 spaces in total. Proposed to be retained as an operational car park the station users.
- Zone 2 car park- 181 spaces in total. Surface car park located on the eastern side of the Station on Roundhouse Road. This has been identified as a possible site for an expanded decked, or multi-storey car park, which could provide enhanced entry to Derby station from the eastern side. An expanded car park for station users in this location would be well served by the wider road network around Pride Park, with direct links to key strategic roads such as the A52.
- Zone 3 car park- 183 spaces (excluding Midland House parking (84 spaces) and Premier Parking Derby (50 spaces). Located in the southern part of the area and has potential for new residential development.

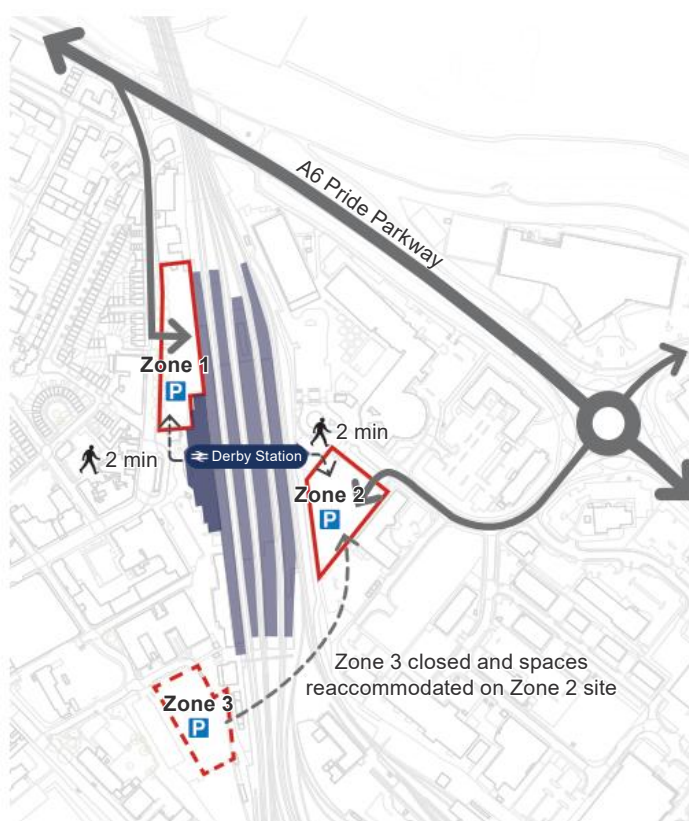
This totals 517 spaces within the Zone Car Parks. This overall number of spaces is to be retained within the Station Quarter for operational reasons. In addition to the three main station car parks, there are two additional areas for short-stay parking. There are 11 short stay parking bays adjacent to the access to Zone 2 car park and 19 short stay parking bays adjacent to the taxi rank on the western side of the station.

The impact of consolidating the Zone 3 car park onto the Zone 2 car park to release the former for regeneration has been assessed. Other relocation options have also been assessed but due to land ownership, size, development potential, connectivity to the wider road network and other constraints, no other suitable sites have been identified.

Surveys undertaken in Autumn 2023 have indicated that the occupancy of Zone 3 is significantly less than Zones 1 and 2. In addition, analysis of the peak hour impact of additional traffic routing to an expanded Zone 2 car park has indicated that, as a worse case, this is forecast to result in a maximum of 1% in traffic on the local A6 Riverside Road/Roundhouse roundabout, which is well within the expected daily variation.

The relocation of the Zone 3 parking to the Zone 2 car park site will shift vehicles from an area which is the focus of regeneration and improved public realm to an area accessed off a key arterial route (Pride Parkway) into the city which is more suited to accommodate vehicle movements associated with station parking.

In principle, from a highway planning perspective, the City Council supports the proposed consolidation of the Zone 3 car park to Zone 2, subject to the expansion of Zone 2 car park. This will require the construction of a multi-storey car park (MSCP) of circa 364 spaces. This proposal will, however, require further testing and modelling, including a detailed assessment of any harm that might result to the setting of the nearby Roundhouse and other listed buildings as a result of the development. The requirements of any such may also include analysis of the origin and destination of station car park station; the details of which would be scoped at pre-application stage.



General Parking Requirements

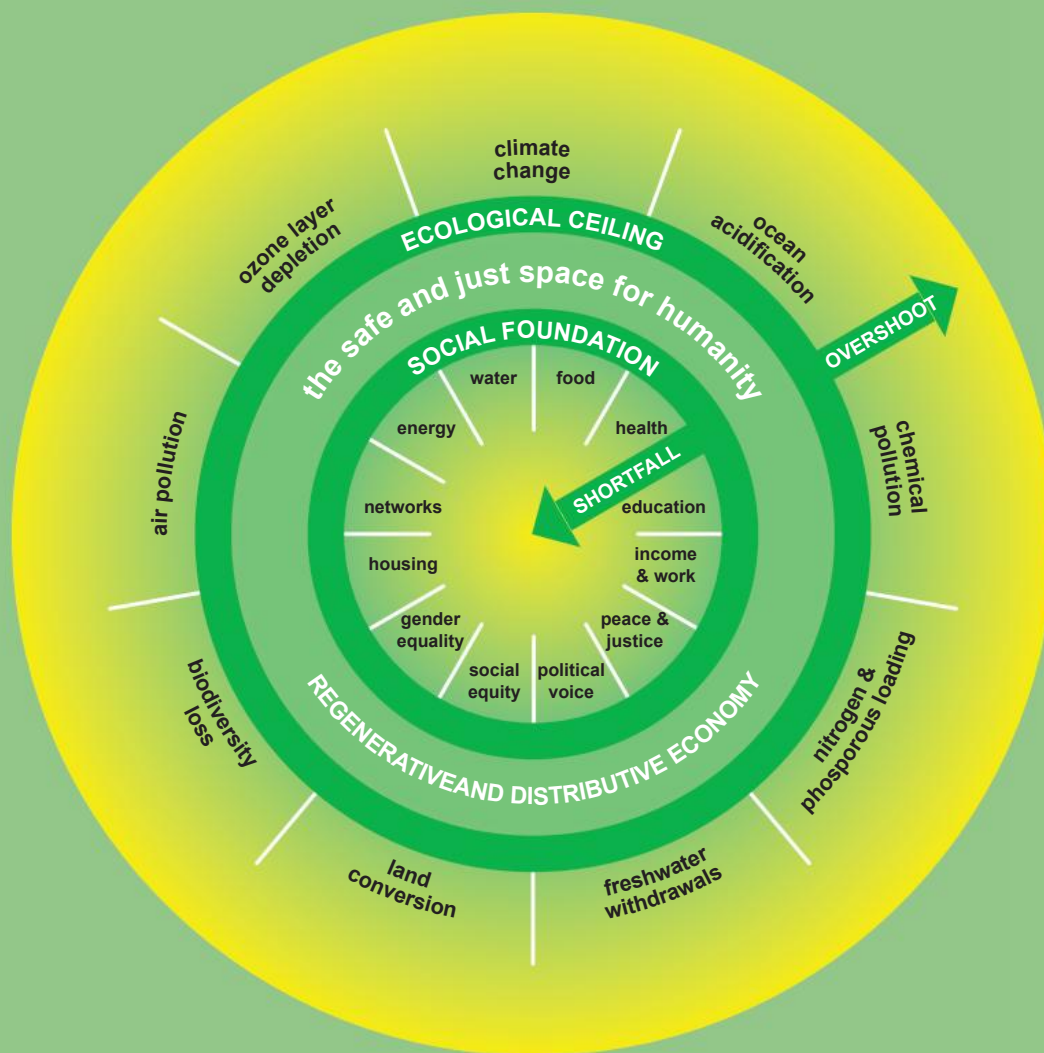
Prospective planning applications should have regard to the following requirements:

1. A low level of vehicular parking (including accessible spaces) may be provided in basement or undercroft car parks. It is anticipated that relatively low parking provision will be required to reflect the accessibility benefit arising from this highly sustainable location, and the low car ownership associated with City Centre living.
2. The level of parking provision will be assessed on an application basis but for residential uses is generally expected to be provided at a ratio of 10%.
3. Secure and sheltered cycle parking for residential uses should be provided for all dwellings within the proposed development. Cycle hub facilities for maintenance will also be encouraged.
4. For commercial uses, it is expected that only disabled parking provision will be provided.
5. All parking spaces will incorporate EV charging.
6. Development shall make adequate provision for the servicing and delivery of proposed buildings, to be taken off the adopted highway.

Future planning applications would need to consider the detailed access, parking and servicing requirements within a more detailed Transport Assessment. Early engagement with the Local Highways Authority at pre-application stage is strongly encouraged.

Any proposals seeking to amend existing highways infrastructure would require detailed technical assessments and consideration through the development management process to consider the impacts and benefits. This would include stakeholder consultation, and possible changes to Traffic Regulation Orders.

Guiding Masterplan Principle 4 (GMP4) Responding to Climate Change



Across all activities ensuring that proposals respond to the challenges of Climate Change and Net Zero Carbon.

Introduction

Derby City Council has pledged to reduce its carbon emissions and achieve net zero by 2035. To help deliver this ambitious target, it is important that all new development opportunities positively contribute to this journey, rather than making it more difficult. This climate aware, net zero approach, should be an integral part of any development informing the design, development, and occupational stages of the scheme.

The Council is looking for exemplar projects that set the highest carbon reduction and climate adaptation standards. The IPG outlines general principles to help plan and guide development opportunities in the Station Quarter, along with a more specific list of possible interventions/opportunities for the area.

Key Aspirations

The Council will encourage applicants seeking to bring forward development in the Station Quarter to consider incorporating the following measures, where practicable:

Construction

- Buildings to be designed and built adhering to Circular Economy principles for the built environment described by the London Energy Transformation Initiative (LETI), which seek to keep resources in use for as long as possible, extract the maximum value from them whilst in use, then recover and regenerate materials at the end of each service life. This means looking for opportunities to refurbish and re-purpose buildings, maintain them, and where demolition is proposed, seek to retain/reuse its constituent elements, and recycle materials where possible.
- Buildings should also follow the processes set out by LETI and the UK Green Building Council regarding embodied and operational carbon. (See Appendix 3)
- Buildings to be designed and built to meet standards such as UK Net Zero Carbon Buildings Standard (2024), or BREEAM Outstanding.
- Consider the wider impacts of waste, water pollution, biodiversity and flood risk that may negatively affect the environment/development, increasing carbon emissions.
- Identifying priority areas for heat pump installation or other types of low-carbon sources of heating.
- Development of 'smart' buildings with improved energy efficient designs.
- Sensitively retrofitting existing historic buildings, whilst maintaining significance, in accordance with Historic England guidance.
- Installation of rooftop solar panels and low-carbon, flexible energy technologies, such as batteries, to reduce demand at peak times.
- Inclusion of trees for urban cooling in summer.

Transport

- Identify priority locations for the installation of electric vehicle (EV) charge points based on projected EV use, particularly in station car parks and residential buildings. Look to future proof development where appropriate by providing additional cables to serve potential future expansions.
- Identify opportunities for active travel, such as investment in cycle routes/infrastructure, pleasant and safe walking routes and walking/wheeling crossings.
- Incorporate a car club parking space with EV charge point within the Station Quarter.
- Incorporate an electric bike hub for e-bikes and provide adequate secure cycle parking for all developments.
- All car parking spaces (except when multi-storey or inside a building) should have solar PV canopies. Some should also have EV chargers that use the PV's energy.
- A new multistorey car park should include solar PVs, and all lighting should be LED with daylight and motion sensors.

Energy

- Identify suitable opportunities for large-scale, low-carbon energy developments such as hydroelectric power, geothermal resources, and district heat networks.
- Work in conjunction with local electricity distribution network operators (DNOs) to ensure the electricity network can handle expected extra capacity and grid connections. Reducing peak energy demand via 'smart' or flexible electricity systems.
- Seek opportunities for new high rise residential development to be off gas, and use Air Source Heat Pumps, with Solar PV systems (and potentially batteries) to run communal systems (e.g. heating and lighting for lobby, stairs, corridors plus any communal plant) within each building, as a minimum.
- Investigate opportunities to provide a district heat network, potentially utilising Ground Source and/or Water Source Heat Pumps, energy from solar PV or solar thermal systems.
- Addition of solar PV to the roofs of existing buildings where they have the appropriate structure and orientation, subject to consideration of heritage impacts and other factors.

Sustainable Drainage

- All development to incorporate sustainable drainage systems, unless there is clear evidence that this would be inappropriate.
- All paving and car parking areas to be permeable, to reduce surface run-off during heavy rainfall.
- All development to reduce surface water runoff rates to the equivalent greenfield rate for any new development.
- Development to maximise opportunities for new planting and consideration to be given to rain gardens.



Retrofit of SuDS planting to an inner city road – Grey to Green, Sheffield

3.2

Development Framework

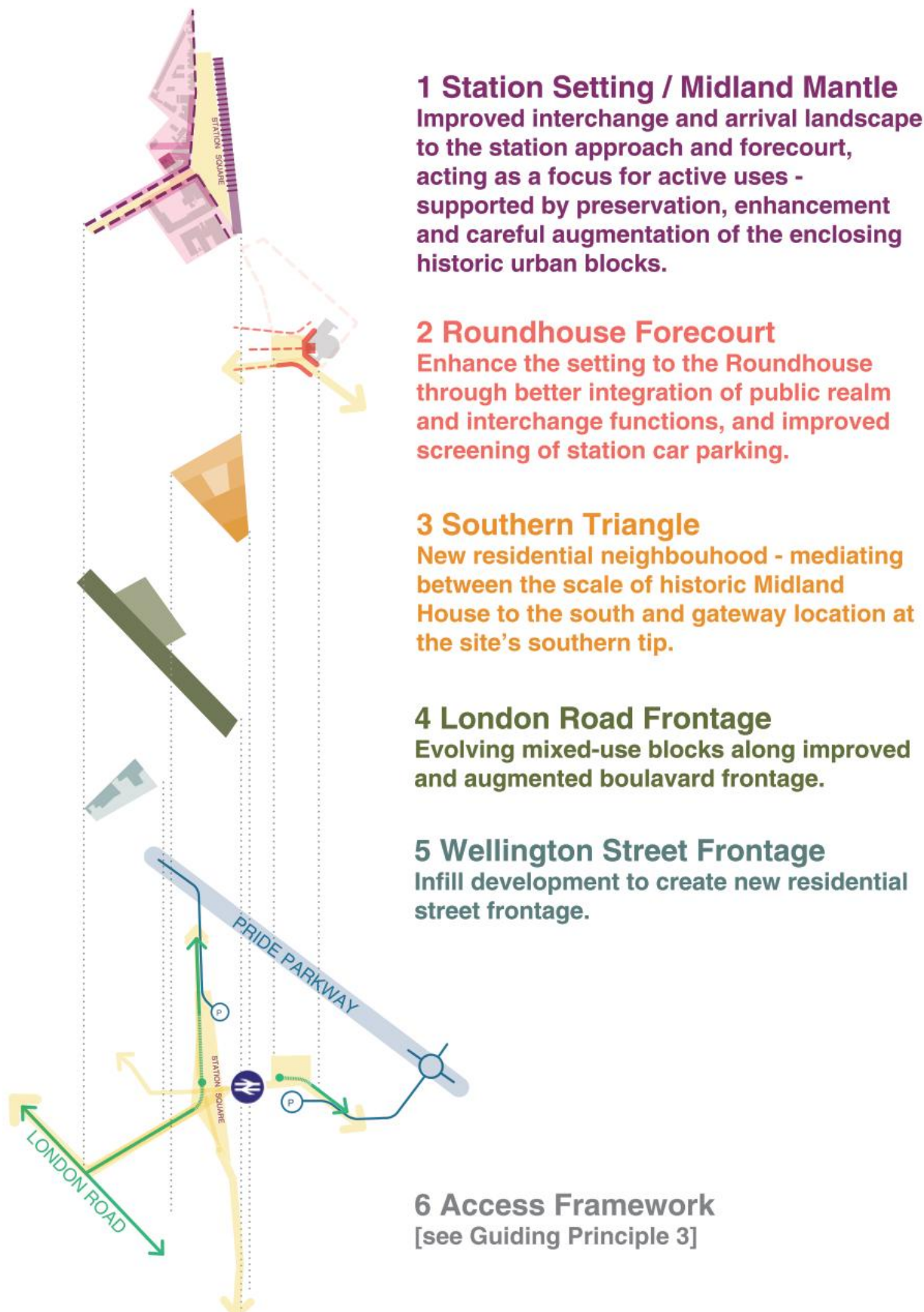


Introduction

While the previous chapter provides guidance on the general principles that regeneration and development should adhere to, this chapter covers more specific spatial responses that should be followed - firstly at the scale of the whole area - the Spatial Framework, and secondly, in more detailed and more focussed guidance on each of seven sub-areas.

The Spatial Framework

The diagram here provides an overview of the key spatial moves. These area-scale approaches underpin the more detailed guidance found within the individual sub-area pages that follow.





Sub-Area Guidance

For the purpose of this IPG and masterplan, the Station Quarter area has been divided into seven opportunity areas, as identified on the plan opposite and in the remainder of this section of the document.

Defining the sub-areas

These sub-areas have been defined through consideration of three factors: the broad spatial moves identified on the previous page; patterns of land ownership; and the existing or latent street layout.



Spatial Framework

+



Land Ownership

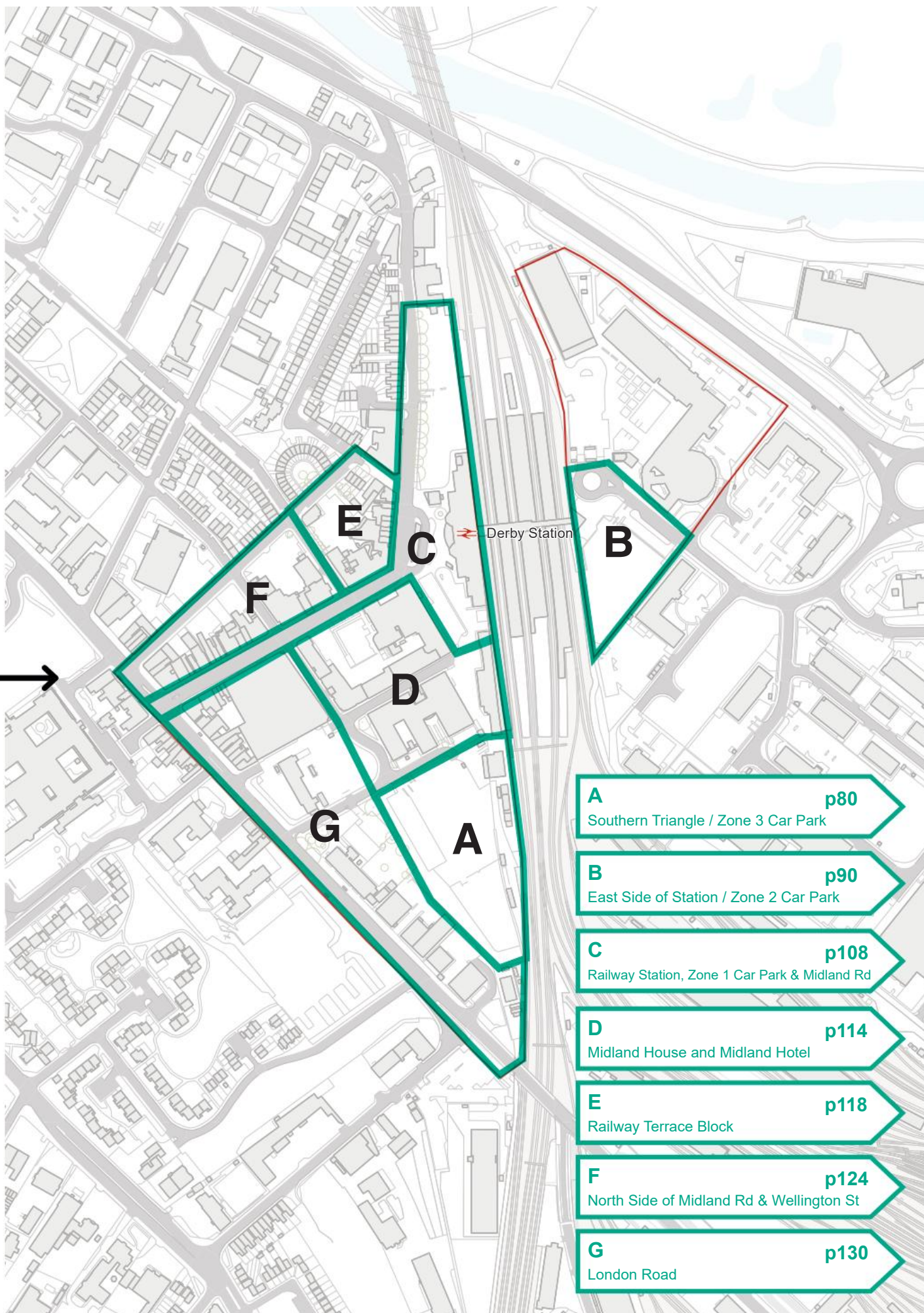
+



Urban Form

Use of the Sub-Area Guidance

While all proposals in the area will need to consider both the general Guiding Masterplan Principles and the overall Spatial Framework, the intention is that the extent of each sub-area is such that the relevant Sub-Area Guidance will provide a practical and focussed framework to help shape and direct development on individual sites.



Sub-area plan

Sub-Area A (SA1) – Southern Triangle/ Zone 3 Car Park

Location and Characteristics

This area comprises a broadly triangular parcel of land located to the south of Midland House, a non-designated heritage asset, and comprises a large expanse of surface car parking, including the 'Zone 3' car park (c. 183 spaces) and a smaller privately owned car parking area. This land is located between the railway to the east, and to the west sit several modern commercial/business units fronting London Road. These present rear elevations/yards to Sub-Area A. To the north-west is the Royal Mail processing unit and associated large delivery vehicle yard. The area lies outside, but immediately to the south, of the Derby Railway Conservation Area.

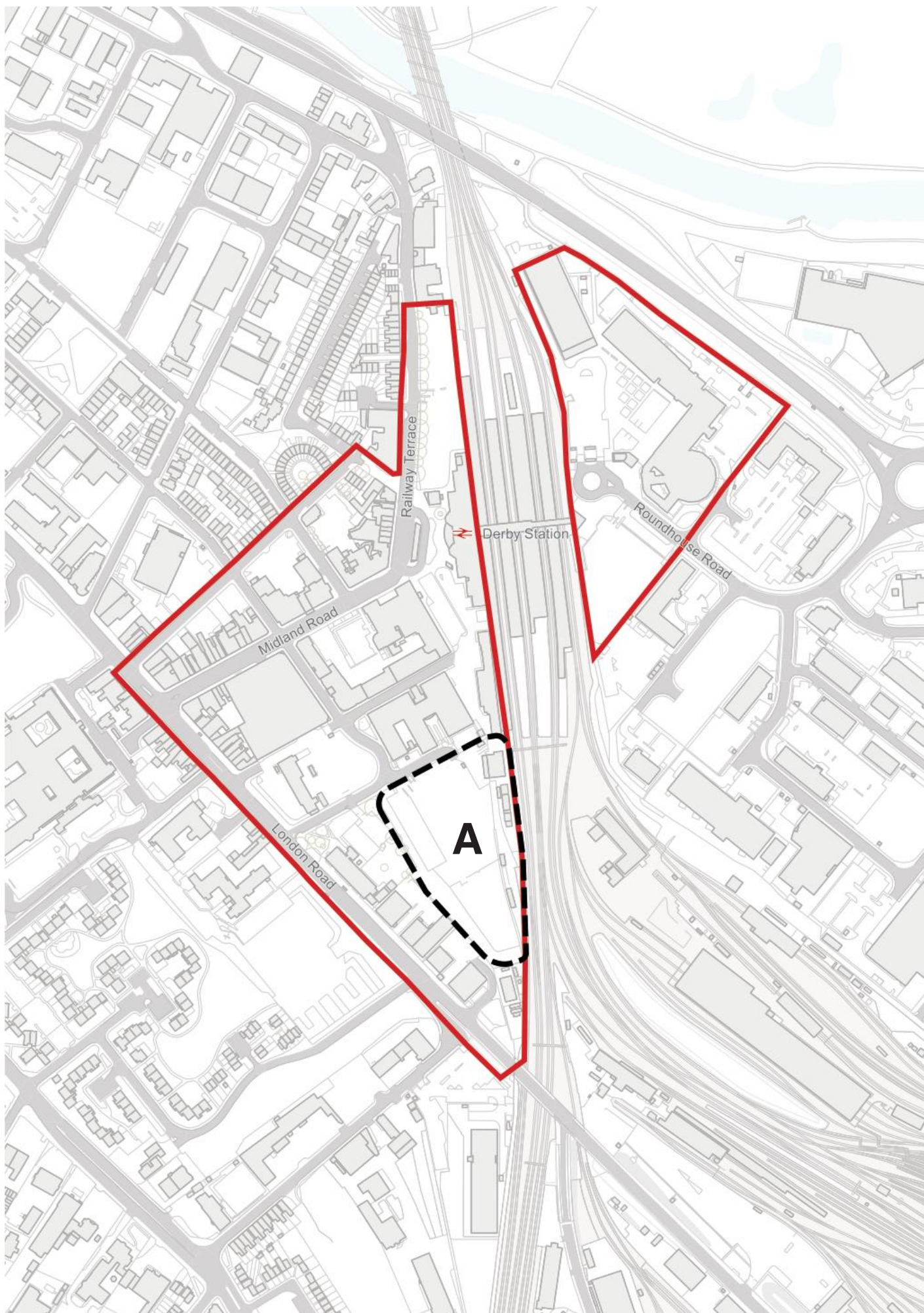
Top: The site is currently used as surface level car parking
Bottom: The largest of the historic rail siding buildings



Key Development Principles (SA1)

Development at Sub-Area A should have regard to the following principles:

- A. Development should accord with Guiding Masterplan Principles GMP1, GMP2, GMP3 and GMP4 and the IPG as a whole.
- B. The relocation of car parking spaces currently on Sub-Area A is supported in principle, provided they can be re-accommodated on Sub-Area B and/or there is no net loss in overall station parking provision within the Station Quarter.
- C. Development will be residential led with potential for small-scale commercial ground floor units, subject to consideration of any adverse impacts on the vitality and viability of the City Centre and local facilities.
- D. There will be a presumption against large floorplate office accommodation, unless it can be demonstrated that the building is required to house railway industry related uses, acknowledging the concentration of such occupiers in the immediate area. Smaller scale office uses may also be considered appropriate.
- E. Development should be of a high architectural quality, incorporate well defined amenity space, high quality public realm and establish strong built frontages.
- F. Development should carefully consider the historic townscape context and listed buildings, particularly any harm to significance of the settings of Midland House and the Derby Railway Conservation Area, in particular the key views that are identified later in this section. Development should generally reflect the scale and massing of Midland House.
- G. Medium rise (4-8 storeys) buildings are likely to be acceptable in principle, subject to high quality design and satisfactory testing of any heritage and/or other environmental impacts. It is expected that any development immediately adjacent to Midland House would be of a similar height to Midland House, so as to respect its setting.
- H. There is likely to be more potential for high rise (9-12 storeys) buildings in the southern part of the site, subject to consideration of heritage and townscape impacts, including impact on the wider panoramic VP10- Kedleston view cone and wider heritage assets that could be impacted on by tall buildings.
- I. An active travel route (or routes) should be capable of being provided within the scheme layout to anticipate a future connection to London Road via Sub-Area G (St Andrews House)



Sub-Area A location plan

Strategic Development Context

The relocation of the existing car park and its redevelopment for residential-led use is considered as a priority if the partners are to deliver transformational change in the Station Quarter.

Network Rail requires that the overall level of station parking provision within the Station Quarter does not decrease. Hence, the residential redevelopment of Sub-Area A can only come forward if the spaces from the Station Zone 3 car park are accommodated elsewhere. This will be achieved through the erection of a multi-storey car park (MSCP) on the site of the Station Zone 2 parking area. It follows that, in terms of development phasing, the Sub-Area B development incorporating the MSCP, must be available for use to enable the extant parking on Sub-Area A to be moved to permit redevelopment of this site to commence. The development of these two sub-areas may therefore need be linked through appropriate planning permissions by way of a Grampian condition or s106 legal agreement to ensure that these parking requirements are delivered.

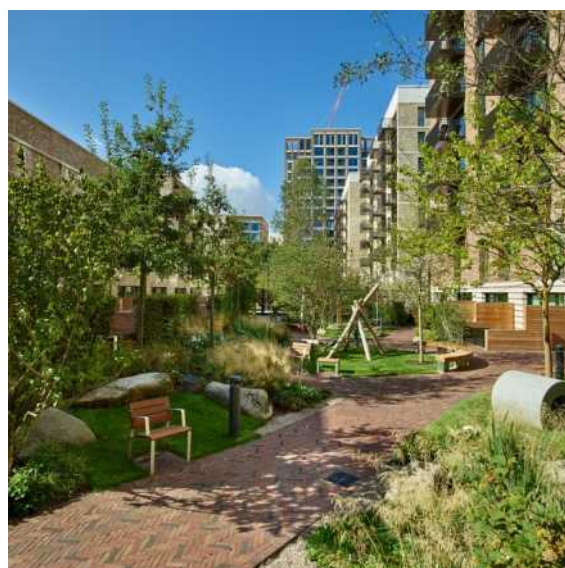
As the largest development site within the Station Quarter, the Council views Sub-area A as a key opportunity site to incorporate proactive sustainability measures such as green roofs/walls, solar PV systems to run communal areas, planting and rain gardens to reduce run-off rates. Full consideration should be given to the incorporation of measures set out within GMP4.

Land-use and Mix

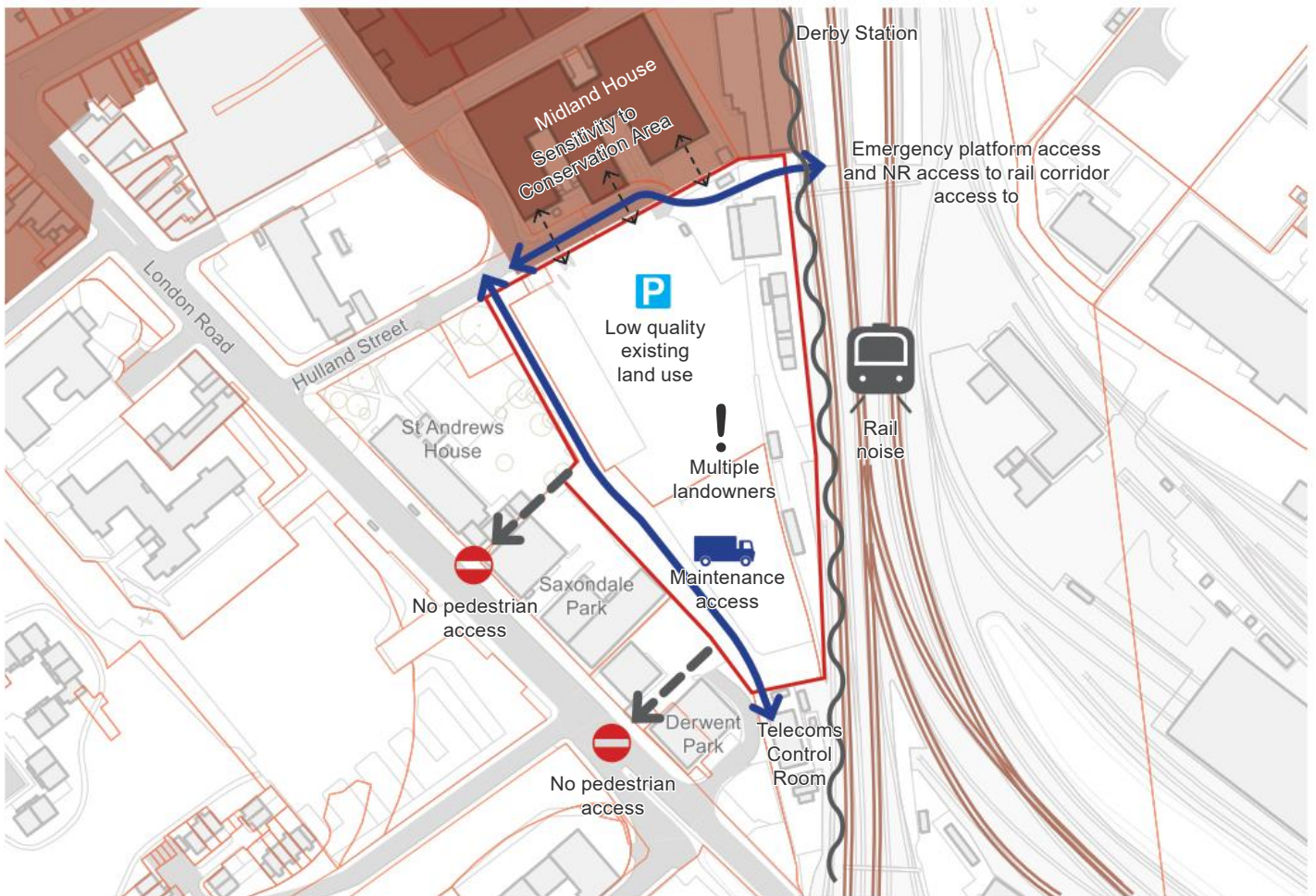
The regeneration of this area will be residential-led and is expected to deliver a mix of high-quality housing, likely to be in the form of apartments. Density will be medium / high. This area could deliver up to 530 homes.

Small-scale commercial units may be appropriate, where they would complement the development of the area and bring activity to ground floor frontages, but these will need to be carefully considered so as not to compete or detract from the existing Midland Road or core City Centre retail offers. Such uses might include for example, gyms, cafes, and small-scale convenience retail units.

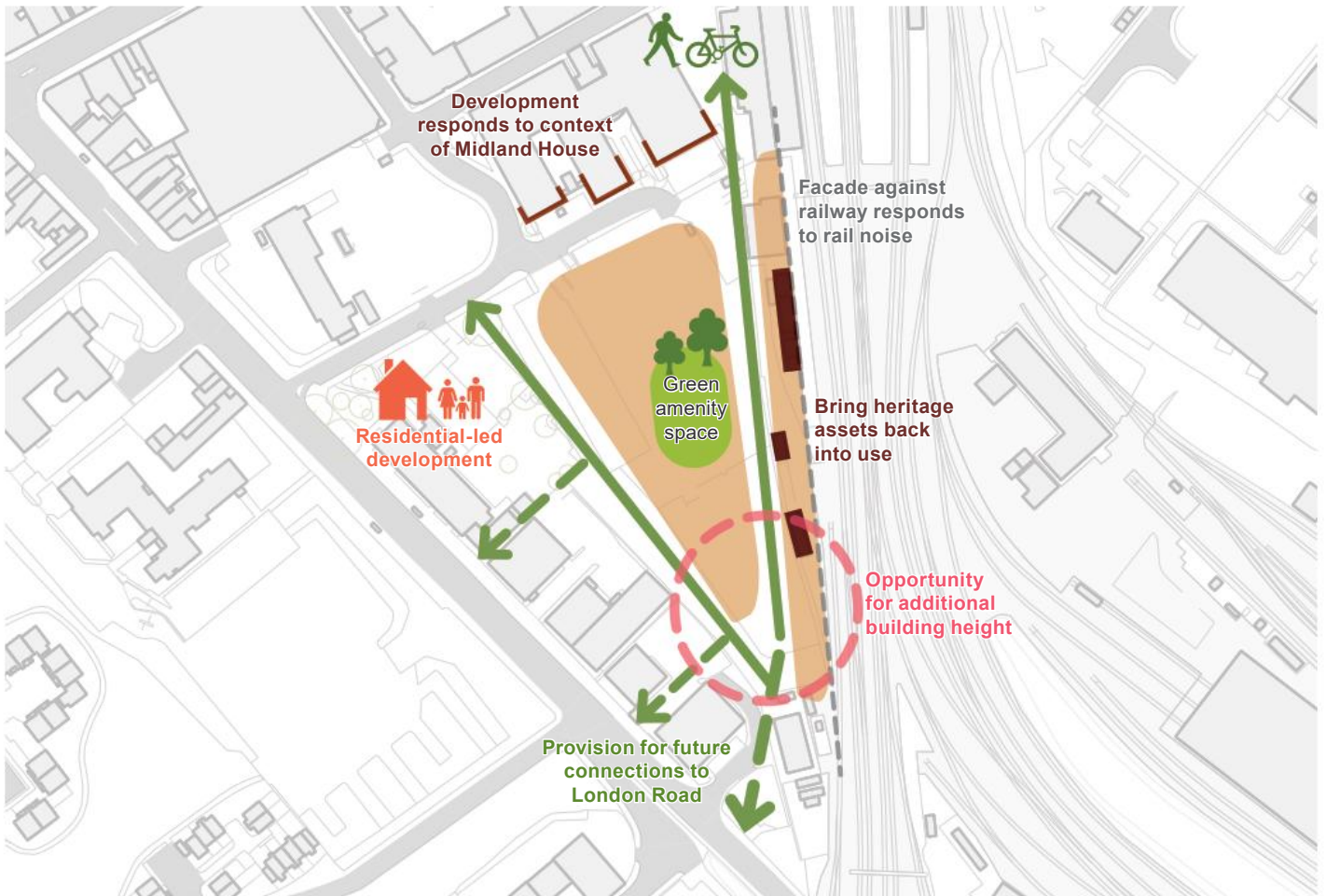
Major employment development (falling within Use Class E) will generally be viewed as inappropriate on Sub-Area A, although the Council may consider offices which are reasonably related to the specialist requirements of the railway industry, so long as they do not conflict with the residential character of this area.



A distinctive residential neighbourhood centred around landscaped courtyards in the form of mansion blocks – South Gardens, London



Sub-Area A constraints plan



Sub-Area A opportunities plan

Heritage Context

The potential impact of development on designated and non-designated heritage assets is a key consideration in relation to this Sub-Area, in particular the degree to which any harm might result to the setting of the Derby Railway Conservation Area and/or Midland House and any other heritage assets in the vicinity of the site. It is noted that the small brick building, likely to be a former signal house or similar, at the side of the railway will need to have its heritage value assessed. Preferably this building would be retained for a railway related use.

Historically, the area to the south of Midland House was occupied by a goods yard building. Neither this use, or the present-day surface car parking, enhance the setting of Midland House or the Conservation Area. Clearly, there is an opportunity for new development to significantly improve the quality of the townscape setting for these heritage assets.

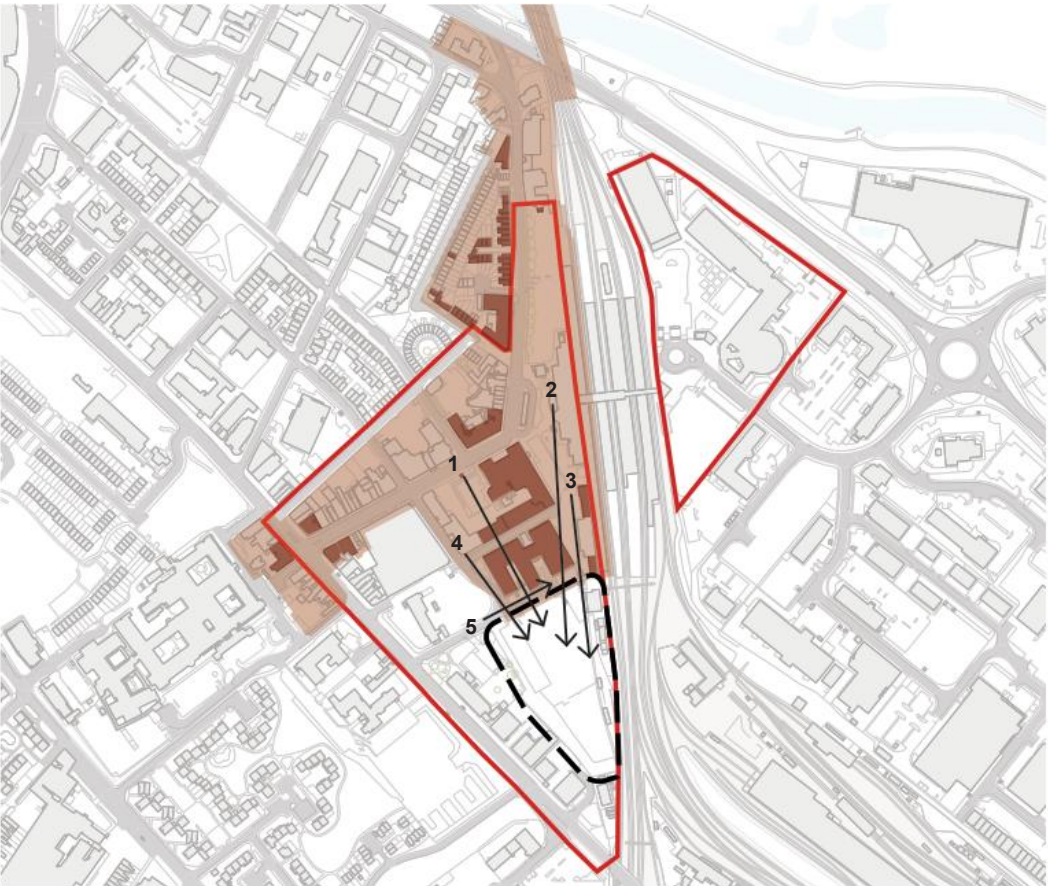
Development could also facilitate a better usage of the route north between Midland House and the station frontage, and there is a considerable opportunity to improve the public realm along this route which will also enhance the setting of this wider group of railway heritage assets.

Key Views and Relationships

While the site is outside, to the south of, the Derby Railway Conservation Area, development of the site will have a key bearing on many views from within the conservation area. The conservation area has a relatively low-lying character, with the potential for the redeveloped site to be visible through gaps towards the site, or over existing rooflines. It will be important to consider this as redevelopment designs are considered in detail.

The potential views from the conservation area which we have considered most likely to be affected are set out on the map below. We have described their heritage sensitivity alongside images of each view on the following three pages, alongside specific guidance for future development in each case.

The illustrative views and cross section that follow seek to identify how development could be designed to be unlikely to have an adverse effect on the significance of the conservation area, listed buildings, or non-designated heritage assets. and instead have a positive effect on the significance of some of these heritage assets, in particular to the setting of Midland House and the Railway Conservation Area.



Key plan of important views towards Sub-Area A from the Derby Railway Conservation Area – see corresponding site photos in the following section.

- Station Quarter Area
- Derby Railway Conservation Area
- Heritage assets within the Conservation Area

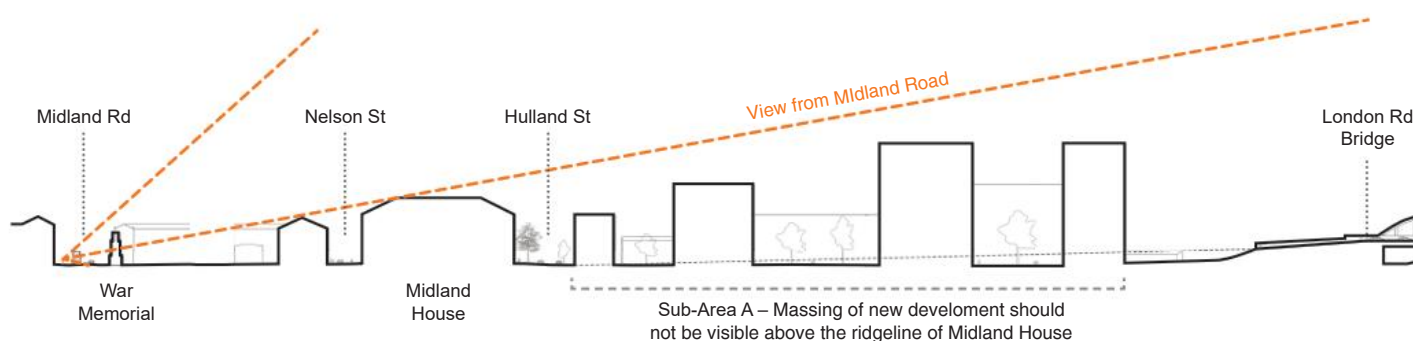
Key View 1

The Lutyens war memorial on Midland Road.

The Grade II* War Memorial is located towards the centre of the conservation area and is two urban blocks away from the Sub-Area. Most development at the site would not affect the setting of the War Memorial as it would not be visible. There is potential for particularly tall buildings to be visible above the rooflines within this view and this has the potential to affect the significance of the listed building.

The cross section below demonstrates that there is scope for significant new development in Sub-area if taller elements are set towards the central and southern parts of the Sub-Area to ensure there is only limited visibility of them from within the conservation area.

Development of the scale suggested by the Illustrative Masterplan and the Height and Massing Parameters set out in the Guiding Principles should be possible without buildings becoming visible behind the War Memorial as seen from Midland Road, but when specific proposals are brought forward they should demonstrate that no development will be seen breaking above the rooflines along the street, so the setting of the War Memorial is preserved.



Cross section Pedestrian view from Midland Road (northern footway)

Key View 2

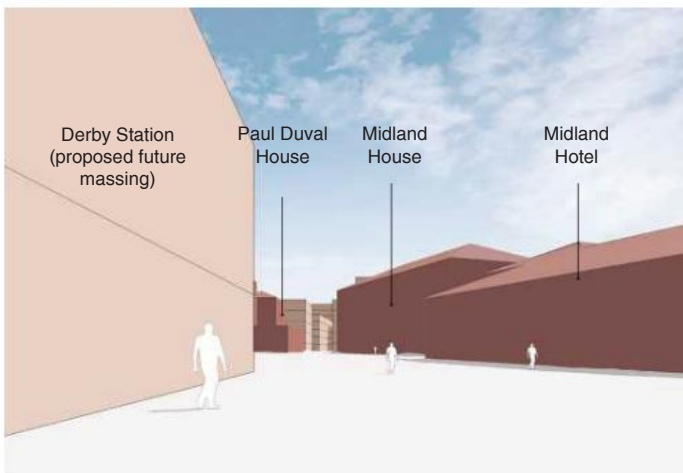


This is a long-range view of Sub-Area A as seen from Derby Station, foregrounded by the conservation area and cluster of historic buildings. Development may be glimpsed through the gap between the historic buildings and any taller development may be visible above their rooflines. Consideration should be given to how development would sit comfortably alongside the materiality of the conservation area, and be sympathetic to the prevailing height and form of the urban grain.

Key View 3



The view, similar to View 2, is framed by Midland House and John Ellis House and is foregrounded by low quality public realm. There is potential here to better define the gap between Midland House and the railway frontage buildings and create new townscape interest beyond these buildings. There is also clear potential for public realm and way-finding improvements to better define a route through this view.



This view shows how new buildings of 5+ storeys (consistent with guidance in the Masterplan Parameters section, and as reflected in the illustrative masterplan later in this document) would be seen through the small gap between the historic buildings. The illustration demonstrates that this would enhance the townscape definition of the view, providing better framing to Midland House. The visible new development would appear consistent with the prevailing height of the flanking historic buildings and would sit comfortably within the setting of the conservation area. Minor visibility of the tallest elements over the roofline of Midland House would not have an adverse effect, as shown.



Progressing towards Sub-Area B from the location of View 2, the view opens up, with longer views down a new street space formed by the new development, and the possibility of a glimpse of London Road bridge in the distance. The buildings are consistent in height with Midland House and no taller buildings are visible, masked by Midland House itself. Development appears to sit comfortably alongside Paul Duval and John Ellis House and will not appear overbearing despite a difference in height. The new development would improve the view, enhancing the setting of the conservation area by providing some townscape definition and improving the appearance of the site.

Key View 4



Midland House as viewed from Carrington Street, with the Zone 3 car park beyond and Royal Mail sorting office opposite. The carpark is visible beyond Midland House and this does not enhance the character or appearance of the conservation area. This openness would benefit from a greater sense of enclosure.

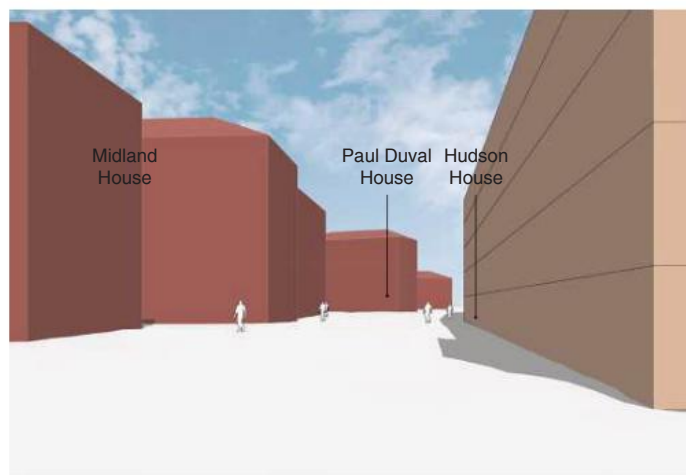
Key View 5



Midland House fronts onto Hulland Street and the Zone 3 car park (seen on the right of the photo). This view shows the southern extent of the conservation area. In this view it is clear that the open carpark and low quality public realm do not enhance the character and appearance of the conservation area.



This view demonstrates how proposed buildings could sit comfortably adjacent to the historic Midland House and not be overbearing - but rather restore a sense of the street-based urban form that historically surrounded the building. The increased height towards the background of the view does not affect the sense of scale near to the conservation area. The large area in the foreground of the view frames Midland House and ensures that the building is not hemmed in on all sides but will have some local townscape prominence.



This view shows the conservation area and its historic buildings on the left-hand side, and an appropriate scale for facing development on the right-hand side. This illustration demonstrates an appropriate separation between the two which creates a successful street with proportionate enclosure and a generous space between which can be used for public realm. The height of the new development is consistent with the historic buildings of the conservation area and this creates a successful, cohesive townscape - similar to that was present historically in this location.

Layout, Built Form and Height

Sub-Area A has the potential to accommodate medium and high-density development. This will make the most of this highly sustainable location, allowing for the delivery of up to c. 530 homes. Development should be of a high architectural quality, incorporate well defined amenity space, high quality public realm and establish strong built frontages.

There is scope for medium-rise (4-8 storeys) buildings across the site, with the opportunity for a high-rise building (9-12 storeys) in the southern part of the Sub-Area, subject to thorough assessment of potential impacts and a high standard of design.

A key consideration with respect to scale and massing is the relationship with the adjacent Midland House. Midland House is a three-storey building, albeit one of a considerable scale. In terms of height, Midland House steps up naturally from Midland Hotel, and despite its scale and large footprint, the building sits comfortably within its historic setting. The key views on the previous pages show how these shifts in scale can be managed successfully.

To increase housing delivery a building taller than 12 storeys might be considered, subject to satisfactory assessments of location, scale and massing considerations. This should be at the southern end of the site to reduce any potential harm to heritage assets, as, if not sensitively located, such a building would be widely visible from within the conservation area and from views south along Railway Terrace.

It is noted that Sub-Area A was not considered as part of Derby's Tall Buildings Study. A tall building on this site may appear within the wider panoramic VP10- Kedleston view cone and could appear on the Derby skyline within this view. This may give rise to a degree of harm to the setting and significance of the cathedral in addition to other heritage assets closer to the site. For these reasons, a full assessment of impacts of the building using verified visualisations would need to be undertaken to ascertain the degree of harm that might result.

Design and Materials

Development should be of a high architectural quality, incorporate well defined amenity space, high quality public realm and establish strong built frontages and relate well to its context.

Development should reference the form and materiality of Midland House, with red brick being the most appropriate material.

Access, Parking and Servicing

The layout will provide suitable access and routes for delivery and servicing vehicles, taking into account turning manoeuvres. Applicants should note that Network Rail may not allow the servicing/maintenance of buildings via land it holds within freehold ownership and further dialogue will be required on this issue.

Future planning applications would need to consider the detailed access, parking and servicing requirements within a more detailed Transport Assessment.

Primary vehicular access will be provided from Hulland Street.

A pedestrian / cycle route or route(s) should be capable of being provided within the scheme layout to anticipate a future connection to London Road via Sub-Area G.

Public Realm

The development of Sub-Area A should seek to provide a high-quality public realm which feels welcoming, safe and attractive. Attention should be paid to delivering a more legible, physically attractive and safe active travel route to the site when walking, wheeling and cycling to, and from, the railway station.

Opportunities for tree planting, urban greening and hard landscaping designed to aid way finding and route legibility should be taken, where appropriate.



A residential street with playable landscape and priority for walking and cycling – Kings Crescent, London



Illustrative site layout – 1:2000



Illustrative overview - appropriate building heights and massing to be developed during next design stage

Sub-Area B (SB1) – East of Station / Zone 2 Car Park

Location and Characteristics

Sub-Area B comprises a parcel of land located to the east of Derby Railway Station, including the rear entrance to the Station. The quality of the station entrance and surrounding built environment is generally poor. The land comprises various forms of hardstanding, including Roundhouse Road, an area of surface car parking, i.e. 'Zone 2' car park (c. 181 spaces) and short stay parking (11 spaces), and associated footways and public realm. The Sub-Area also contains the Railway Station East bus stops. To the north-east are a group of listed former Loco Works buildings, now in use by Derby College. These contain important listed assets including the Clocktower and Roundhouse.

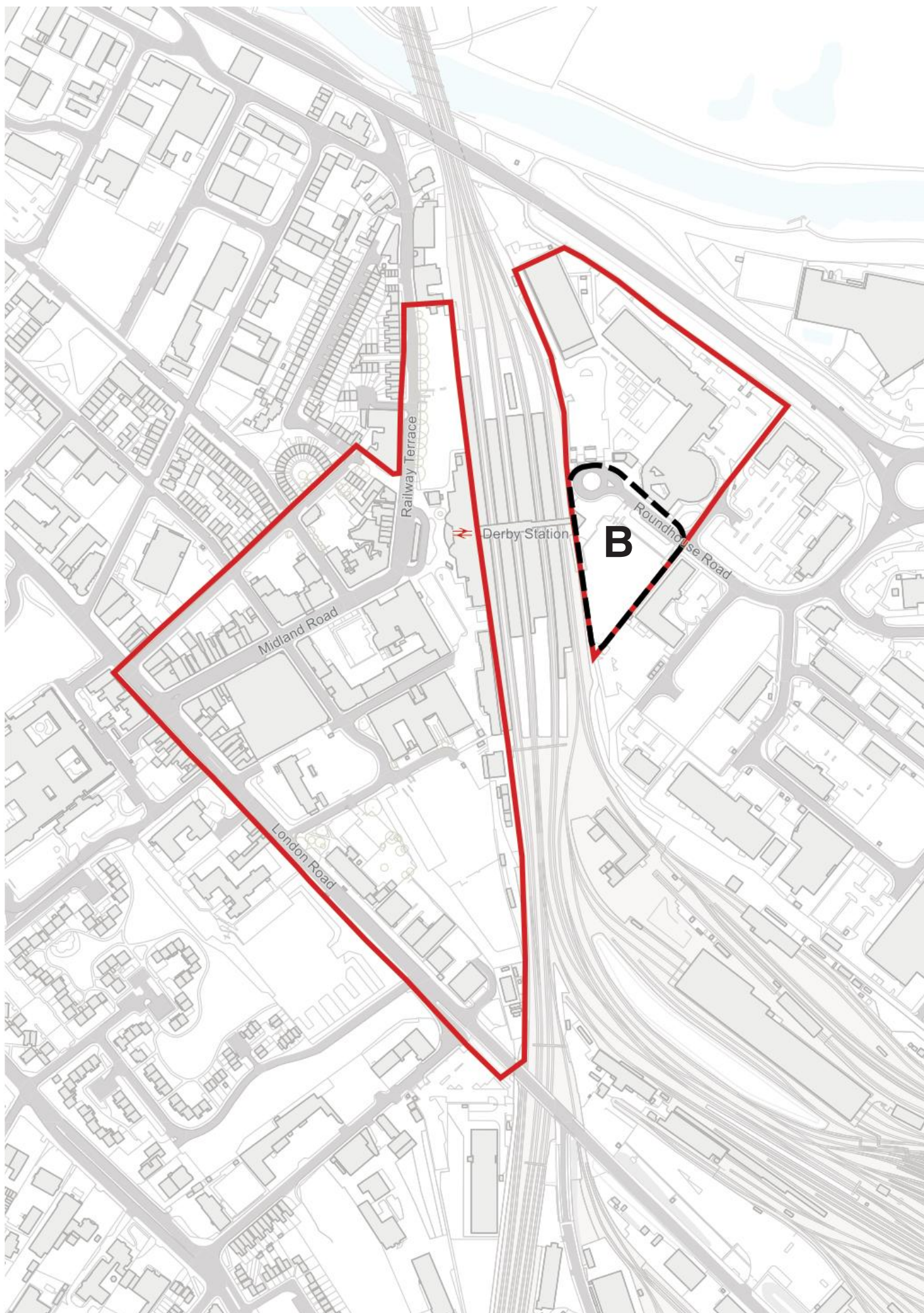
Top: the site in use as surface level car parking and station drop-off
Bottom: The Roundhouse as viewed from the station platforms



Key Development Principles (SB1)

Development at Sub-Area B should have regard to the following key development principles. Uniquely in this sub-area, given the sensitivities associated with heritage matters here, additional guidance has been provided later in this section in the form of a series of key **design principles** that supplement the key development principles below:

- A. Development should accord with Guiding Masterplan Principles GMP1, GMP2, GMP3 and GMP4 and the IPG as a whole.
- B. The consolidation of Zone 2/ Zone 3 car parking spaces at Sub-Area B is supported in principle, provided there is no net loss in overall station parking provision, high quality design, minimising of heritage impacts and satisfactory testing of any heritage and/or other environmental impacts.
- C. Small-scale commercial ground floor units will be supported as part of a wider multi-storey car park proposal, subject to consideration of any potential adverse impacts on the vitality and viability of the City Centre and local facilities. Such units should also seek to enhance the overall station user/passenger experience. Upper floor office uses would be supported in principle, particularly where these relate to the railway industry.
- D. Development should carefully consider the historic townscape context, particularly any harm to significance of the setting for example of the former Loco Works complex (now the Roundhouse/Derby College).
- E. Development should be of the highest architectural quality, and take cues from the architectural expression and materiality of the former Loco works/Roundhouse complex.
- F. Development should improve the public realm and immediate setting of the Clocktower and Roundhouse buildings (former Loco Works).
- G. Low rise buildings (1-3 storeys) fronting Roundhouse Road are acceptable in principle, subject to high quality design and satisfactory testing of any heritage and/or other environmental impacts.
- H. A low-rise (1-3 storeys) or medium-rise (no higher than 5 storeys) multi-storey car park orientated parallel with the railway line in the south of the Sub-Area could be acceptable in principle, subject to a high-quality design and satisfactory testing of any heritage and/or other environmental impacts. The provision of electric vehicle charging spaces will be required.
- I. If residual heritage harm arises from the proposals, this should be clearly and convincingly justified and outweighed by significant public benefits.



Sub-Area B location plan

Strategic Development Context

The retention of the overall level of station car parking is operationally essential to Network Rail, and therefore the consolidation of these spaces (c. 364 in the Zone 2 and 3 car parks), together with short stay parking provision, is paramount to unlocking opportunities to deliver transformational change within the Station Quarter. Sub-Area B has been identified as the most appropriate location for consolidating the car parking spaces. The rear entrance to the station and its surrounding environs are of a poor quality and redevelopment of this area could significantly improve the passenger experience of railway users. There are heritage sensitivities which will need to be carefully considered, but there is also an opportunity to enhance the quality of the built environment and public realm in this area and deliver comprehensive public benefits.

The Council views the MSCP as a significant opportunity for incorporation of proactive sustainability measures such as EV charging, car club parking space(s), an electric bike hub, PV charging and so on.

Land-use and Mix

The regeneration of this Sub-Area is expected to retain the existing car parking use, but there is an opportunity consolidate provision across the Zone 2 and Zone 3 car parks into a multi-storey car park at Zone 2, adopting a smaller building footprint than occupied by the current surface car park.

This will allow the opportunity to provide additional land uses within the Sub-Area, most likely fronting Roundhouse Road. Small-scale ground floor commercial units may be appropriate, where they complement the Railway Station environment, enhancing the passenger experience, as well as serving Pride Park. Such uses should not compete with the core City Centre retail offer and should complement the surrounding employment and education uses. Appropriate uses could include cafes, and small-scale convenience retail units. Comparison retail would not be appropriate.

On the upper floors, small scale offices (Use Class E) would be supported.

Heritage Context

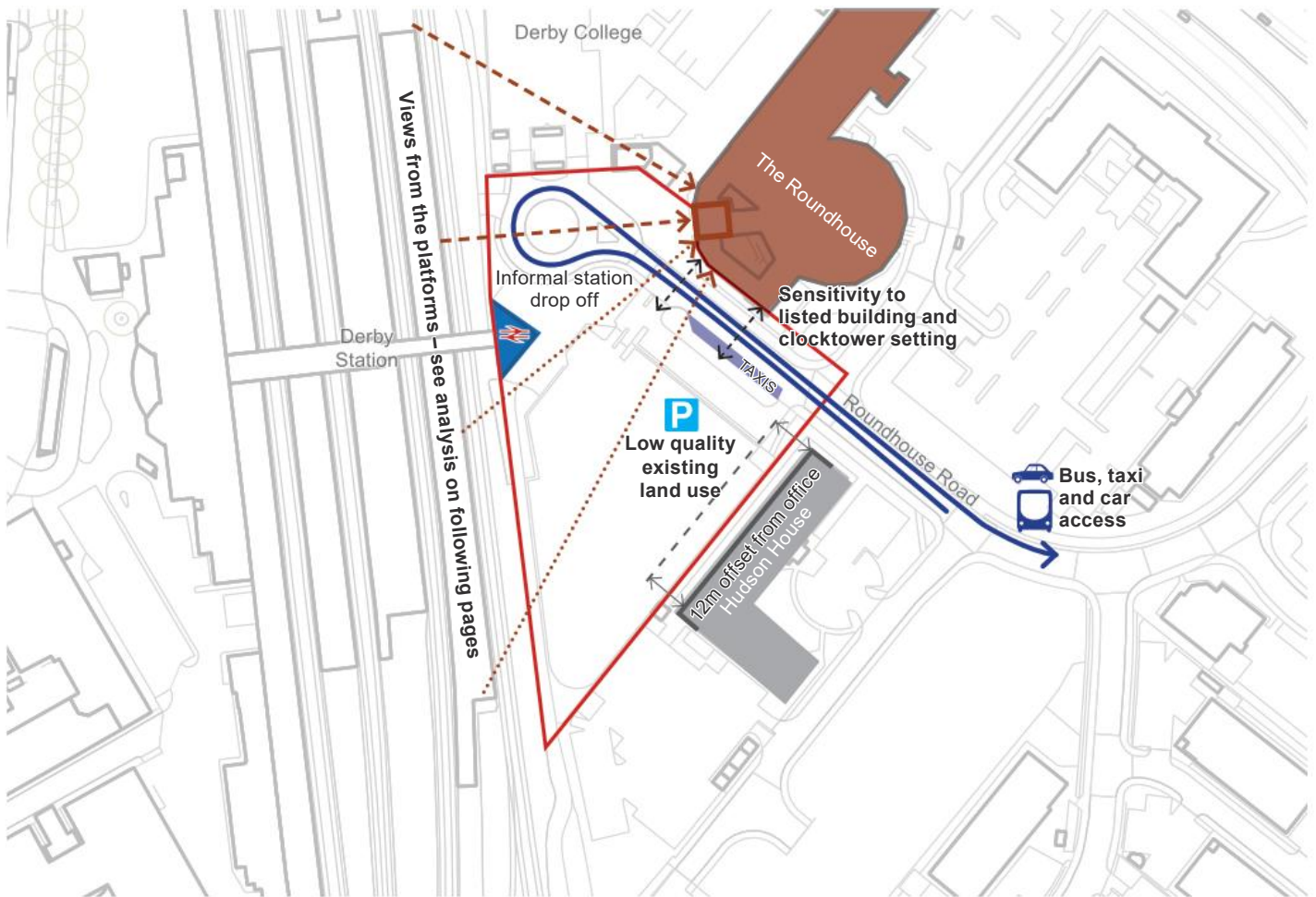
Sub-Area B is situated within the setting of the complex of the former Locomotive Works of the Midland Region Railway Station, comprising four Grade II* and II listed buildings. The Loco works complex derives significance from its setting as a prominent and historic visual feature of the setting of Derby railway station. The absence of built form close to the Clock Tower frontage, and the intervisibility between the Clock Tower façade and the station, both contribute to its setting.

Whilst the setting has changed considerably in character, with roads and car parking now dominating (replacing what were once railway tracks), this intervisibility and prominence remains. The most significant views can be found from the central parts of the eastern platforms, where the Clock Tower façade can be viewed centrally (although the current bridge structure negatively impacts this, as does the passenger lift when viewed from bridge). Views which stretch further north and south still have significance, but this lessens the further the view is from this central point.

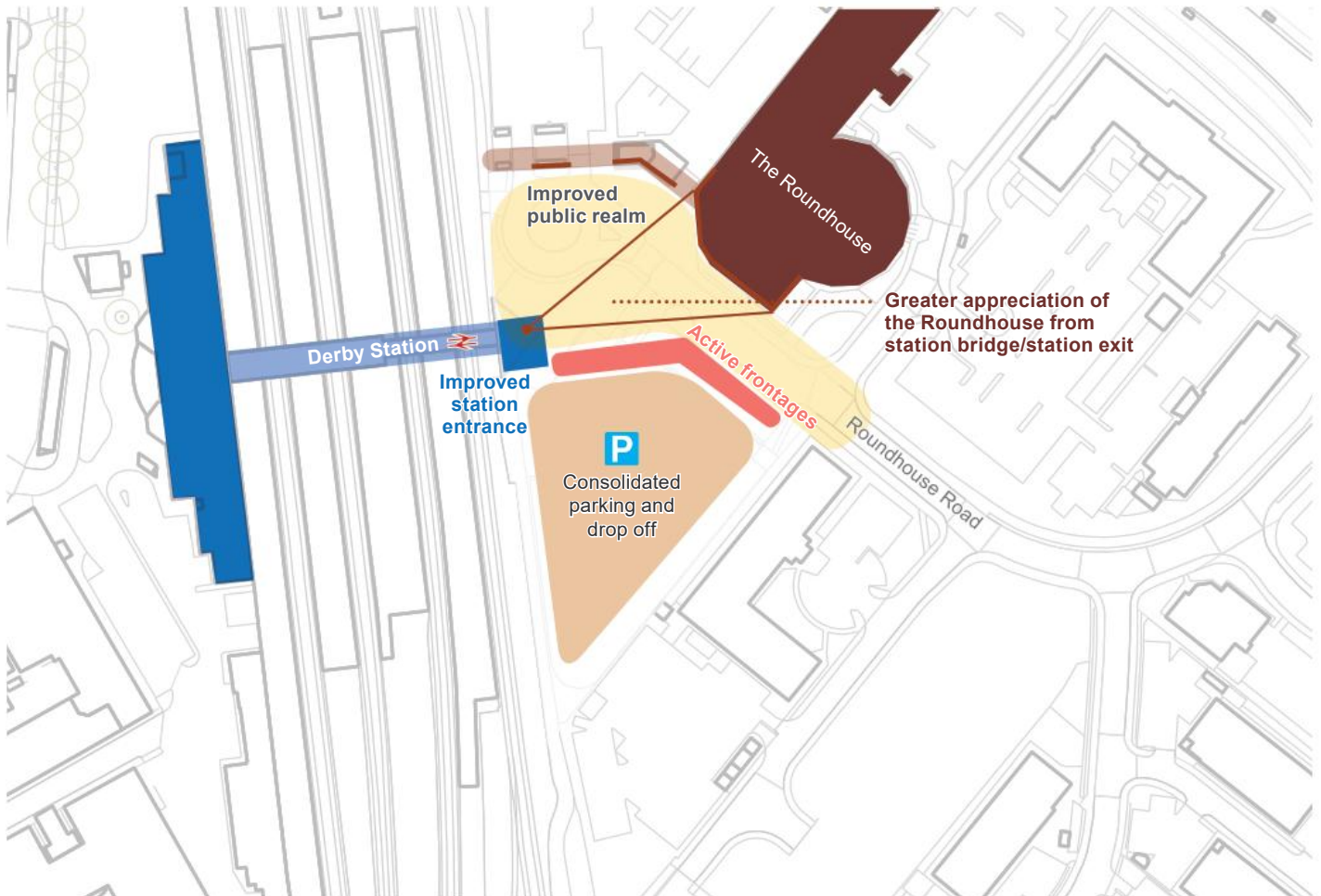
Any form of built development at Sub-Area B is likely to impact upon these views to some degree and will need to be designed to minimise these impacts. Whilst even a well-designed development would likely reduce intervisibility between the station and the Clock Tower and Roundhouse, there is potential for development to improve the setting of the Clock Tower building when experiencing the building within its immediate setting, through the improvement of the general quality of the built environment including the public realm at Roundhouse Road.

In developing this site, an appropriate balance should be found between improving the experience of the eastern side of the station and the immediate setting of the Clock Tower/Roundhouse complex, whilst ensuring that as much intervisibility is preserved as practicable.

If residual heritage harm remains, this would require clear and convincing justification, and would need to be outweighed by significant public benefits in line with the NPPF.



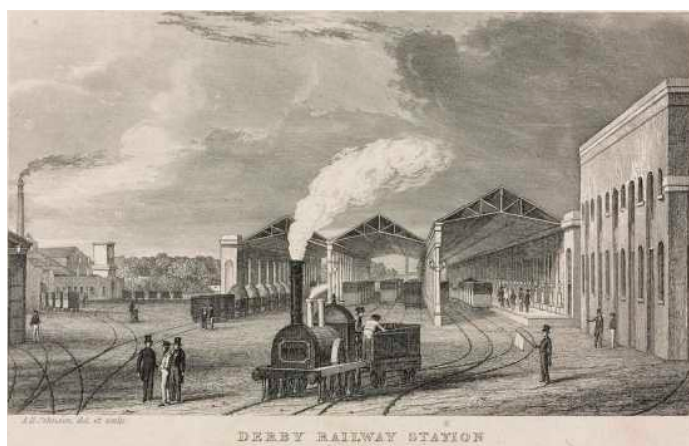
Sub-Area B constraints plan



Sub-area B opportunities plan

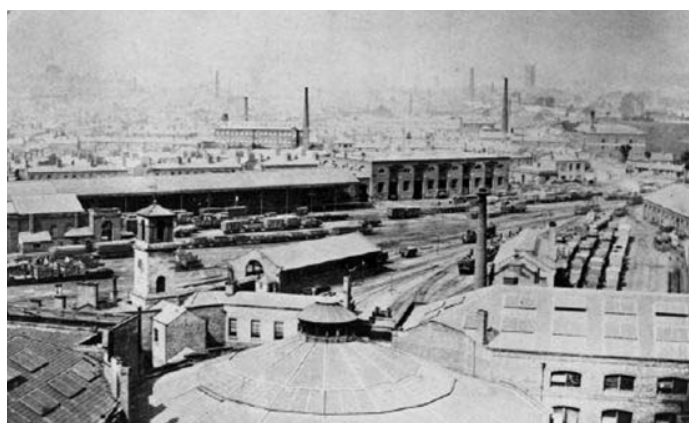
An Evolving Setting

This 1850 engraving shows the Clock Tower in its original form, with two stages. The clock tower itself faces towards the railway station but it does not appear likely it would be highly visible from within the station itself. There is little meaningful relationship between the station platforms and the clock tower.



Circa 1850 engraving showing the Clock tower of a lower height to the sides of the train sheds

By 1859-60 the tower was raised by one storey. This can be seen in an early historic photograph from circa 1860. The tower itself is clearly a local landmark and appears to be clearly visible from the surrounding loco-works and from the main railway lines to the north of the main station building itself which can be seen clearly in the photograph. The station building itself has little permeability.



Circa 1860 photograph showing the Clock Tower to the left centre of the image and the station sheds beyond

By 1892, as seen in the below historic photograph, the existing situation has begun to emerge. The clock tower is now flanked by the two-storey office building, to which a third storey was added in 1893, a year after the photograph was taken. This image shows how the addition of the flanking building more formally addresses the clocktower in the direction of the station and creates a formal composition. The footbridge linking the tower to the station is visible in the photograph.



1892 photograph of the view from the Locomotive works towards the southern end of the station platforms

The final, and current form of the clocktower, which shows the third storey added in 1893. The clock tower itself has less prominence but as a larger building, the overall structure has greater prominence. The image below shows the clock tower from face on, where the formality of the near symmetrical arrangement can be appreciated. This can be seen from the modern railway platforms, intermittently, from just north of the station entrance.



2004

Significant Views: How existing views of the Clock Tower developed

Visibility from within the station improved significantly with the demolition of the train sheds in the 1950s and with the construction of the fourth platform island in the 1980s much closer to the Locomotive works complex. The original station building was replaced with open platform roofs with almost no enclosure. Whilst views of the clocktower from within the station have some value in that they further reveal the building from a wider area, that they have become a familiar view to those using the station, and that they enhance and reflect the inherent association between the Locomotive works and the railway station; these are all more recent ways in which the building is experienced. The visibility of the building which contributes to its significance to a greater degree is that visibility from east of the station itself, where the Clocktower still surveys its immediate surroundings in a manner similar to the way in which it was positioned within the historic Locomotive works.

The Locomotive Works and sidings were cleared during the 1990s after the BREL Derby Locomotive Works were closed in 1990. A comprehensive but sensitive restoration and expansion as part of a new college campus was completed in 2009. The area between the station and the Loco complex is now primarily surface parking and access roads.

This ever-changing context helps to inform our understanding of the current setting of the clocktower and roundhouse context. It is clear from a review of this that the Clocktower has always had a local prominence as an intentionally visible landmark from the former Loco works east of the station and when entering the station by train, particularly from the north. It is also clear that there was historically limited visibility from within the station itself, limited both by distance and by the limited fenestration on the eastern side.



Historic aerial photograph showing the construction of the previous individual platform canopies, that replaced the earlier enclosed train shed.

View hierarchy

In order to inform the Development Principles of Sub-Area B we have identified a hierarchy of views, in which the views with the most importance in terms of their contribution to significance are identified. These are described below, and located and illustrated on the following page.

1 Views from the immediate eastern side of the station on the former Loco works

These views have been identified as the most important views of the Clock Tower building and former Loco works complex. From this area the Clock Tower retains its original local landmark status and the openness between the station and the tower remains somewhat suggestive of the former openness of the sidings, which allowed similar views of the tower. These views make an important contribution to significance.

2 Views from the Station Bridge and eastern entrance

These views of the station are important as they are suggestive of the Clock Tower's previous relationship with the station, where it was connected by a footbridge to the station platforms. These views are currently marred by the Eastern entrance building which does not allow for views of the Clock Tower either from the bridge or the entrance itself. Opening up a clearer line of sight, by redeveloping the eastern station entrance, can restore this historic relationship between the Clock Tower and the station. These views make some contribution to significance but are currently critically affected by modern structures.

3 Views from Platform 7, central and northern end

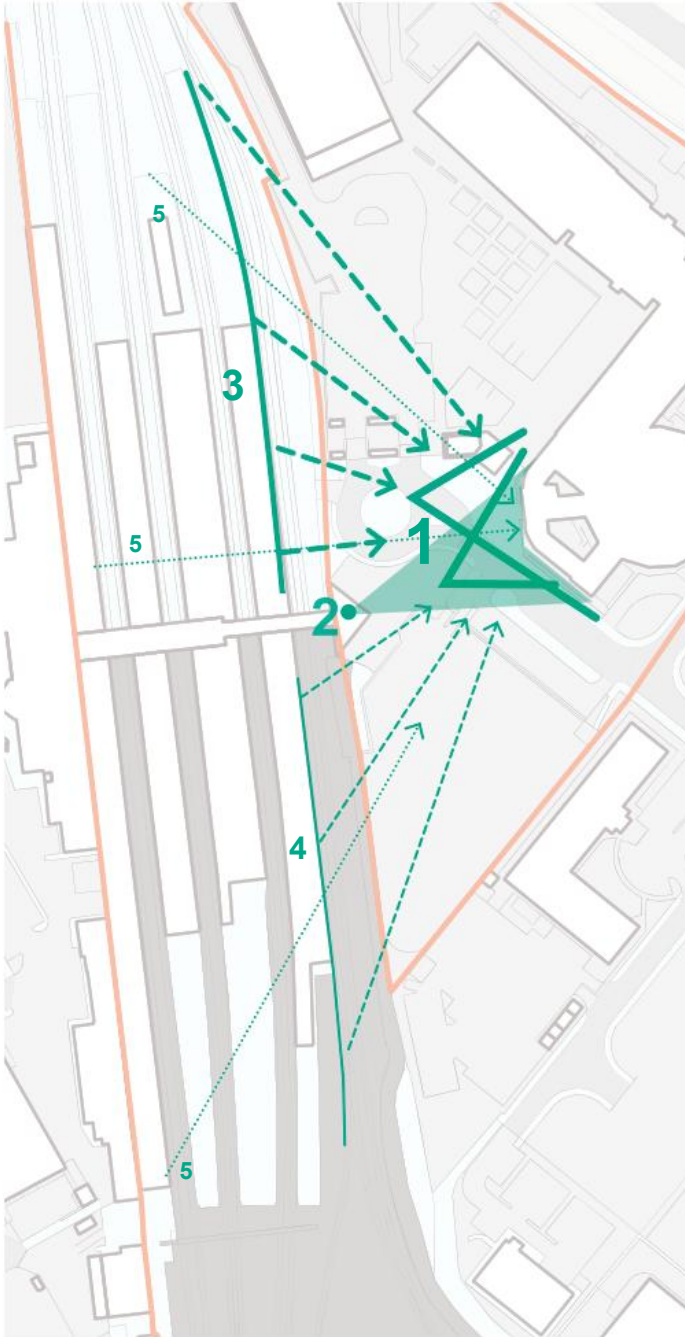
Platform 7 was an eastern extension of the station and coupled with the openness of the modern canopies, means there is a clearer view of the Clock Tower. Whilst these are not historic views, they have some value in that they highlight the station's relationship with associated historic buildings, and raise the prominence of the clock tower. These views are clearer from the central and northern end of the platform where there is greater proximity to the Clock Tower. These views make a low contribution to significance.

4 Views from Platform 7, southern end

As above, these views are possible because of the modern open canopies. To the south these views are further away from the clock tower and so it is less prominent within the view. These views are also marred by billboards. These views make a low contribution to significance.

5 Views from other station platforms

There are other glimpsed views from across other station platforms due to the openness of the modern canopies. However, these are not historic views and they are incidental and marred by the modern paraphernalia and clutter of the platform furniture and station roofs. They do not materially contribute to significance.



Design Principle 1: Preserve and enhance the setting of the Roundhouse

The relationship between the Roundhouse complex and the space in front of the building is a key aspect of its heritage significance.

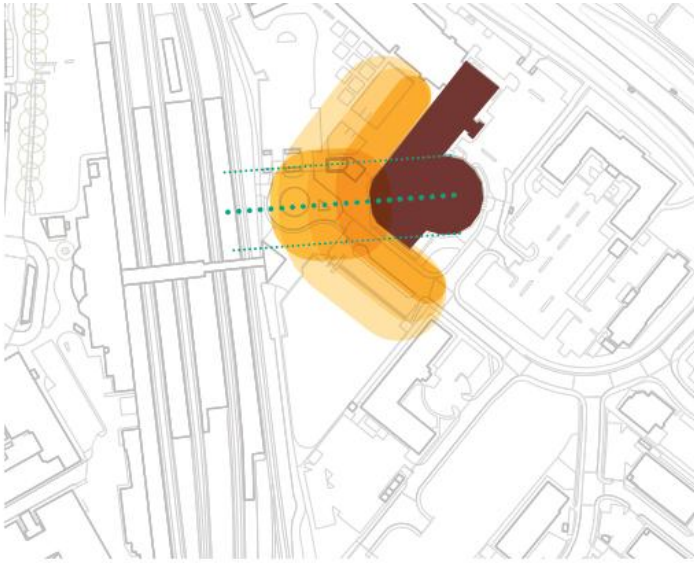
If a new building were to be developed using the full footprint of the Zone 2 car park, with the northern apex jutting into the immediate setting of the Clock Tower/Roundhouse, this would be harmful. The car park footprint should therefore be pulled away from the Clock Tower and chamfering/aligning of the northern parts of the development considered as one means of best preserving the Clock Tower's intervisibility with the station. Initial capacity assessments have suggested that a multi-storey car park of circa 4.5 stories (depending on footprint and configuration) would be required to provide the requisite quantum of spaces. The Council will consider a medium-rise building (up to 5 storeys) subject to thorough testing, but development beyond 5 storeys is unlikely to be acceptable given the prevailing building height context and heritage sensitivities.

Design should pay close attention to how the form and massing of the development would affect the setting of the clock-tower and its prominence within in its immediate setting:

- This should consider the siting of the new building, to ensure that new development does not crowd in, or compromise local views of the clock tower.
- This relates both to how the clock tower is seen from the area between the station and the building, and from Roundhouse Road.
- Height should be carefully considered to ensure that the clock tower retains its prominence and that the new building sits comfortably alongside and does not have an overbearing or distracting presence.



Above: Aerial overview of how the setting of the Roundhouse could look with consolidation and screening of the car park, and the creation of a new station entrance and three storey commercial building fronting the street, enclosing an improved forecourt to the Roundhouse building's primary frontage.



Left: Plan diagram showing the footprint of the Listed Roundhouse (brown) and its immediate setting. The space in front of the primary, west facing elevation is particularly important because of the near-symmetric composition arranged around the focal point of the tower.

Below: View of Roundhouse Road with potential public realm improvements and potential massing of development on the existing station car park to accommodate a new station entrance structure and a ground floor shop / cafe unit facing the street - while preserving the set-piece setting of the primary frontage of the Roundhouse complex.



Above: Existing view with the existing surface level car parking, fencing and street furniture detracting from the setting of the Roundhouse complex

Design Principle 2: Continuing an architectural tradition of layering and contrast

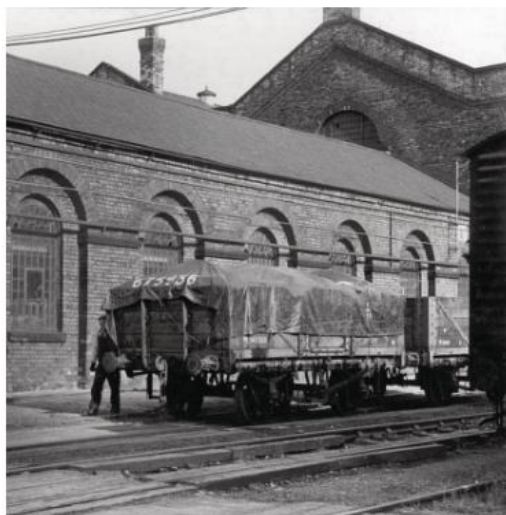
This Design Principle sets out an overall approach to design that should take inspiration from the architectural history of the site, the former locomotive works, the railway station, and Derby's wider railway heritage. Whilst different approaches to design are encouraged, this should be rooted in an understanding of the site's specific heritage and demonstrate a clear understanding and response to this.

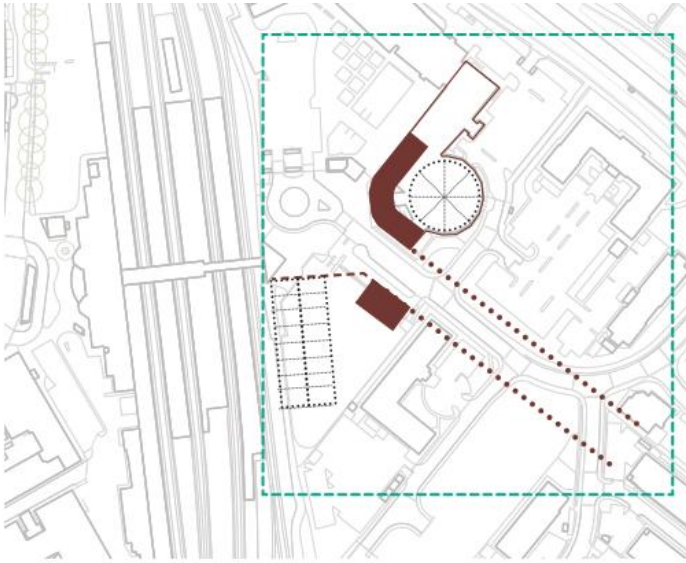
Many of the buildings within the historic Midland Works exhibited an architectural approach centred on a strong contrast between the outward facing 'street' frontage, and the large span framed structures that sit behind them. Significant elevations and public frontages were generally constructed as regular brick façades, with punctured openings, and finer detailing. The enormous rectilinear, or circular shed spaces behind these frontages provided a contrast – the sense of lightness, and openness, the repeating regular structure emphasising their scale, and their purpose as a space for vehicular movement and storage, rather than as a human-scaled space.

Designers of the new structures within Sub-Area B should look to reflect this quality of contrast – emphasising the difference between a frontage building directly responding to the materiality and architectural character of the elevation of the Roundhouse complex, and a 'lighter' more open and frame-like structure of the car park behind, reflecting the character of the historic rail sheds.

Design should explore these layers in the context of the significance and setting of the heritage assets, and look to seek enhanced views, and glimpsed views, across the site. For example, perimeter buildings with street frontage may provide opportunities to enhance street enclosure and frame clear views, whilst larger lightweight structures may offer glimpsed visual permeability through them. Responding positively to this Design Principle, future development at this site will better respond to its context, and reinforce Derby's railway and architectural heritage.

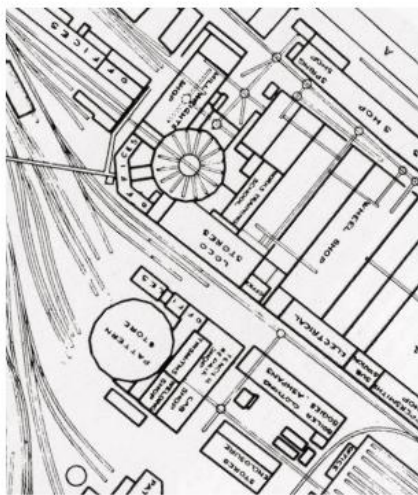
Below, right and opposite: Historic photographs of the Midland Works showing the contrast between the heavy brick-built elevations and the lightweight, large space volumes enclosed within.





Above: A selection of precedents of well designed parking structures, exhibiting different spatial approaches to aid legibility for those moving through the building, and some glimpsed views through the structure. (Top: House of Biohealth Car Park, Esch, Luxembourg; Middle: Station Cycle Park Utrecht, Netherlands; Bottom: 111 Lincoln Drive Car Park, Miami, US)

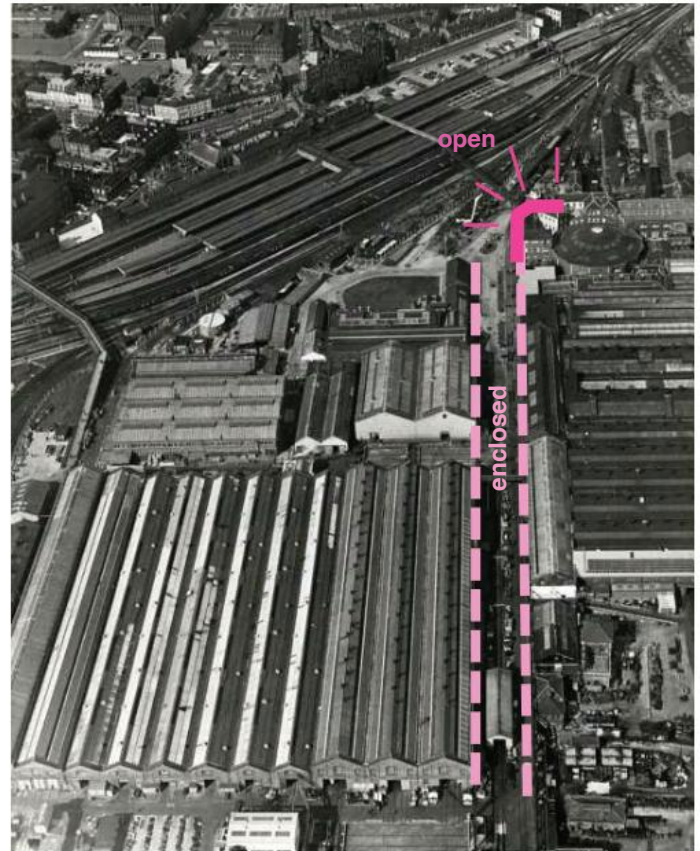
Above: Diagram showing the layering of the cellular masonry frontage building of the Roundhouse complex and the lightweight structure of the circular Roundhouse itself behind. This layering might be reflected on the opposite side of Roundhouse Road, and in doing so form a frontage in line with the former building footprint of the site.



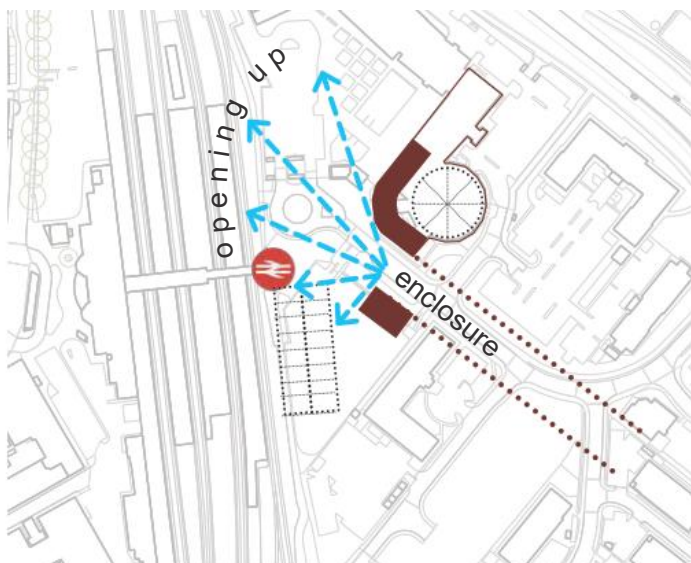
Design Principle 3: Street enclosure plus opening up

Following on from Design Principles 1 and 2, there is an opportunity for a new building on the existing station car park to form a more positive frontage to Roundhouse Road. This frontage is unlikely to be suitable for a MSCP, not least because of its likely scale, whereas an occupied, active frontage within a commercial building would allow for a more sensitive architectural treatment that could partially screen the scale and nature of a new car park structure from Roundhouse Road, much in the way that the historic train sheds were enveloped in masonry-built elevations or ranges of cellular rooms.

Any development immediately fronting Roundhouse Road should be low-rise (up to three storeys). This would be consistent with the historic development pattern in which Roundhouse Road was significantly enclosed until it opened up at the station end – providing a notable moment of focus and release beside the tower of the Roundhouse – a condition that this approach would help restore, compared to the ill-defined and unattractive context of surface level parking, bill boards, and street clutter that currently characterises the context of the Listed Roundhouse.



Above: Potential view along Roundhouse Road at the point that the more enclosed street condition gives way to an open condition between the Roundhouse and the station.



Above: diagram of how the contrast between the enclosed internal 'street' of the Midland Works and the open aspect of the tower elevation of the Roundhouse complex (highlighted on historic aerial photograph shown alongside - left) could positively inform the spatial configuration of development adjacent to the Roundhouse complex.

Development on the Roundhouse Road frontage can offer two key benefits:

- Ensuring that visibility of the overall volume of the MSCP is screened
- Restoring some lost street enclosure which has had an adverse effect on the setting of the Clock Tower

Such development should remain subservient to the Clock-Tower building and ensure that there is an appropriate degree of openness surrounding the listed building as the area opens up to the forecourt area.

The proposed building should reflect the character of the historic locomotive works complex and address the street with an active frontage.

Right: Photograph of the footbridge - now demolished - that gave access to the Midland Works for its employees and connected directly into the tower elevation of the Roundhouse complex. This demonstrates that for a period of the site's history the 'set-piece' composition of its station-facing primary elevation of the Roundhouse was complicated through this additional element. While the preservation of the previously restored symmetric composition is key, there is also an opportunity to enrich an appreciation of the building's history through restoring a direct view from footbridge level that is currently frustrated by the design of the existing station entrance.

As part of this proposal, there is also an opportunity to alter the station entrance building to increase visibility and better frame the Clock Tower and surrounding public realm as shown in the sketch views below. This would make the access to the station more legible and improve its appearance in this sensitive setting.

Reconfiguring the station stair and entrance would also allow greater visibility of the heritage asset from within the station and the station bridge, which is a primary point of arrival at the Roundhouse and Pride Park from the city centre. This improved approach would provide a significant new opportunity for people to experience the set-piece composition of the complex – redolent of the pedestrian footbridge that was present for a significant period of the Roundhouse's history (photo below) – another aspect of the site's layered history that could be highlighted through the inclusion of interpretation boards or similar.

Sketch view from Platform 7 of the Roundhouse frontage and station entrance at present



Sketch view from Platform 7 of the Roundhouse frontage and potential reconfigured station entrance - with improved intervisibility



Design Principle 4: A public realm which responds to the historic environment

The public realm surrounding the rear station entrance is bland and featureless, with little built form or definition. Whilst some paving surrounding the Clock Tower and the granite setts within the centre of the roundabout are positive additions, the listed building's setting is dominated by an expanse of tarmac.

Alongside any development in this area, there is a significant opportunity to improve the public realm to upgrade the setting of the listed buildings and create an improved physical relationship between the station and Derby College.

The materials of the proposed buildings and the new public realm should reflect and respond to the historic environment. Whilst this design principle does not specify particular materials, or a particular approach to materiality, it requires the proposed development to pay careful attention to the historic surroundings and to demonstrate that the new proposals would complement these buildings, whilst introducing new visual interest to the area.

Design of the development should introduce public realm which reflects the historic use of the area as the sidings of the former Locomotive works and ensure that the public realm complements heritage led place-making.



Historic photo of Midland Works Open Day, 1960 showing the area in front of the Roundhouse occupied with trains on exhibition (Source: www.derbysulzers.com)



Precendent visualisation of a proposed landscaped outdoor area at the National Railway Museum, York, incorporating railway themed exhibition, furniture and play elements elements.



Plan diagram showing the historic track arrangement of the rail yard superimposed on the proposed layout of the newly framed forecourt space in front of the Roundhouse complex

Robust, high quality materials that relate well to the surrounding historic structures should be used within the public realm.



Precedent image of an enhanced, convivial urban space which sits between the train station and historic Town Hall – Countess Street, Saltcoats



Extract from the visualisation (see Design Principle 1 for full visual) of the potential of the Roundhouse forecourt space - focussed on opportunities for landscape, street furniture and exhibition/interpretation elements to highlight the historic layout and significance of the site as a working rail yard.



Precedent image of a new public square with landscaping and street furniture. The square is located beside the new Elizabeth Line station, and is framed by the Listed Officer's House – Windsor Square, Woolwich Arsenal London



Illustrative site layout – 1:2000



Illustrative overview - appropriate building heights and massing to be developed during next design stage

Access, Parking and Servicing

Primary vehicular access will be provided from Roundhouse Road. Consideration has been given to any intensification of vehicle use in this location arising from the expansion of the car park.

A feasibility assessment of the potential impacts of relocating Zone 3 car parking onto Zone 2 was undertaken by WSP on behalf of Derby City Council in November 2023. This was informed by parking and traffic surveys undertaken in October 2023.

The surveys highlighted that vehicle movements associated with the station car parks are not concentrated to one or two peak hours, but more spread out over the course of the morning and afternoon/evening. This results in a relatively small, predicted change in vehicle movements during the local highway network peak periods.

The feasibility assessment concluded that any additional vehicle movements associated with increased parking provision at Zone 2 would have a negligible impact on the performance of the local highway network around Zone 2 and along Pride Parkway.

The layout will provide suitable access and routes for delivery and servicing vehicles, taking into account turning manoeuvres, with a preference for deliveries to be separated from the adopted highway. Emerging proposals should be mindful of aspirations to enhance public transport provision i.e. future Derby Rapid Transit (DRT) that would look to serve the eastern side of the station, and ensure that such aspirations are not compromised through the Station Quarter proposals.

This area is currently accessed by bus routes and taxis and whilst consolidation of these movements is considered beneficial access should be retained for these modes. Equally access to Derby College should not be compromised by the proposals.

Future planning applications would need to consider any potential highways impacts in further detail, along with detailed access, parking and servicing requirements within a more detailed Transport Assessment.

Sub-Area C (SC1) – Railway Station, Zone 1 Car Park and Midland Road

Location and Characteristics

Sub-Area C comprises the principal station frontage, the Zone 1 Car Park (c. 153 spaces), and Midland Road which is the principal means of access. The Sub-Area is entirely within the Derby Railway Conservation Area and is fronted by historic buildings.

The station is the prominent modern building within the area and acts as a focal point. The building is low in scale, recessive, and small in footprint compared with the now demolished former station which was larger and had a significant presence.

The station concourse and public realm is somewhat cluttered, and there is a poor sense of arrival upon leaving the station. The lack of legibility, despite the orientation of the crossing which has been undertaken recently, and limited signage indicating the way to the City Centre exacerbates this issue. The public realm on Midland Road is poor quality and incoherent; it lacks tree planting, street furniture or soft landscaping.



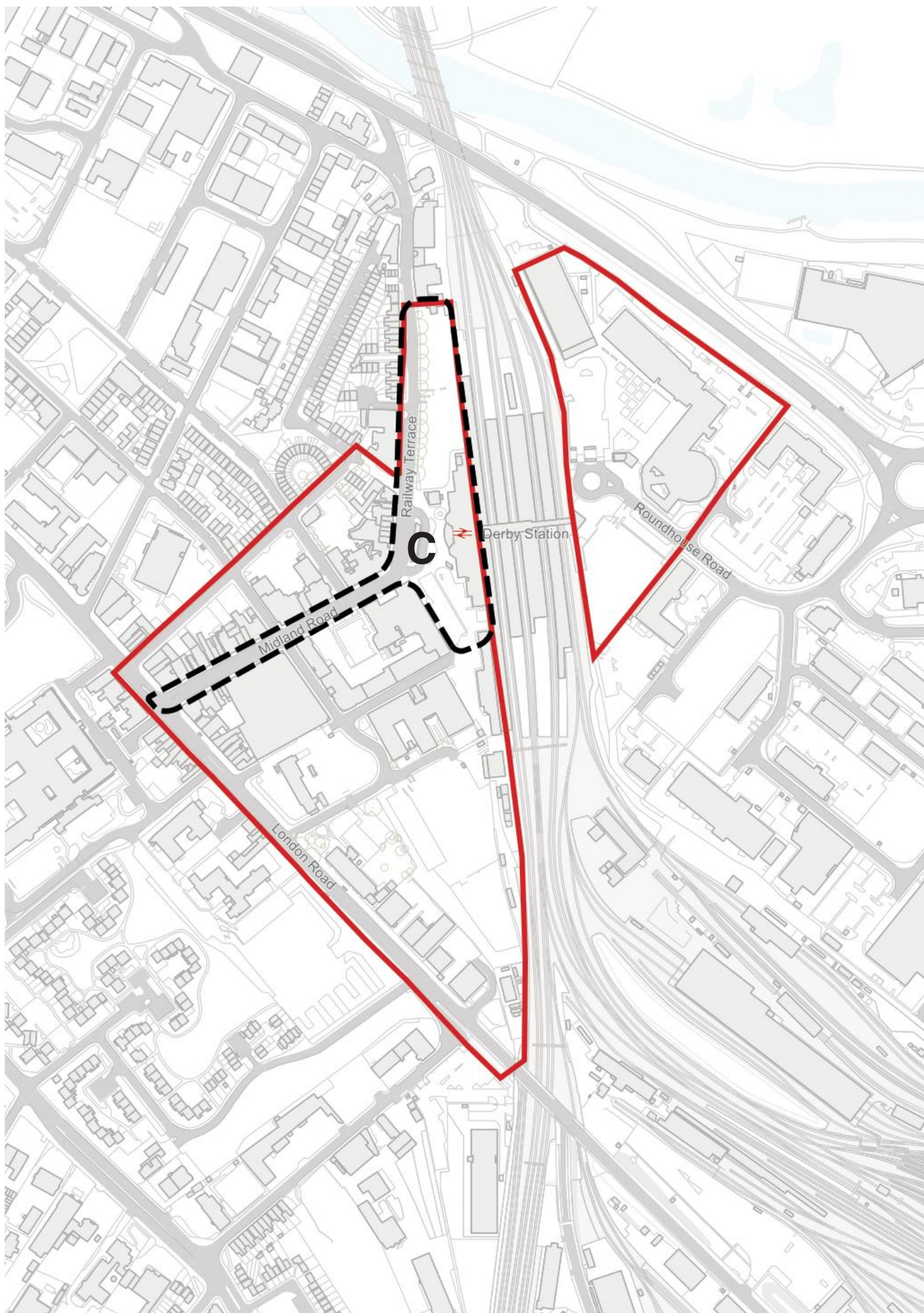
Top: The public realm outside the principal station frontage is cluttered, and lacks a sense of arrival

Bottom: The Zone 1 station car park, located on Railway Terrace

Key Development Principles (SC1)

Development at Sub-Area C should have regard to the following principles:

- A. Development should accord with Guiding Masterplan Principles GMP1, GMP2, GMP3 and GMP4 and the IPG as a whole.
- B. The overall level of vehicular parking provision at the Zone 1 car park should be retained, unless these spaces can be accommodated elsewhere, or they are agreed to be surplus to requirements by Network Rail.
- C. A high-quality low rise (1-3 storeys) extension or replacement station frontage building would be supported in principle, subject to an appropriate design and careful consideration of historic and townscape impacts.
- D. Where additional floorspace is to be created, the preferred use(s) should complement the railway station, or railway industry activities more generally. Small or medium scale office use (Use Class E) is likely to be acceptable where this is linked to the railway industry, and other small scale commercial/retail uses may be supported subject to consideration of amenity, traffic impact and any adverse impacts on City Centre uses.
- E. Any development within this sub-area should be of a high architectural quality and should carefully consider the historic townscape context, in particular the impact on the Railway Conservation Area and setting of nearby listed buildings.
- F. Improvements to the station concourse and bus and short stay drop-off areas are acceptable in principle subject to detailed design considerations and subject to obtaining any requisite Traffic Regulation Orders, where applicable.
- G. Public realm improvements to Midland Road such as tree planting and hard and soft landscaping will be supported in principle subject to the use of high quality materials.



Sub-Area C location plan

Strategic Development Context

The railway station and Zone 1 car park, whilst of poor visual quality, both serve important operational functions and will continue to do so. This masterplan sets an aspirational vision to improve the design quality of these areas whilst retaining their key functions.

Land-use and Mix

The base assets in Sub-Area C will continue to be the railway station, the Zone 1 car park, and associated public realm.

Should any redevelopment or new built form be introduced, proposed uses likely to be acceptable in principle would include office (Use Class E), commercial and small-scale food and drink/retail uses that complement the railway station use as a destination and would not compete with similar City Centre uses.

Heritage Context

Sub-Area C sits entirely within the Railway Conservation Area but does not contain any listed buildings or structures. The historic station building was demolished in the 1980's and the modern station is of utilitarian design, adding little to the setting of the surrounding heritage assets.

There is a potential opportunity to restore some of what was lost with the demolition of the previous

station, through the introduction of a larger building of better architectural quality, and an improved relationship with the surrounding townscape.

At the northern boundary of the Zone 1 car park sits the pediment and clock from the 1893 remodelling of the station. Whilst unlisted, this architectural fragment has considerable local interest as a survivor of the previous station. It could be relocated to a position where it would be more visible, adding interest to public space or potentially within a redeveloped station building.

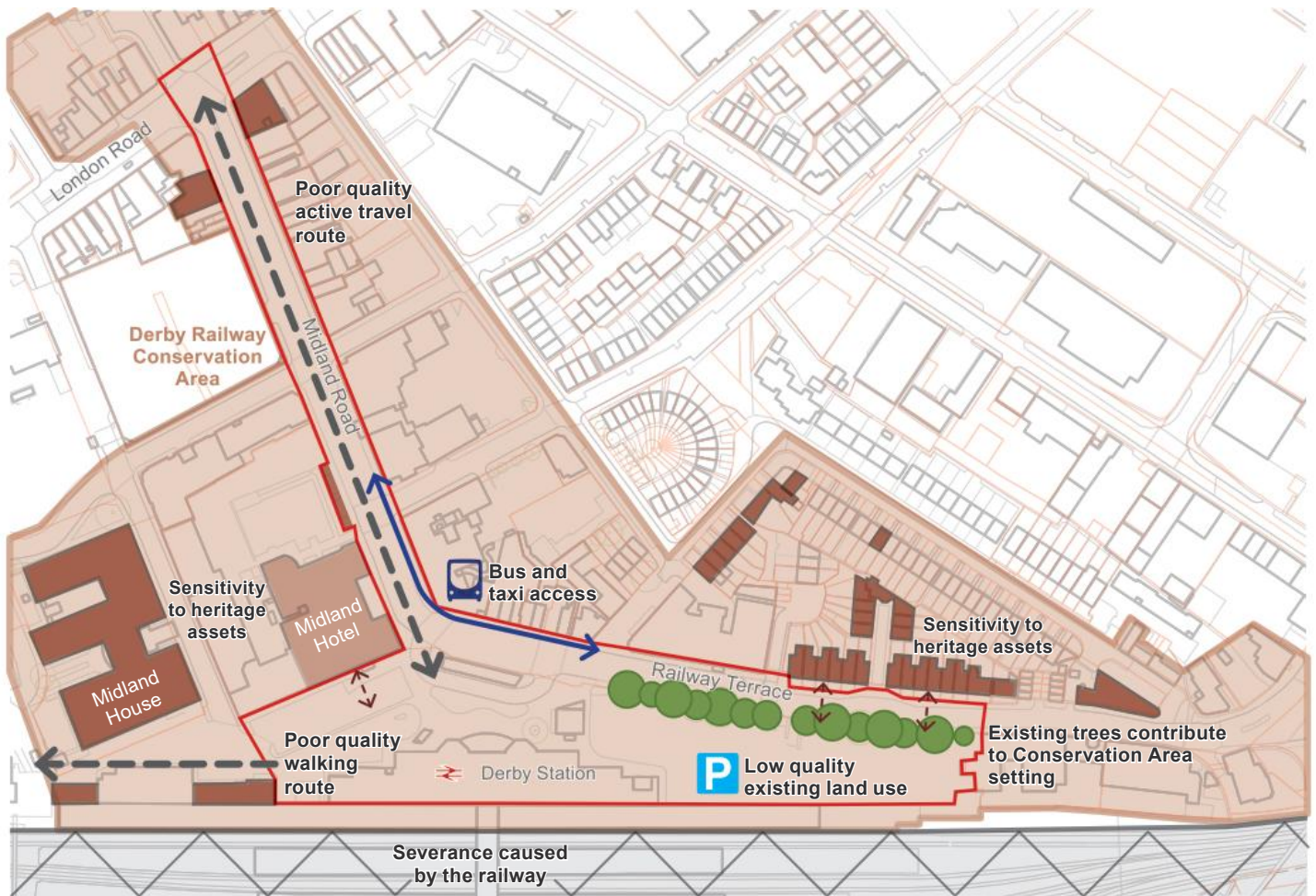
Sub-Area C has a close relationship with the historic railway workers housing along this stretch of Railway Terrace (which sits just outside of the area), and the area is part of the setting of these buildings. These two-storey railway terraced houses have a strongly defined building line and a strong rhythm created by architectural features such as the timber vertical sliding sash windows.

The trees along the western boundary of the Zone 1 car park on Railway Terrace also contribute positively to the character of the Conservation Area. Any development proposals for the car park site should ensure the retention and well-being of the trees, and the retention of the existing decorative railings.

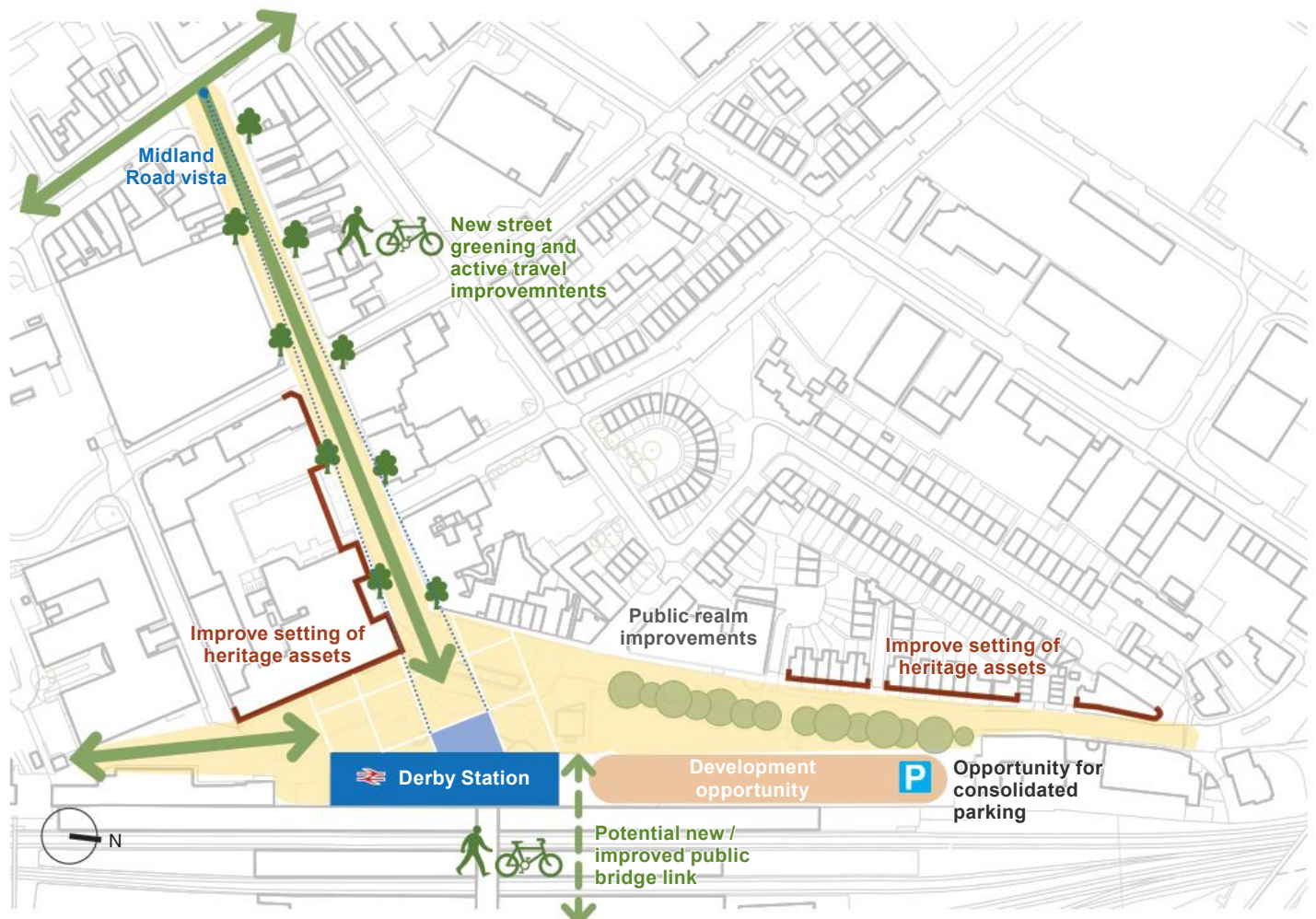
Midland Road is the former main street (and former tramway) which was developed to serve the station, and leads to London Road, one of the city's main entry routes. There is an opportunity to improve the current interface between the station and Midland Road, reinforcing the legibility and importance of this historic route.



View of potential public realm improvements to Midland Road, which could be orientated towards a new station entrance



Sub-Area C constraints plan



Sub-area C opportunities plan

Layout, Built Form and Height

There is a potential opportunity to provide an extended station building across more of the station frontage, restoring an overall strong building line. A low-rise building, perhaps three storeys, along the station frontage could have a positive effect on the setting of many heritage assets, providing the proposed building is of high-quality design. The building would restore a sense of enclosure and ensure that the station has the visual presence that it demands.

Whilst Railway Terrace poses some constraints in terms of height and massing, there is scope for the station building to extend into the Zone 1 car park in the longer term which would create a stronger building line, enclosing the station forecourt area, and improving the setting of the listed buildings in townscape terms. Existing railway frontage office buildings north of the carpark of three storeys indicate what a suitable height in relation to the surrounding heritage assets may be. Any such building would most likely need to incorporate car parking spaces within the ground floor, ensuring no net loss of spaces at Zone 1.

The building entrance could be orientated to place more emphasis on the historic Midland Road route and for cyclists and pedestrians, the Castleward Boulevard route as an alternative. The former station Clock Tower could be incorporated within the updated building, or within the surrounding public realm.

Developments should protect the existing trees and railings located to the west of the Zone 1 car park.

Design and Materials

The design of any extended or updated station building frontage would need to be of a high architectural quality, and should be informed by the scale, materiality and style of the surrounding historic townscape.



Commercial redevelopment centred on Cambridge Station, including rationalisation of station access and parking – CB1 Cambridge

Access, Parking and Servicing

Primary vehicular access will be as per the existing situation, which will be via Midland Road and Railway Terrace.

This area is currently accessed by bus routes and taxis and whilst consolidation of these movements could be beneficial, access should be retained for these modes. Any proposed changes to the existing bus stops would need to be convincingly justified, and would need to explain the rationale for how this would improve the transport interchange facility, as well as thoroughly considering any potential impacts. There is potentially an opportunity to reduce some of the circulation space given to bus movements, by narrowing the carriageway, providing expanded public realm space and an opportunity to provide on street bus stops, making active travel connections through this sub-area to the City Centre more straightforward.

Future planning applications would need to consider the detailed access, parking and servicing requirements within a more detailed Transport Assessment report.

Public Realm

There is significant opportunity for the large expanse of car parking, highways and mediocre quality public realm to be re-thought, whilst retaining some of the quality paving recently installed. The proposed development will establish an active public square in front of the railway station, which is open and not subdivided. Such a proposal would be subject to detailed technical assessment, but could create a better sense of arrival and will encourage extensive footfall across the Station Quarter and towards the City Centre and other destinations. The space will be incorporate opportunities for leisure, enterprise and public interaction. The Council will explore with Network Rail the potential to create a public access through the improved station to facilitate unimpeded pedestrian access to, and from, the City Centre to Derby College/Pride Park.

This would include improvements to soft and hard landscaping and providing significant benefits in terms of way-finding and public amenity, which would also improve the visual appearance of the area and enhance the setting of the surrounding heritage assets. Consideration should be given to use of high-quality materials which reflect the character of the conservation area and opportunities should be sought to celebrate Derby's railway heritage.



Illustrative site layout – 1:2500



Illustrative overview - appropriate building heights and massing to be developed during next design stage

Sub-Area D (SD1) – Midland House and Midland Hotel

Location and Characteristics

Sub-Area D is located to the south-west of the railway station, partially framing the station front, and fronting the eastern section of Midland Road.

The Sub-Area contains a number of historic buildings including Midland Hotel (Grade II Listed), Midland House, John Ellis House and Paul Duval House. In addition, there are a small number of modern buildings and extensions of varying quality.

The buildings within the Sub-Area accommodate a mixture of uses including a hotel, residential and offices. Midland House is vacant at present but subject to sensitive refurbishment could potentially provide a high-quality headquarters office building. An alternative scenario could see the building sensitively converted into residential use.



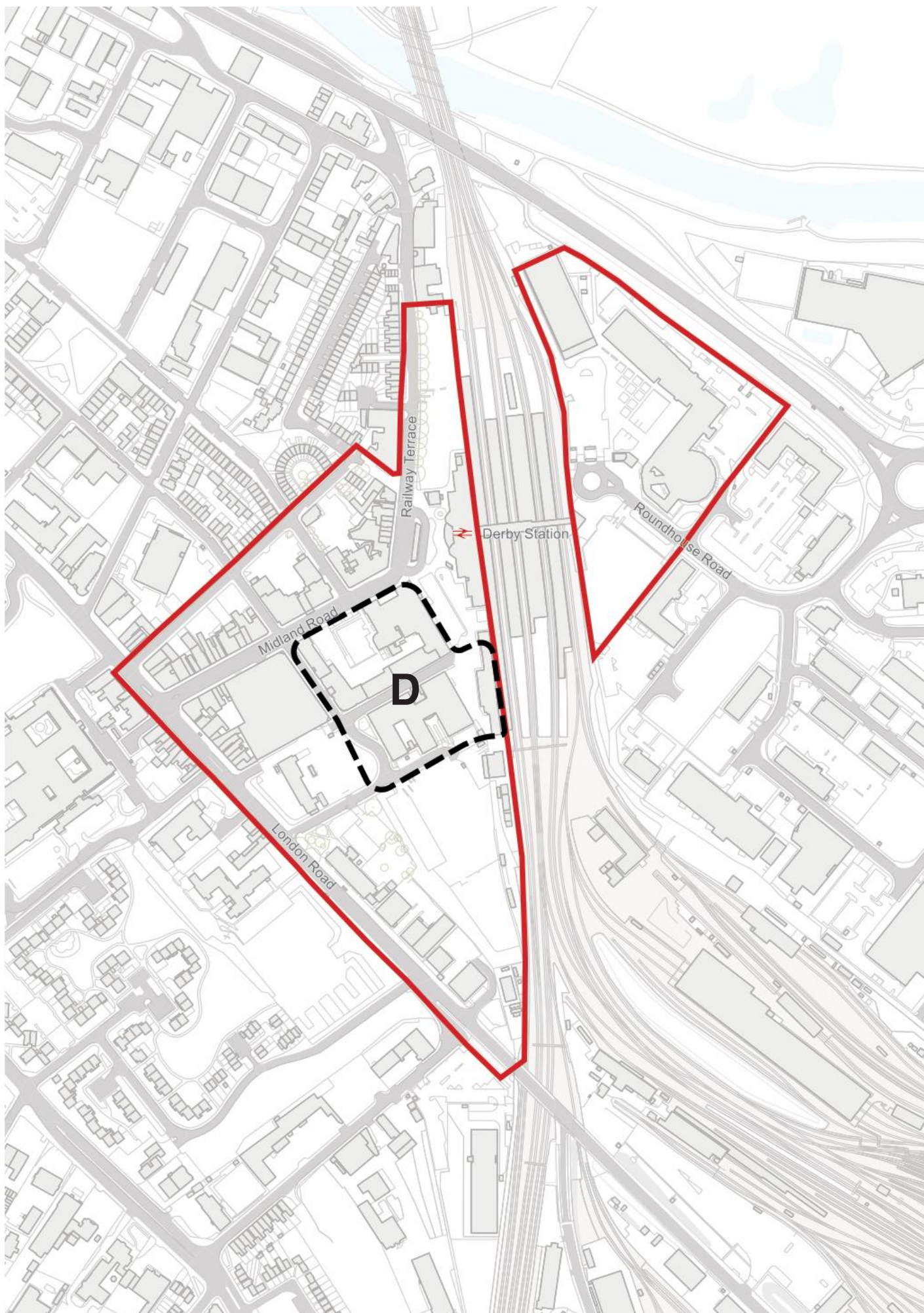
Top: The buildings immediately outside the station entrance form a cohesive and well-preserved historic cluster

Bottom: The rear of Midland Hotel and adjoining Rutland House

Key Development Principles (SD1)

Development at Sub-Area D should have regard to the following principles:

- A. Development should accord with Guiding Masterplan Principles GMP1, GMP2, GMP3 and GMP4 and the IPG as a whole.
- B. The heritage assets within Sub-Area D (identified in Section 4) should be retained, repaired, conserved and kept in viable use in a way that supports their long-term conservation.
- C. Any proposed uses for the heritage assets in this area will be considered on a site-by-site basis, having regard to the conservation needs of these buildings. Residential use, and office uses which support the railway industry would generally be supported in principle.
- D. The re-use of Midland House for railway industry-related office use would be supported in principle.
- E. The sensitive refurbishment of Midland Hotel as part of the reinstatement of its use as a hotel is supported in principle.
- F. Any redevelopment within the Sub-Area should be of a high architectural quality, respectful of prevailing materials and height characteristics within the Sub-Area. Development over the existing building heights within the Sub-Area is unlikely to be acceptable.
- G. An improved vehicular and active travel route (or routes), of an appropriate design and materials palette, to link the station to Sub-area A should be provided and retained.
- H. Development should seek to improve the general quality of the public realm, particularly around Midland House including upgraded pedestrian routes to the Sub-area A residential development. This could consider the demolition / alteration of the modern building projecting into the space between the former station building (Frank Ellis House) and the access point adjacent to Midland House to the south.



Sub-Area D location plan

Strategic Development Context

Sub-Area D is a prominent location, forming an important part of the gateway and arrival experience to the city.

It has a rich concentration of heritage assets, which through investment have the potential to serve as a catalyst for the wider regeneration of the Station Quarter. The Council wishes to conserve and enhance these heritage assets and harness their economic potential, particularly where they can contribute towards an enhanced railway-related cluster, capitalising on Derby's strengths in this industry sector.

With the new station entrance directly facing the Midland Hotel and Midland House, these heritage assets should be focal points for enhancing the commercial offering. Sensitive repair, renovation (and review of signage to Midland Hotel) of these key sites should include flexible commercial space available for small and start-up businesses, ensuring there is a thriving culture of enterprise and collaboration. There is potential for Great British Railways Headquarters to move to the site, possibly into Midland House, which would anchor the Station Quarter and reinforce its historic importance as a centre for excellence in railway infrastructure and innovation. With the new station entrance directly facing the Midland Hotel and Midland House, these heritage assets should be focal points for enhancing the commercial offering. Securing an appropriate long-term use for Midland House is seen as a strategic priority for the Council and will help pump-prime regeneration in the area.

Land-use and Mix

The wholesale regeneration of Sub-Area D is not anticipated, and the requirements of existing uses will continue to be supported.

Any proposed re-use or change of use of historic buildings (both designated and non-designated heritage) will be considered on a site by site basis, having regard to the conservation needs of the buildings and associated assessment of any potential harm and related public benefits (if applicable).

Any use in this area would need to be compatible with the surrounding residential uses proposed at Sub-Areas A and G. Employment use would not be appropriate, except for where it is linked to the rail industry or ancillary in nature, and does not conflict with existing or proposed residential uses.

The reuse of Midland House for railway industry-related office use would be supported in principle. Residential use of this building is also likely to be acceptable in principle.

The sensitive refurbishment and reinstatement of Midland Hotel for hotel use would be supported in principle.

John Ellis House and Paul Duval House have the potential to accommodate incubation/ innovation spaces to support start-ups related to the railway industry.

Heritage Context

Sub-Area D is located entirely within the Conservation Area and includes a number of designated and non-designated heritage assets.

This includes the Grade II listed Midland Hotel and an adjoining curtilage building (formerly Railway offices), the Grade II* War Memorial, Midland House, the former Laundry Block, Churnet House, and a group of 20th-century buildings.

For the most part, Sub-Area D remains a cohesive and well-preserved group of historic buildings which form a legible and high-quality townscape and have a cohesive appearance as a group by virtue of their consistent red-brick materiality, and shared associations with Derby's railway heritage.

Layout, Built Form and Height

Sub-Area D is too sensitive for wholesale redevelopment due to the importance of the heritage assets and their settings which contribute positively to the conservation area. These heritage assets should be retained, repaired, conserved and kept in viable uses that support their long-term conservation.

If redevelopment proposals for the 20th-century vintage elements of Sub-Area D were to come forward these should be respectful of the prevailing material and scale characteristics to preserve the setting of the heritage assets and their conservation area context.

The Council would support the re-use of Midland House provided this seeks to ensure the external appearance is largely unaffected, and the historic fabric conserved and repaired. The 1980s infill links and foyers could be removed or sensitively replaced with extensions of more light weight and appropriate design.

Design and Materials

The design and materials of a development within this block would need to be carefully considered, to protect the setting of the existing heritage buildings. Development should not compete with these buildings and should seek to relate to them through architectural expression and materiality.

Access, Parking and Servicing

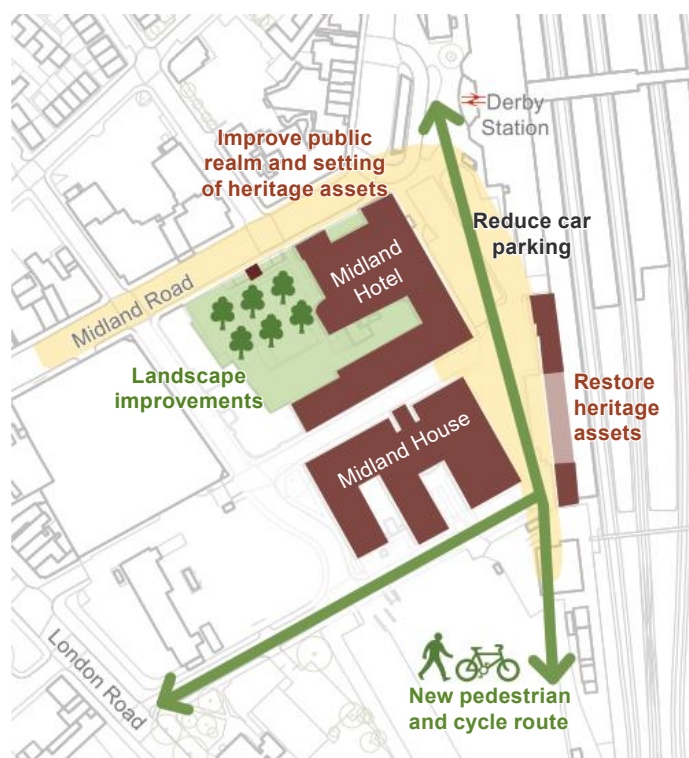
Sub-Area D would continue to be accessed and serviced in line with the existing arrangements. There will need to be improved vehicular and active travel through access to Sub-Area A to serve the proposed residential scheme.

Future planning applications would need to consider the detailed access, parking and servicing requirements within a more detailed Transport Assessment.

Public Realm

The public realm surrounding Midland House should be improved with high quality materials consistent with, and complementary to improvements to the station concourse. This would improve the setting of heritage assets within the Sub-Area and those nearby.

Although York stone paving has recently been installed to the front of the memorial, there is a need for regular monitoring of its condition and any repairs undertaken after agreeing the extent of works (including a schedule of works and method statement) with the City Council Conservation Officer.



Sub-Area D opportunities plan



Restoration and extension of a Grade II Listed former hospital building – Tower Hamlets Town Hall

Sub-Area E (SE1) – Railway Terrace Block

Location and Characteristics

Sub-Area E comprises an island block to the immediate west of the railway station entrance, located entirely within the Conservation Area.

It comprises a cohesive group of 2 and 3 storey Victorian terraced buildings accommodating a mixture of uses including hotel accommodation, public houses, convenience retail, hot food takeaways and other commercial uses.

The two-storey commercial units fronting Railway Terrace contain unattractive shop frontages which undermine the view of the cityscape on arrival to the station.

A large area at the rear of the block comprises cleared brownfield land which is currently used for unattractive surface parking.

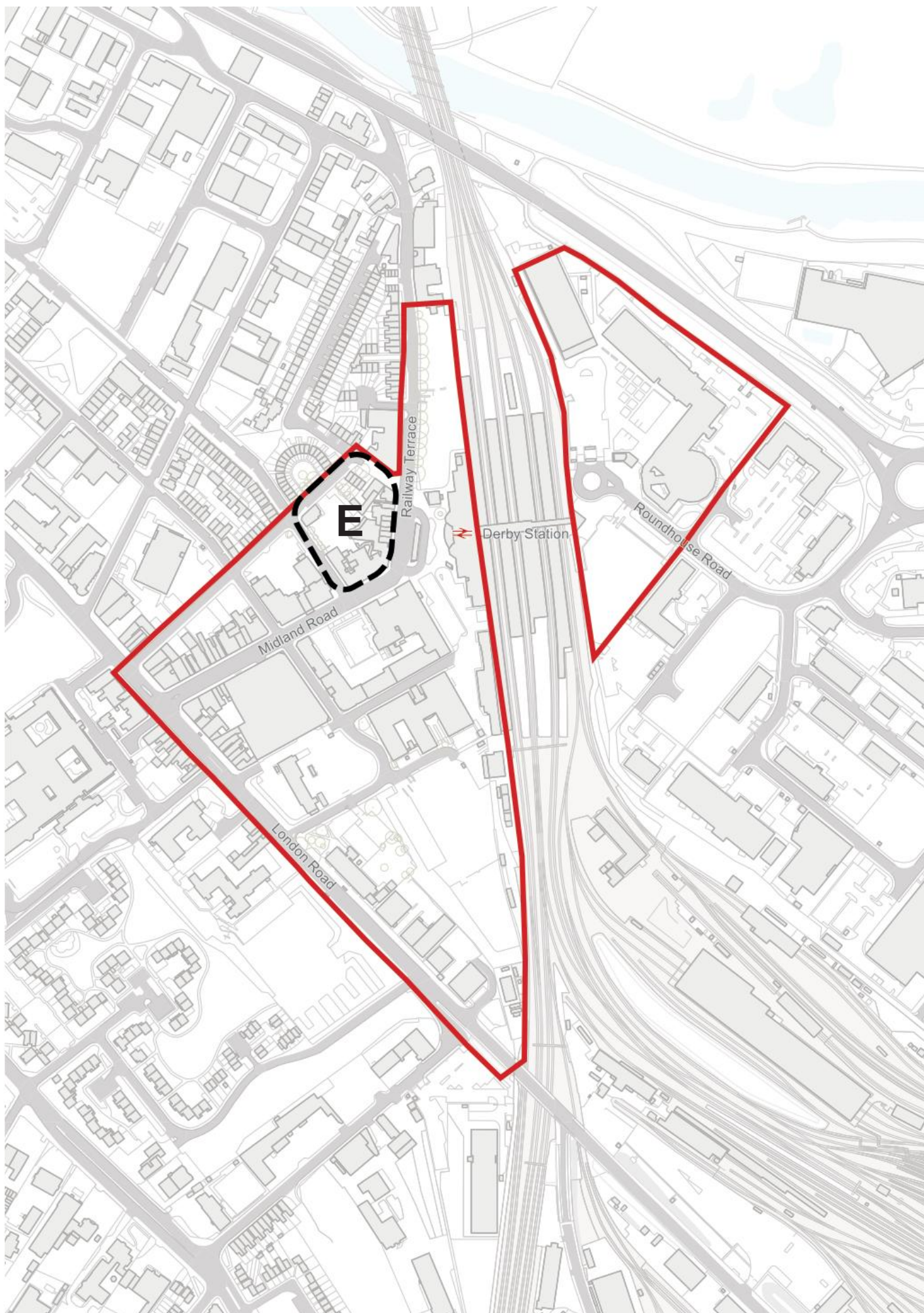


Top: The unattractive shop units fronting Railway Terrace
Bottom: The rear of the block has been cleared, and is used for surface car parking

Key Development Principles (SE1)

Development at Sub-Area E should have regard to the following principles:

- A. Development should accord with Guiding Masterplan Principles GMP1, GMP2, GMP3 and GMP4 and the IPG as a whole.
 - B. The provision of an active travel route within the scheme layout to connect to Park Street and Castleward would be supported in principle, subject to high quality design and satisfactory testing of any townscape and/or other environmental impacts.
 - C. The site should act as a visual gateway to the City Centre and other regeneration projects including Castleward. As a result the potential exists to increase height at the front and rear of the site (subject to further testing of architectural quality and justification).
 - D. Any proposal should be a design-led scheme whose buildings positively frame the new active travel route, and compliment and enhance the setting and prominence of the surrounding historic townscape and heritage assets, particularly
- E. Buildings of 3 storeys are likely to be acceptable in principle. Medium rise buildings (4-8 storeys) may also be acceptable at the gateway points as indicated in the illustration. 8 storeys may be acceptable towards the rear of the site marking the intersection between Park Street and Wellington Street, with two blocks of 4-5 storeys potentially at the front framing the entrance into the development from the railway station side. This should be subject to high quality design and satisfactory assessment of any heritage and/or other environmental impacts.
 - F. Development should be residential-led with the potential for small-scale commercial ground floor units to achieve active frontages, subject to consideration of any adverse impacts on the vitality and viability of the City Centre and local facilities. There will be a presumption against large floorplate office accommodation.
 - G. Any design for the site should strongly relate to and should be a continuation of public realm improvements outside the station.



Sub-Area E location plan

Strategic Development Context

Strategic Development Context Sub-Area E provides an opportunity to remodel the streetscape to create a much better arrival experience into the city, and also offers the opportunity to provide a more direct and legible active travel route through to Castleward.

In addition, it is important that the opportunity is taken to make more efficient use of this currently underutilised site, whilst improving the quality of the surrounding townscape and historic environment.

Land-use and Mix

It is anticipated that the redevelopment of Sub-Area E would be residential led mixed-use, with opportunities for ground floor commercial units, particularly if an internal courtyard is to be created. Up to circa 65 homes are anticipated.

There will be a presumption against large floor plate office uses.

Heritage Context

Sub-Area E contains and relates to a cohesive 19th-century group of historic buildings with a shared architectural palette. This contributes to the character and distinctiveness of the area. There is a good opportunity for this site using a restrained architectural style to help frame these buildings whilst at the same time creating a legible gateway site prompting movement towards the City Centre. Any

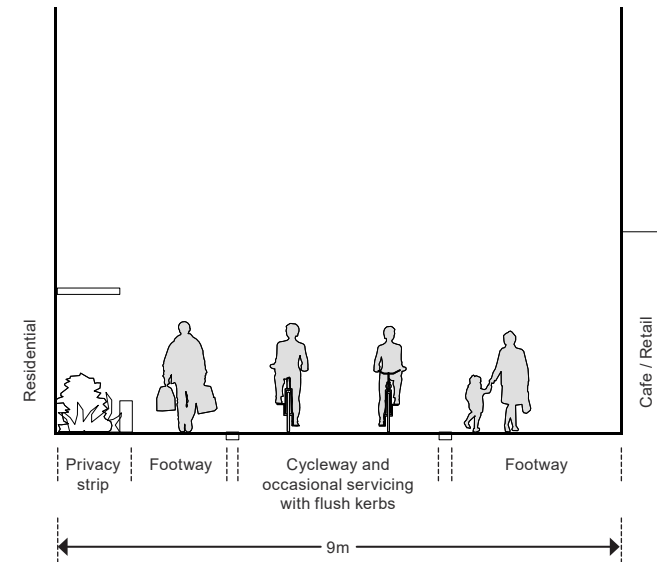
development should be intrinsically linked to public realm improvements in front of the station and should be viewed as a continuation or progression of this area.

The row of buildings on Railway Terrace is late Victorian and has lost some of its architectural character, especially at ground floor level, due to inappropriate shopfronts, and through the addition of an over-scale flat roofed dormer. These detract from the setting, spacing and visual amenity of buildings such as Midland House, Midland Hotel and Railway Terrace.

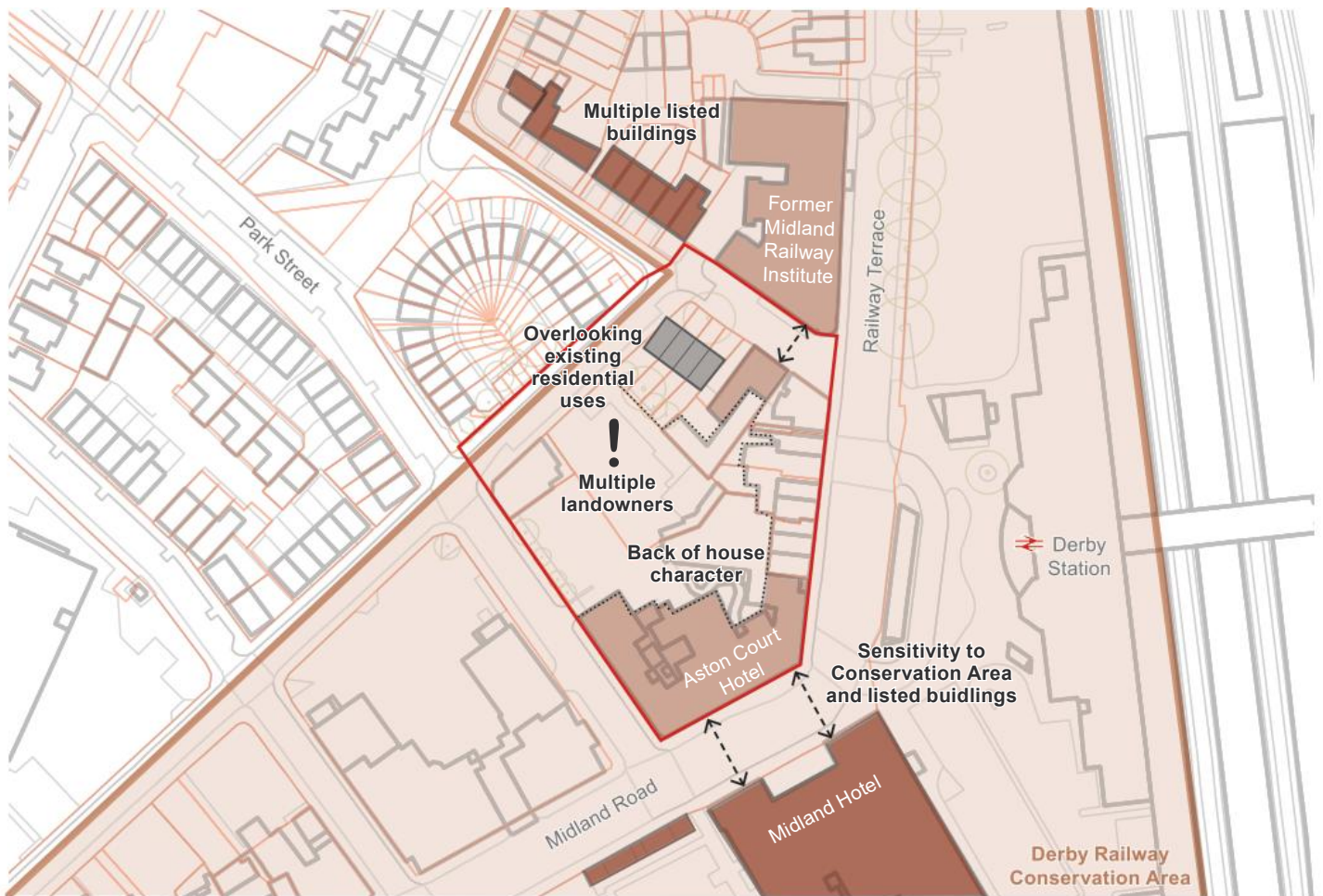
The building lines along Park Street, Wellington Street, and partially along Midland Place, are fragmented and do not provide enclosure to the street. This creates a poor-quality townscape environment, which detracts from both the heritage significance of the area, and the overall quality of the street scene. The rear elevations of the frontage buildings are utilitarian and ‘back-of-house’ in character. They are not meant to be highly visible, and this visibility further detracts from the street scene. There is a significant opportunity to refurbish and redevelop this group of buildings to mend the broken street scene and create a mix of convivial spaces.



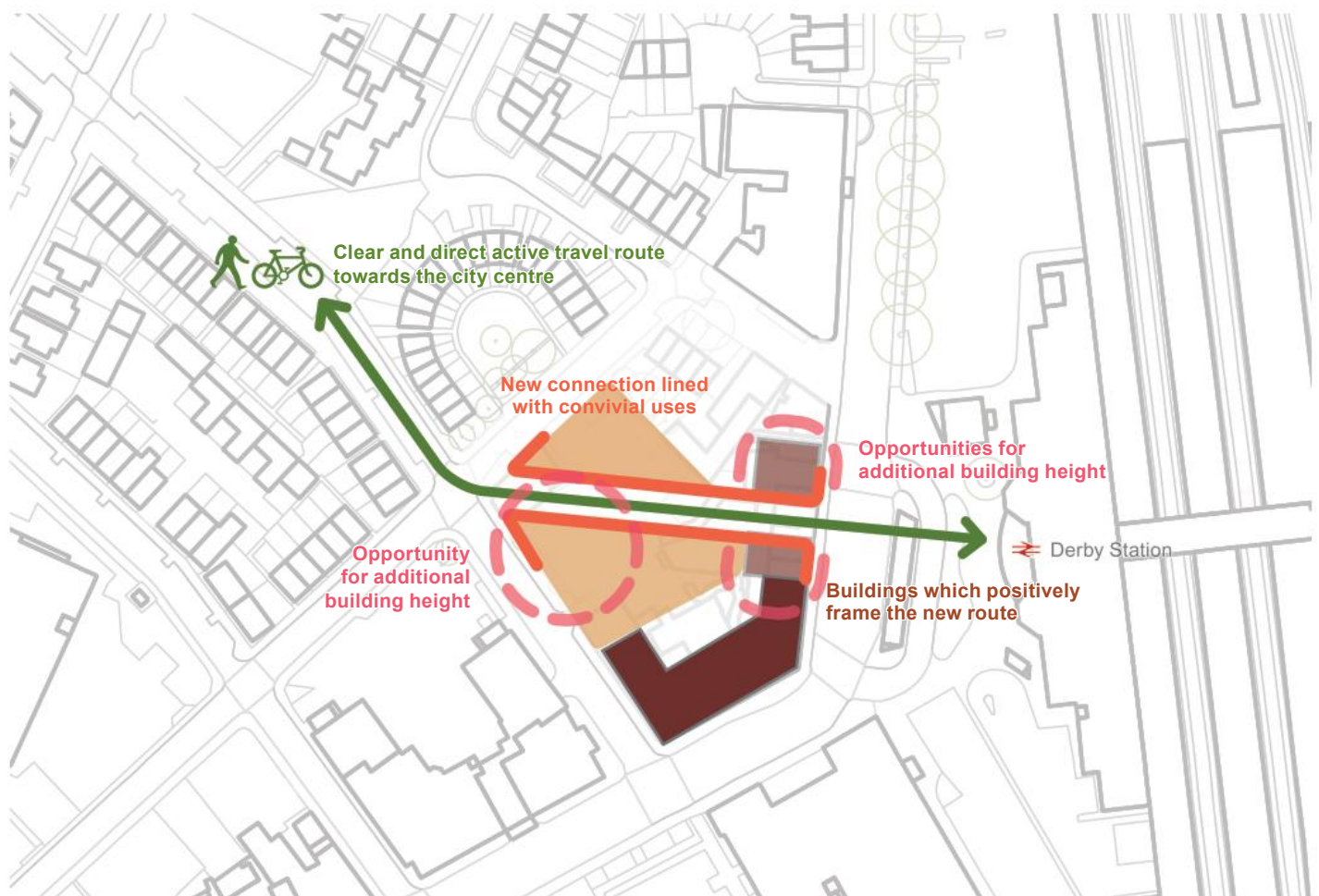
Mixed-use redevelopment which re-establishes the historic grain of passageways and yards in a Conservation Area – Timberhill, Norwich



Indicative street section through the new active travel route



Sub-Area E constraints plan



Sub-Area E opportunities plan

Layout, Built Form and Height

Development should help to create a sense of arrival at Derby Railway Station through the creation of a site which acts as a gateway, strong desire line and permeable link into the City Centre and to other regeneration schemes such as Castleward. The development should be design led and architecturally restrained and in a manner which enhances and frames the nearby heritage buildings and their impact on the townscape.

The scale and massing of these buildings should generally reflect the varied height of the surrounding buildings and help to frame rather than detract attention from the heritage buildings in the area. The development should help to create a sense of legibility and a sense of arrival in Derby when exiting the railway station with the creation of a strong desire line leading to the City Centre which should be enclosed on both sides.

The redevelopment of this area should be seen as a significant opportunity, which could have considerable place shaping benefits, and should enhance the character and appearance of the Conservation Area. There may also be an opportunity for a taller building, perhaps of 8 storeys at this location (as indicated in the Tall Buildings Study), subject to consideration of townscape impacts. There is also the potential to create elements of additional height at the railway facing front entrance to the site of 4-5 storeys subject to the above considerations.

A key principle of this site is how it relates to the railway station entrance and the public realm interventions in

this area. The development should also in principle promote sustainable travel and movement and if possible integrate a cycle path within the route through.

Design and Materials

Any development should respond carefully to the design and materiality of the historic context but may be contemporary, rather than pastiche in expression, but this will depend on the building's townscape context and detailed design.

Access, Parking and Servicing

Vehicular and cycle parking provision should be in line with strategic principle DP3.

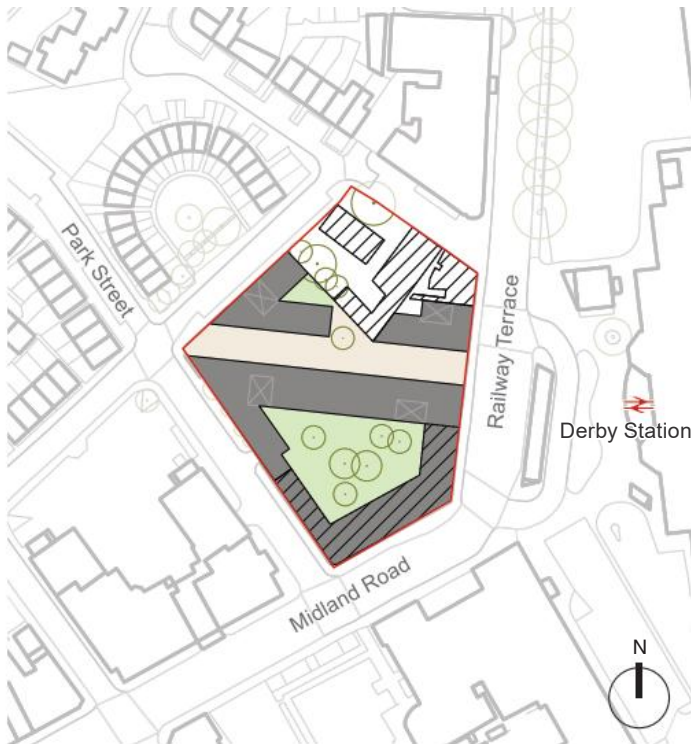
Future planning applications would need to consider the detailed access, parking and servicing requirements within a more detailed Transport Assessment.

Public Realm

It is expected that any new buildings would be constructed to the back of the pavement and therefore opportunities for significant public realm improvements are limited. Opportunities to improve the quality of the surrounding footpaths should however be taken and any new route created through or adjacent to Sub-Area E should be of a high quality, safe and well lit.



Example of a pedestrian and cycle-friendly street with active frontages – Orford Road, London



Illustrative site layout – 1:1000



Illustrative view along Park Street from Castleward



Illustrative overview - appropriate building heights and massing to be developed during next design stage

Sub-Area F (SF1) – North side of Midland Road and Wellington Street

Location and Characteristics

Sub-Area F is a broadly rectangular plot which is bound by Midland Road to the south and Wellington Street to the north. The Sub-Area contains a range of commercial uses in addition to hotel accommodation.

The Sub-Area contains a number of 2 and 3 storey buildings which each front Midland Road with parking and service areas to the rear. The character of the area is mixed, but there is a group of reasonably coherent terraces with sash windows and a strong vertical emphasis.

The areas to the north are used for car parking, mainly for the properties and hotels on Midland Road. They are surrounded by unattractive metal fencing. The environmental quality is poor.

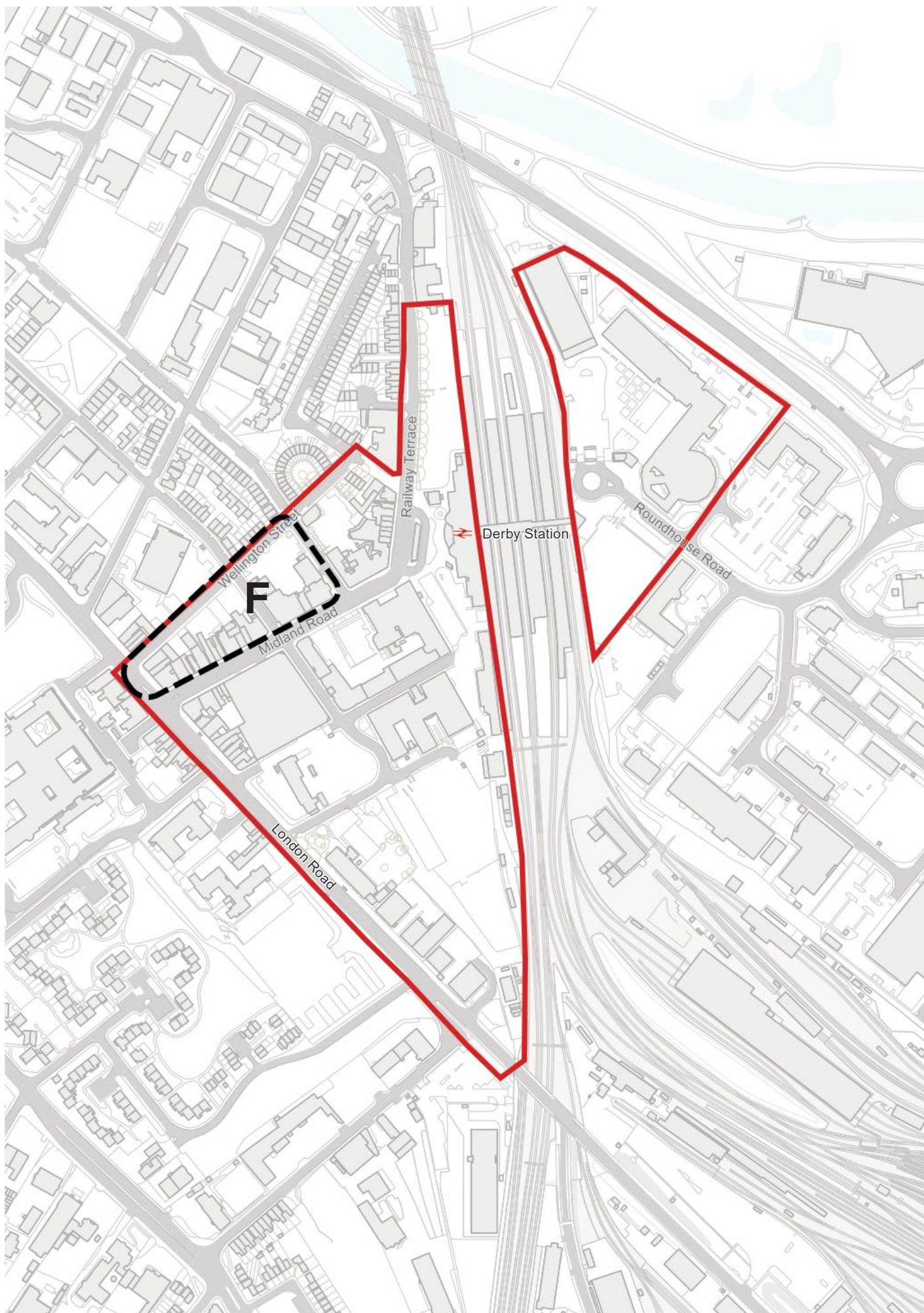


Top: Mixed quality retail units fronting Midland Road
Bottom: The Wellington Street frontages have been cleared, and the rear of the block is used for surface level car parking

Key Development Principles (SF1)

Development at Sub-Area F should have regard to the following principles:

- A. Development should accord with Guiding Masterplan Principles GMP1, GMP2, GMP3 and GMP4 and the IPG as a whole.
- B. Residential development along the Wellington Street frontage will be supported in principle. There will be a presumption against commercial units and large floor plate office accommodation. The loss of the existing car parks will be a material consideration to be assessed as part of any prospective planning application.
- C. The existing commercial and hotel uses at Midland Road will continue to be supported. Office and residential uses are likely to be supported for the upper floors. Ground floor residential uses (and independent access to upper floor residential uses) at Midland Road would be considered on a site-by-site basis and subject to consideration of any impacts on the historic shop frontages.
- D. Development should be of a high architectural quality, incorporate well defined amenity space, high quality public realm and establish strong built frontages to Midland Road, London Road, Wellington Street, Carrington Street and Park Street.
- E. Development should carefully consider the historic townscape context, particularly any harm to significance of the settings of Midland House and the Derby Railway Conservation Area.
- F. Low rise buildings (1-3 storeys) are acceptable in principle. Medium-rise development (4-8) may also be acceptable, provided this reads as secondary to the existing buildings fronting Midland Road, and subject to high quality design and satisfactory testing of any heritage and/or other environmental impacts.



Sub-Area F location plan

Strategic Development Context

Sub-Area F presents an opportunity to mend the broken street frontage to the north of the Conservation Area and deliver additional housing.

There are opportunities to improve the physical appearance of the frontages to Midland Road, reinstating more traditional shop fronts and more appropriate signage through the development control process.

Land-use and Mix

Residential development fronting Wellington Street is acceptable in principle, and it is anticipated that the area will allow for the delivery of c. 120 homes. The loss of the existing parking areas would need to be assessed but is likely to be supported in principle. Office or commercial units on Wellington Street would not be supported.

The Council does not actively seek to change the land uses present within this section of Midland Road but, in the longer term, should redevelopment opportunities come forward, well-designed residential buildings will be acceptable, subject to consideration of amenity, heritage and townscape impacts.

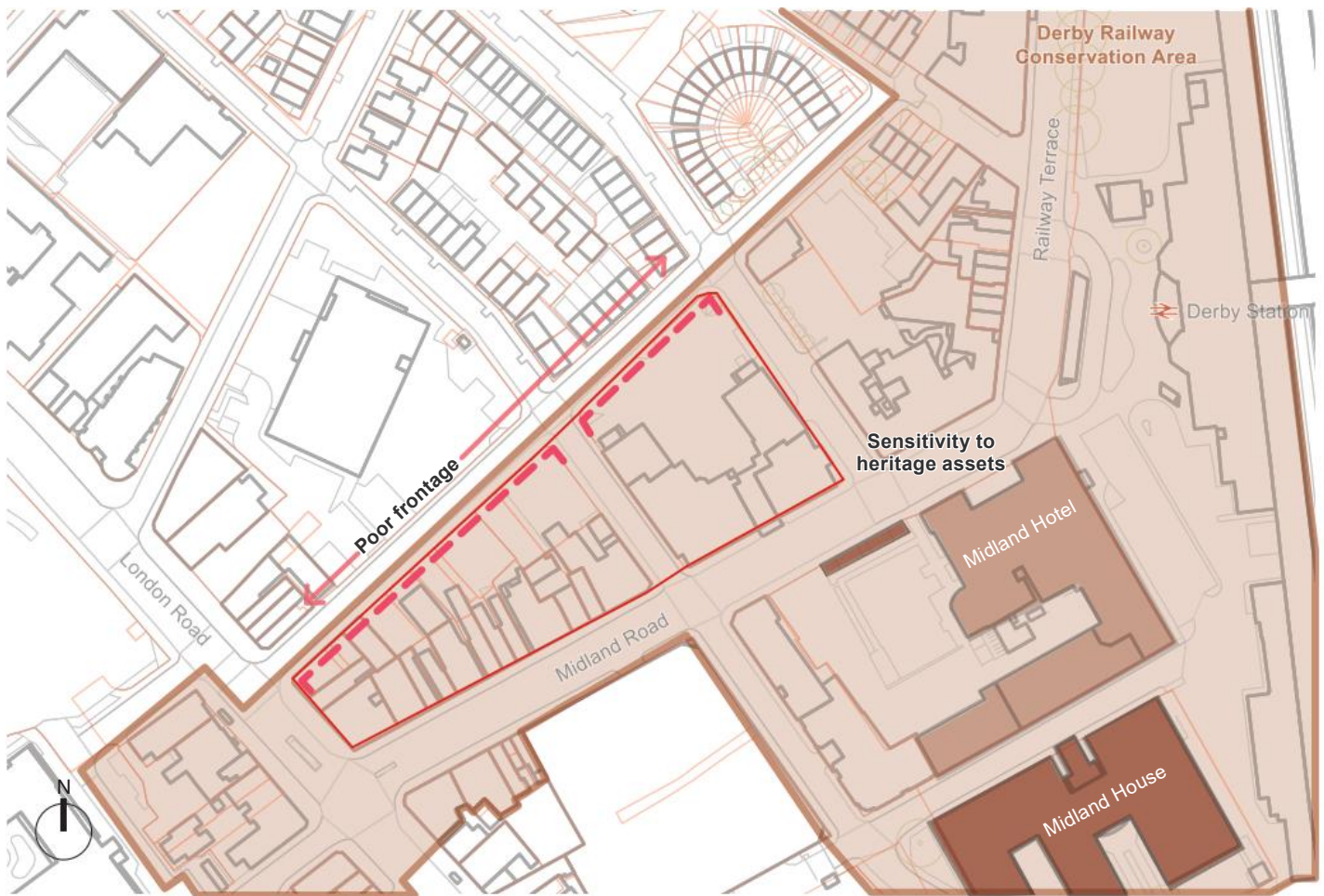
Heritage Context

Sub-Area F is located entirely within the Conservation Area and contains the Grade II Listed Former Crown and Cushion Public House on the western edge of the Sub-Area. The run of terraces between London Road and Carrington Street forms a consistent building line to Midland Road and the buildings contribute to the character of the Conservation Area.

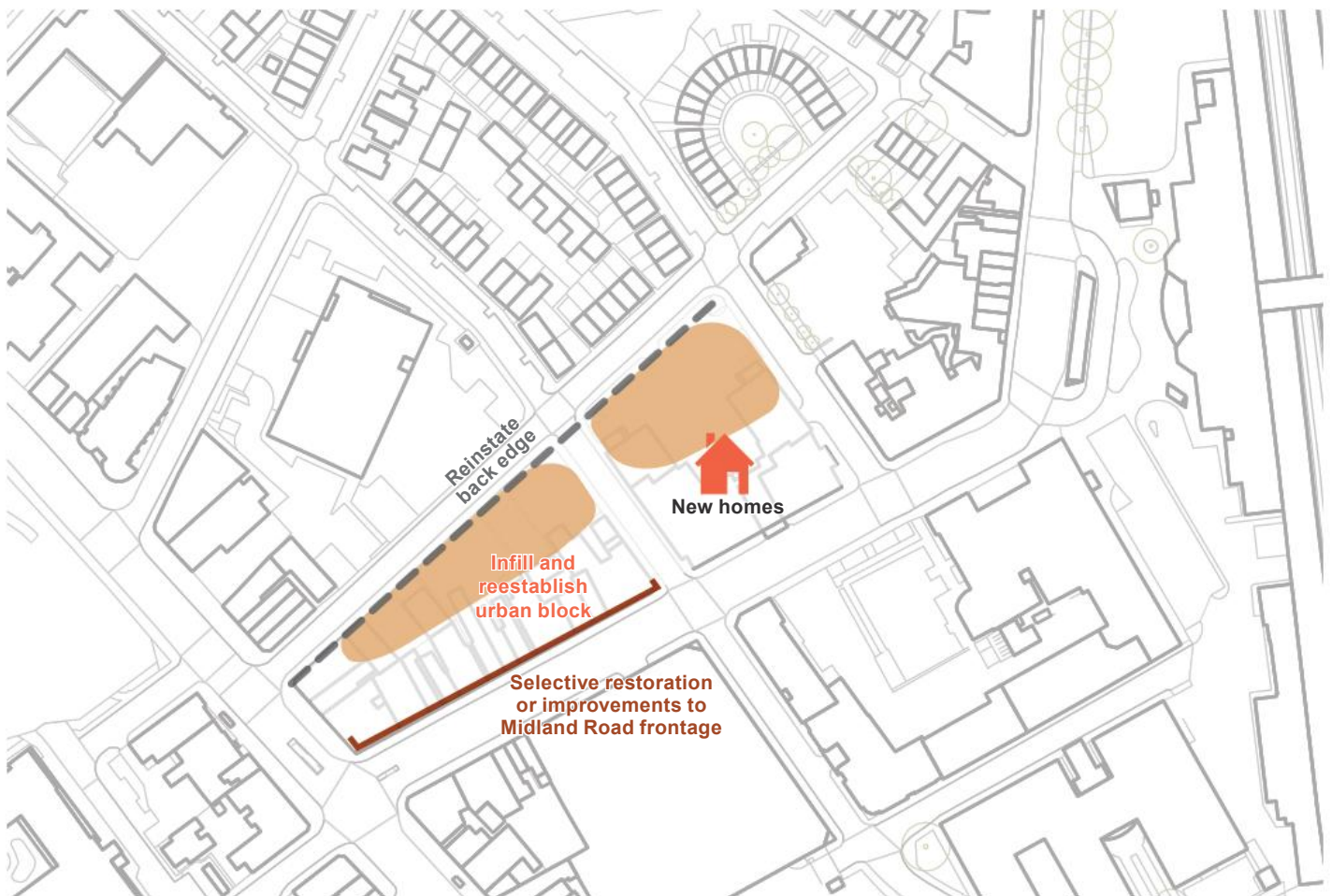
At Wellington Street, the character has been completely lost, as the buildings which once formed a tightly knit urban structure have been demolished. Wellington Street is now lacking frontage buildings and is open to the rear elevations of Midland Road. This presents a key opportunity to provide new development which reinstates the historic urban grain, building lines and layout and enhances the fragmented townscape.



Map from 1882 shows the historic block structure which has since been eroded along Wellington Street.



Sub-Area F constraints plan



Sub-Area F opportunities plan

Layout, Built Form and Height

New development should seek to re-establish the historic frontage to Wellington Street, with strong original building lines at the back of the footpath.

Building heights should reflect those at Midland Road. Low-rise (1-3 storeys) would be appropriate in principle. The Council will consider medium-rise (4-8) subject to thorough testing, but development beyond 4 storeys is likely to be challenging given the prevailing building heights.



Design and Materials

Any new development within this should retain the strong vertical emphasis examples of which are provided by existing buildings at Midland Road, due to their regular doors, vertical window apertures and chimneys.

Development should draw from the materiality of the surrounding buildings, with red brick and slate (where appropriate) likely to be the dominant materials in this context.



Medium density, affordable housing development, a modern take on railway workers housing – Goldsmith Street, Norwich

Access, Parking and Servicing

Vehicular and cycle parking provision should be in line with Guiding Masterplan Principle 3. Future planning applications would need to consider the detailed access, parking and servicing requirements within a more detailed Transport Assessment.

Public Realm

Given the desire to provide buildings up to the back of the pavement as per the historic terrace character, a low level of intervention in the public realm at Wellington Street is expected. Tree planting and urban greening should be considered, subject to identifying appropriate locations and consideration of on street parking.



A row of terraced houses completes a bomb damaged urban block – Aikin Terrace, London



A row of courtyard houses in a conservation area – Accordia, Cambridge



Illustrative site layout – 1:2000



Illustrative overview - appropriate building heights and massing to be developed during next design stage

Sub-Area G (SG1) – London Road

Location and Characteristics

Sub-Area G forms the south-western edge of the site, fronting a long stretch of London Road, and a short stretch of Midland Road to the north.

The Royal Mail sorting office and its rear service area occupy a large part of this Sub-Area, with frontages to Midland Road, London Road, and Carrington Street. The building is large, utilitarian, and at odds with the other buildings on the street which generally are of a more domestic scale. The rear yard is also unattractive and breaks the building line to London Road.

There are some smaller commercial buildings in the north-western corner of Sub-Area G, some of which have historic value. Other buildings fronting London Road are mixed in scale and appearance but are generally of a low architectural quality. St. Andrews House currently accommodates a rehabilitation centre which represents an important community use.

To the north of St Andrews House are restaurants/hot food takeaways and to the south a small area of business uses including an autocentre.



Top: the Royal Mail sorting office is out of scale to the other buildings along Midland Road

Bottom: St Andrews House, a rehabilitation centre located on London Road

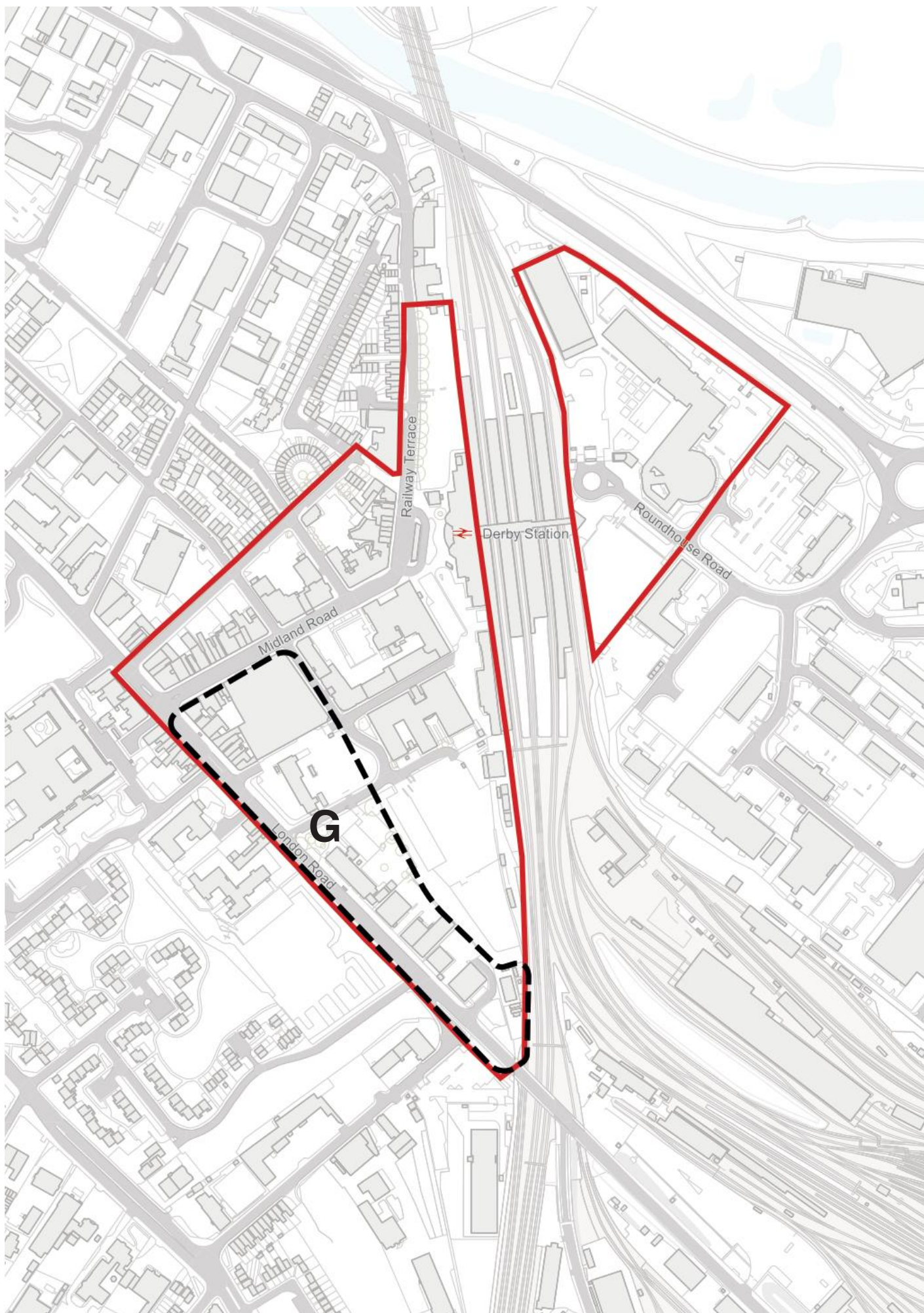
Key Development Principles (SG1)

Development at Sub-Area G should have regard to the following principles:

- A. Development should accord with Guiding Masterplan Principles GMP1, GMP2, GMP3 and GMP4 and the IPG as a whole.
- B. Any redevelopment at Midland Road will be residential led mixed-use, with potential for small-scale commercial ground floor units, subject to consideration of any adverse impacts the vitality and viability of the City Centre and local facilities.
- C. Elsewhere within Sub-Area G, residential development will be supported in principle. There will be a presumption against commercial units and large floor plate office accommodation. The loss of the existing uses will be a material consideration and in the case of the rehabilitation centre (St Andrews House), this would need to be relocated or replacement provision provided elsewhere for redevelopment to be supported.
- D. Development should be of a high architectural quality, incorporate well defined amenity space,

high quality public realm and establish strong built frontages, particularly to Midland Road, London Road and Noble Street.

- E. Development should carefully consider the historic townscape context, particularly any harm to significance of the settings of Midland House and the Derby Railway Conservation Area.
- F. Medium rise (4-8 storeys) buildings are likely to be acceptable in principle, subject to high quality design and satisfactory testing of any heritage and/or other environmental impacts. It is expected that any development immediately adjacent to Midland House would be of a similar height to Midland House, so as to respect its setting.
- G. There is likely to be more potential for high rise (9-12 storeys) buildings in the southern part of the site, subject to consideration of heritage and townscape impacts, including impact on the wider panoramic VP10- Kedleston view cone.
- H. An active travel route (or routes) should be capable of being provided within the scheme layout to provide a future connection to the new residential development on Sub-Area A.



Sub-Area G location plan

Strategic Development Context

The residential-led redevelopment of Sub-Area G would complement the regeneration of Sub-Area A and would also improve the quality of the built environment to Midland and London Road, whilst delivering c. 860 homes and consolidating the City's commercial and retail offering.

Given the established uses, the sites within Sub-Area G are viewed as medium / long-term development opportunities. The IPG recognises this position but nevertheless would encourage the regeneration of the area in the future.

Land-use and Mix

The residential redevelopment of all units fronting London Road would be supported in principle. It is anticipated that Sub-Area G could deliver circa 860 homes.

In the case of St Andrew's House, the relocation of the rehabilitation centre would require careful consideration, but subject to this being relocated, residential redevelopment would be supported.

The Royal Mail sorting office is unlikely to relocate in the short/medium term, but in the longer-term, demolition and redevelopment would be desirable. As an opportunity site, the redevelopment of this building should be residential led, with consideration given to active ground floor commercial uses fronting Midland

Road, provided these do not undermine the viability and vitality of existing commercial uses at Midland Road and the City Centre.

Other than those units fronting Midland Road, or the section of London Road which is north of the junction to Oxford Street, there will be a presumption against new commercial units elsewhere in Sub-Area G.

Heritage Context

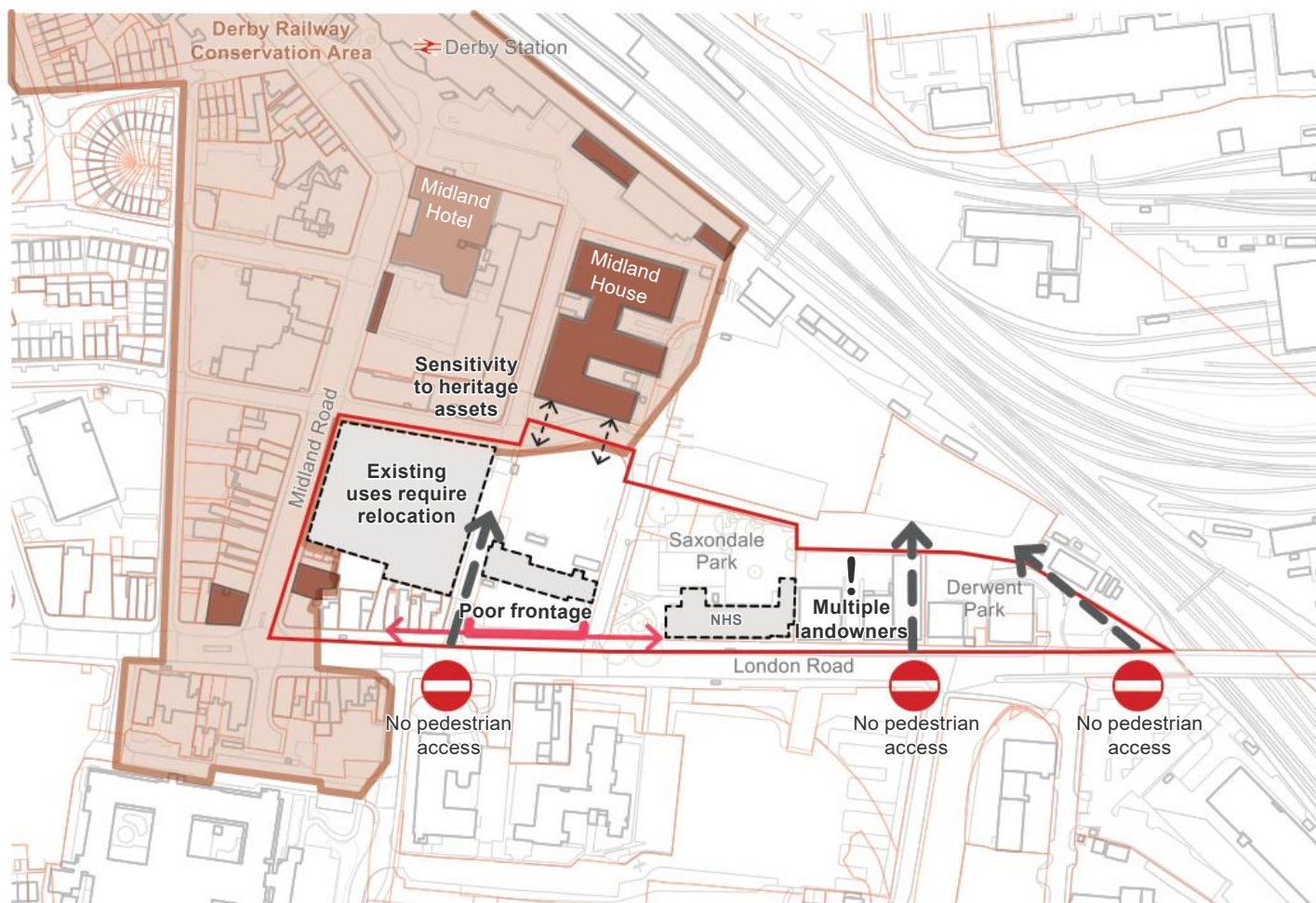
The northern section of Sub-Area G bounds the Conservation Area, at Midland Road and Carrington Street. It also contains Winters Photography Studio (Grade II Listed) and the Former National Westminster Bank and to the north-east sits Midland House.

The setting of these assets is currently undermined by the low-quality and functional developments within Sub-Area G, particularly the Royal Mail sorting office. The redevelopment of the sorting office offers long term potential for the urban block pattern to be re-established within these areas, ensuring there is a more appropriate and legible townscape which clearly defines the streets. This is particularly relevant to the Royal Mail service yard, and the open areas to the rear of the frontage along London Road and Carrington Street.

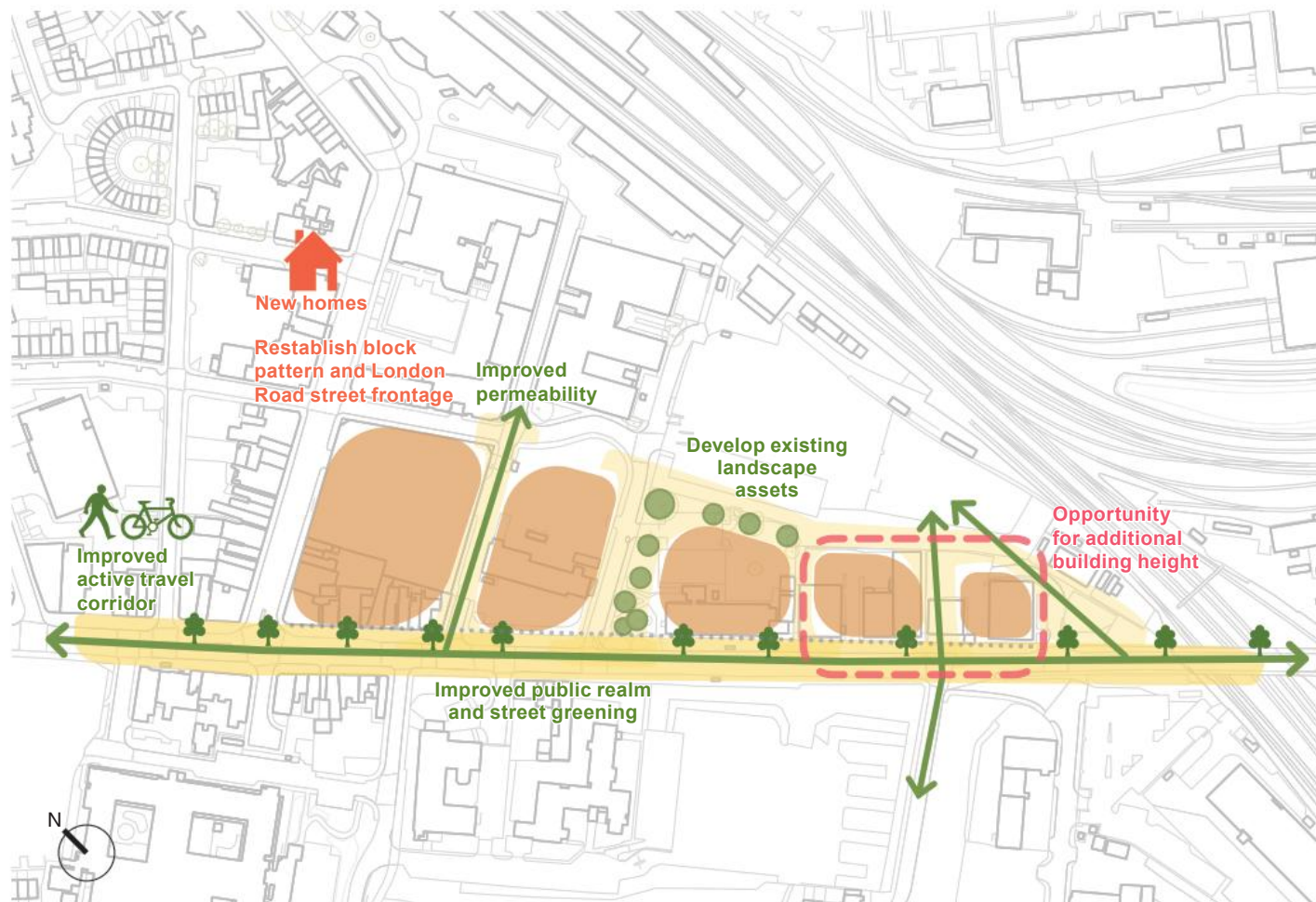
The area to the south east is less sensitive from a heritage perspective and is outside the Derby Railway Conservation Area.



Caption



Sub-Area G constraints plan



Sub-Area G opportunities plan

Layout, Built Form and Height

Sub-Area G has the potential to accommodate medium and high-density development.

A key consideration for scale and massing will be the relationship with the Conservation Area, particularly Midland Road, and Midland House. At the northern end of Sub-Area G, particularly the Midland Road frontage, development will be expected to reflect the existing low rise/ medium rise building heights at Midland Road.

Any development within the Royal Mail rear service yard which sits adjacent to Midland House should have regard to the height of the adjacent Midland House.

The sites to the south would be expected to broadly continue within this height parameter, with potential for further increases in height towards London Road and the south-east of Sub-Area G subject to further investigation i.e. contextual, visual impact and heritage impact assessment.

To increase housing delivery a building taller than 12 storeys site might be considered, subject to satisfactory impact and view assessments. This should be at the southern end of the site to reduce any potential harm to heritage assets, as such a building would be widely visible from within the conservation area and from views south along Railway Terrace.

Development should present strong building lines to Midland Road, Carrington Street and London Road, and be of an architectural quality which reflects the prominence of these routes as well as the wider heritage setting.

Design and Materials

Development fronting Midland Road should take cues from its context the style, design detail, materiality and vertical emphasis of the buildings already present on this road. Development adjacent Midland House should take cues from its materiality, with red brick likely to be most appropriate. Further south-east there may be greater flexibility, but a high quality of design is expected, and it will be important that there is a sense of cohesion across the developments fronting London Road. This could be achieved, for example, by providing variations of similar building typologies, which share certain broad characteristics, but are distinguished by varying architectural expressions and different colours/ shades of brick. Heights may also step up to the south-east.

Access, Parking and Servicing

Development should complement and facilitate pedestrian links with the redevelopment of Sub-Area A.

Vehicular access will be provided from London Road and it is expected that an additional area of road will be provided to the rear of the buildings in order to allow servicing, waste collection and drop offs.

Vehicular and cycle parking provision should be in line with Development Principle DP3.

Future planning applications would need to consider the detailed access, parking and servicing requirements within a more detailed Transport Assessment.

Public Realm

Development should look for opportunities to improve the public realm, particularly to London Road. Opportunities to incorporate further tree planting along London Road is encouraged.



Public realm improvements on a busy road including landscaping, widened footways, new cycle infrastructure and residential-led redevelopment including active ground floor frontages – Elephant Park, London



Illustrative site layout – 1:2500



Illustrative overview - appropriate building heights and massing to be developed during next design stage



3.3

Illustrative Masterplan

Introduction

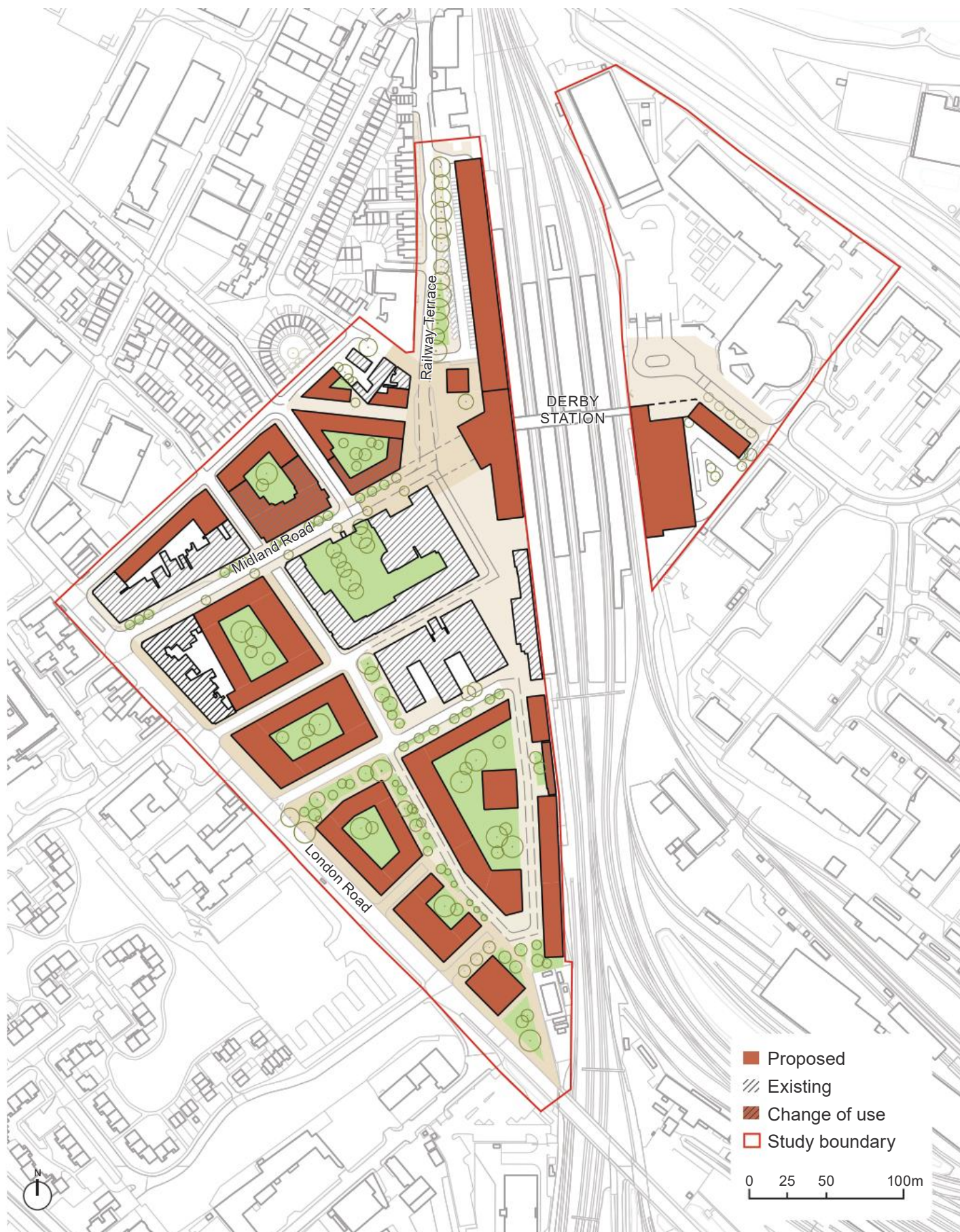
The guidance contained earlier in this document - specifically the four Guiding Principles, the Spatial Framework and the Sub-Area Guidance, which should collectively support and shape development and regeneration in the area - has in part been developed, defined and tested using a place-led urban design proposal in the form of a volumetric masterplan.

An overview of this masterplan is provided on the following pages, along with corresponding use and height plans on the following pages.

This masterplan proposal was developed iteratively with input from a range of council officers, in particular regarding planning, transport and heritage matters, ensuring that the guidance - which the masterplan helped inform - has a robust basis in a holistic, design-led and place-based understanding of the area and its potential.

While this masterplan has been key to developing the guidance, it is not intended itself to be prescriptive itself. Instead it just illustrates one way in which the intent of the Interim Planning Guidance could be realised through the creation of a cohesive, active and attractive city district around the station - there is scope for specific aspects of the layout and details to be developed by individual design teams as proposals emerge within the guiding framework of this document.

Illustrative Development Plan



The block plan to the left and the massing model below illustrate how careful infilling of vacant and underused sites could serve to restore a sense of the historic urban grain - with strong definition of streets and blocks, a more continuous urban fabric, and more deliberate and considered settings for the key heritage assets within the area - in particular the Listed Roundhouse to the east of the station.

The drawing to the left also highlights the potential distribution of a diverse range of external spaces, including an important new civic space in the form of a newly defined 'station square' and more enclosed garden or courtyard spaces serving residents.

Built form in 1914

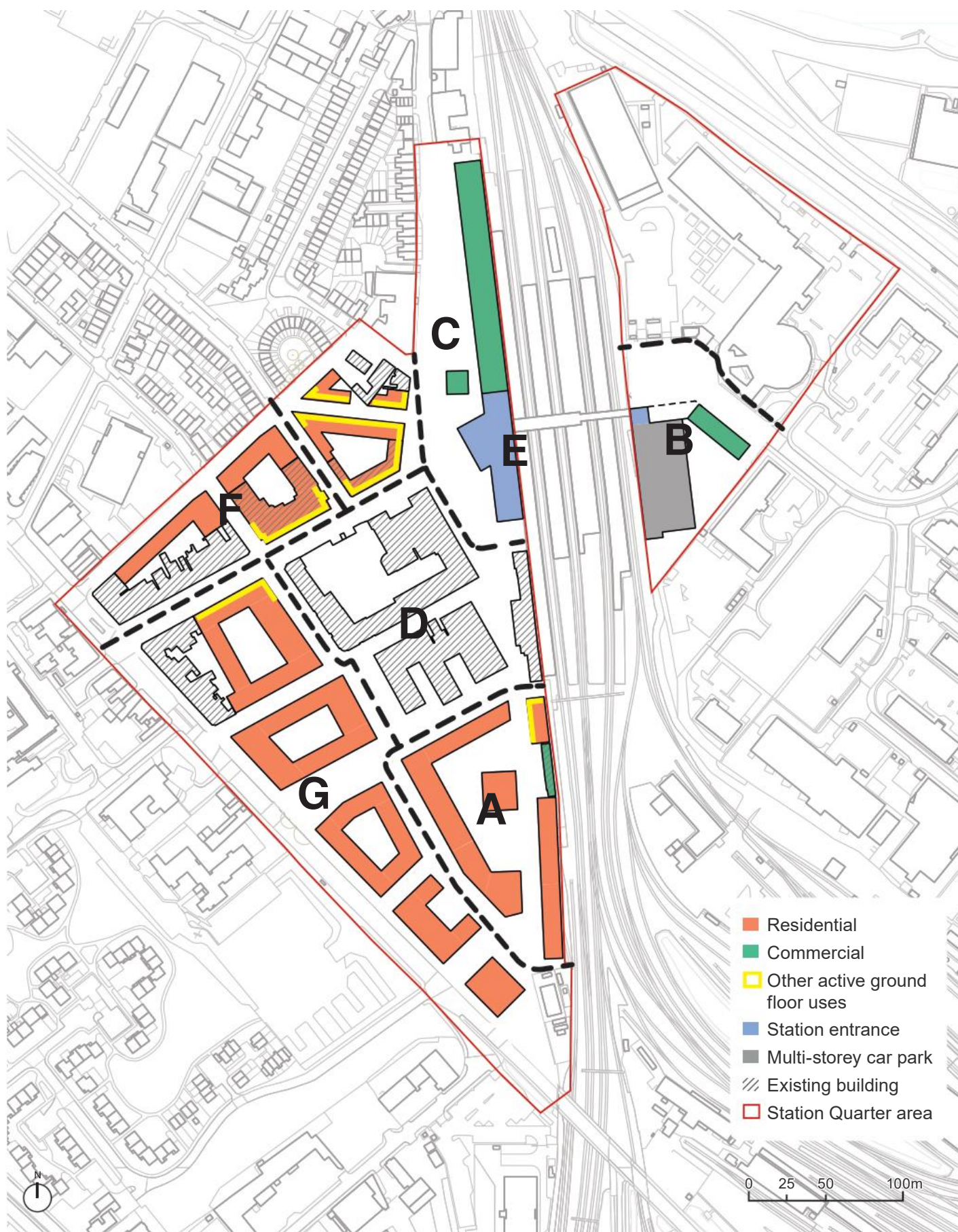


Built form in 2023



Overview of the Derby Station Quarter Illustrative Masterplan - looking south along the railway corridor

Illustrative Land Use Plan



Illustrative Masterplan - use plan

The land use plan here illustrates a potential distribution of uses across the Station Quarter based on the masterplan layout outlined on the previous page, and consistent with the guidance provided in this document. Use by sub-area is envisaged as follows:

Sub-area A

New medium-high density residential neighbourhood, bringing life and occupation to the area and providing much needed housing in a highly sustainable city centre location.

Sub-area B

Consolidation of Zone 2 and 3 station car parks in a single multi-storey car park structure.

New commercial frontage onto Roundhouse Road and improved eastern station entrance building.

Sub-area C

New improved western station entrance building and facilities. Commercial redevelopment, with station car parking at ground.

Sub-area D

Midland Hotel restored and brought back into use as a quality hotel to support regeneration across the wider area.

Midland House and John Ellis House restored for use as commercial office space.

Sub-area E

A restored and intensified urban block, with more active uses at ground level, providing an intimate and convivial internal courtyard to complement the civic scale and purpose of the new station square.

Large-scale refurbishment and residential conversion of Aston Court Hotel.

Sub-area F

Reinstatement of a strong building line to Wellington Street with infill residential development to the plots currently used as surface level car parking.

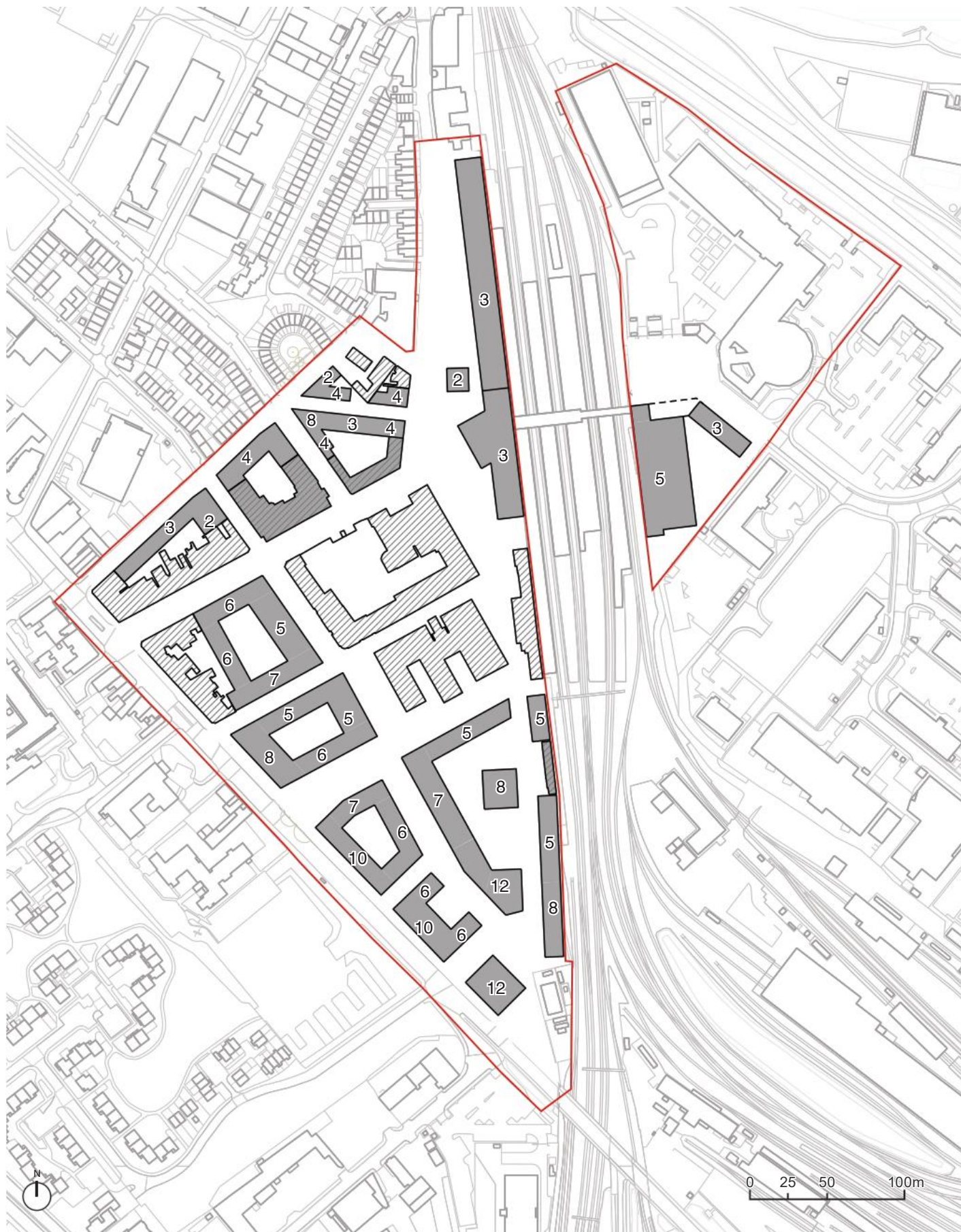
Large-scale refurbishment and conversion of Derby Station Hotel into residential.

Restoration and selective redevelopment of low quality buildings fronting onto Wellington Street.

Sub-area G

New medium-high density residential redevelopment
Refurbishment and selective redevelopment of buildings fronting onto London Road.

Illustrative Building Heights



Illustrative building heights (in storeys)

Indicative Area Schedule

Based on the preceding illustrative masterplan, land use plan and the building heights plan alongside, the following area schedule has been produced to indicate in broad terms the amount of each use that the area might accommodate by sub-area, and overall.

Sub Area	Homes	Commercial Office GIA (m ²)	Cafe/ Retail GIA (m ²)
A	480		490
B	-	1,250	150
C	-	5,100	-
D	no additional floorspace provided		
E	65	450	1,740
F	105	-	840
G	850	-	580
TOTAL	1,500	6,800	3,800

This is a hypothetical calculation, based on complete development of the area, and an assumed set of building volumes and use designations that aim to accord with the guidance provided earlier in the document.

The calculation is based on the assumptions listed alongside, including the indicative housing mixes shown, and an assumed net-gross ratio. All of these assumptions would of course be subject to the interest of individual landowners and to planning and design consideration on a site-by-site basis - which would need to be justified on their own merits. The quantum of homes or floorspace shown in the table are therefore neither a target, nor a limit, and are provided for illustrative purposes only.

- All development is additional to existing, except Area G where it is assumed that the existing Royal Mail, NHS and trade counter uses along London Road would be lost in the event of development.
- Areas E and F include change of use from Hotel (note that this floorspace has been estimated from OS data)
- Improvements to the station entrances and car parking are not included here.
- Based on two housing mixes, applied as noted below:

Mix A (applied to Sub-areas E & F) =

Unit type	1b2p	2b3p	3b5p	3b6p
Mix	40%	45%	10%	5%

Mix B (applied to Sub-areas A & G) =

Unit type	studio	1b2p	2b3p	3b5p
Mix	40%	30%	25%	5%

3.4

Phasing and Delivery



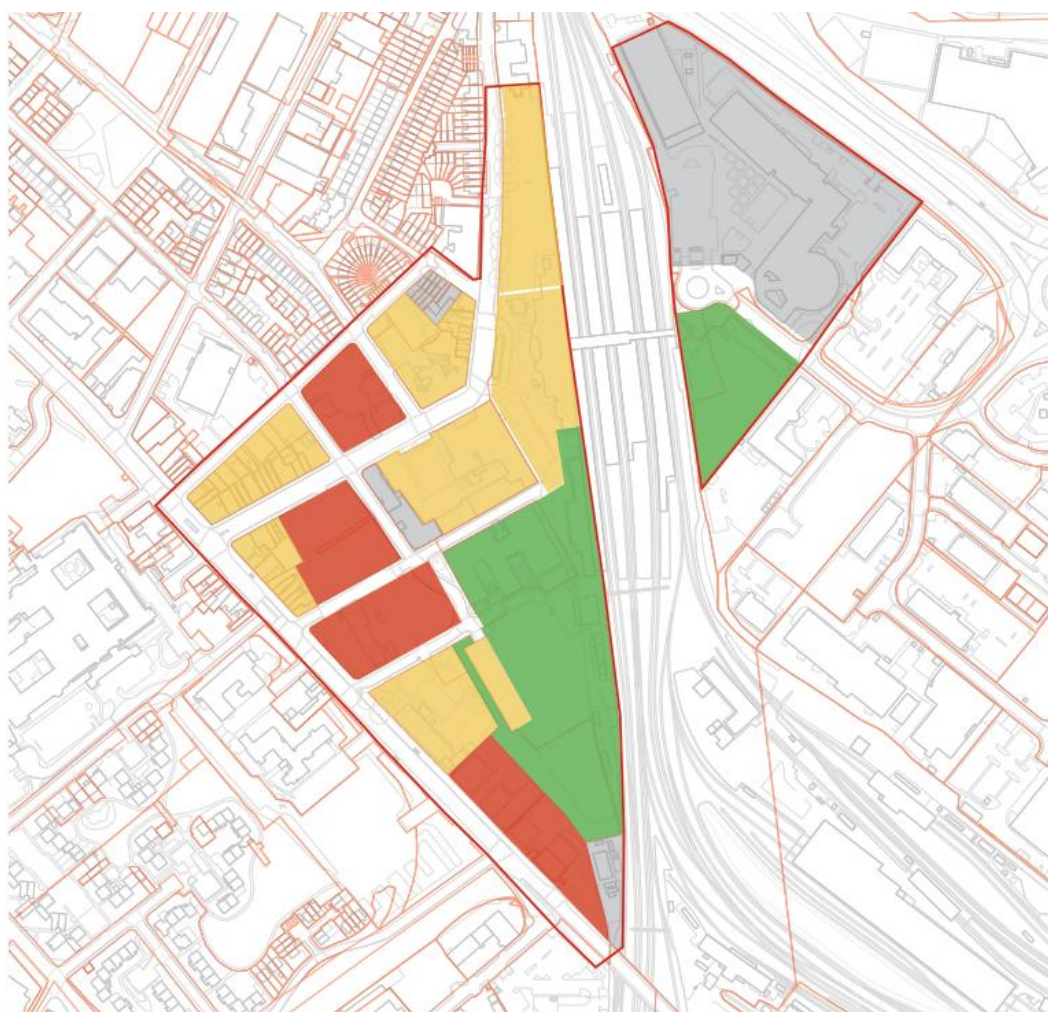
Phasing Strategy

The plan below sets out the anticipated phasing for the regeneration of the Station Quarter. The actual phasing of development will depend on a number of variables including land ownership, market conditions, and the viability of existing and future uses. As such this phasing plan is to be taken as indicative, but it does illustrate the Council's broad expectations as to the sequence and the timings of the development of each site.

Of particular note are the short-term 'early wins' identified, such as the proposed multi-storey car park Sub-Area A, together with the associated residential redevelopment of Sub-Area A (i.e. the current Zone 3 Car Park). The refurbishment of Midland Hotel, and the refurbishment and reoccupation of Midland House also fall within this category. These are key priorities for the regeneration of the Station Quarter and are expected to come forward within 5 years.

Conversely, existing uses such as the Royal Mail Sorting Office, the Derby Station Hotel, and the business units fronting London Road (to the southern end of Sub-Area G), are not expected to cease in the short term, but the residential redevelopment of these plots would be supported and is expected to come forward in the longer term (i.e. 10+ years)

The balance of the remaining plots within the Station Quarter fall somewhere in between these categories, and are viewed as medium term development opportunities, anticipated to come forward within approximately 5 – 10 years.



Indicative phasing plan

Delivery and Implementation

The Delivery Partners

Derby City Council (DCC) is working in collaboration with London and Continental Railways Limited (LCR) and Network Rail (NR) to bring forward regeneration of the area around Derby Railway Station.

DCC in its dual role of administering public services in the Derby area and the Local Planning Authority, is responsible for preparing the Local Plan and related planning guidance for the city and determining planning applications. The Council will also lead on Strategic Regeneration implementing projects seeking to regenerate the Station Quarter (such as the new HQ for Great British Railways), including future bids for external funding to support land assembly and infrastructure delivery. DCC also serves the role as the Local Highway Authority, and is currently working with the Combined Authority on a joint transport strategy for Derbyshire, Nottinghamshire, Derby City and Nottingham City.

LCR is a skilled commercial developer and the UK Government's placemaking expert. They will work with public and private partners and act in a supporting capacity to help unlock key development parcels, attract investment, and bring forward development in the Station Quarter.

NR owns, operates, and develops Britain's railway infrastructure including Derby Station. As a freeholder of various assets within the vicinity of the station, NR's property development team will work closely with DCC, LCR and future developers to regenerate and enhance land and premises it owns as well as improve facilities for rail users.

The three partners will collaborate closely with other important potential partners such as Homes England, Central Government (e.g., through the Transforming Cities Fund), the East Midlands Mayoral Combined Authority (EMMCA) and East Midlands Development Company to identify potential funding streams for regeneration projects and key elements of infrastructure that are vital to unlocking and enabling development to come forward.

A breakdown of roles and responsibilities in relation to delivery of the IPG is outlined in Appendix 4.

Regeneration Strategy

The Derby Station Quarter IPG will be delivered through engagement with key private sector landowners and partners across the area, including the delivery partners highlighted above. There are several catalytic projects emerging. In March 2023,

after a national competition, Derby was chosen as the location for the proposed Great British Railways ('GBR') headquarters. Although the exact location has yet to be selected, the partners agree that an opportunity exists within the Station Quarter to accommodate this use, which would be a good strategic fit with the aims and ambitions of the IPG.

Equally, there is the opportunity to deliver 'quick wins' within the regeneration area through reconfiguration of station parking areas and utilising other underutilised land in rail industry and other public sector ownership. The opportunity to relocate car parking from the area west of the station to an existing parking area near to the eastern entrance to the station through construction of a multi-storey car park is seen as an important first step in delivering the transformation this area so badly requires. The success of this critical project will, in turn, facilitate the development of a significant residential scheme on the former car park site west of the station, the first of a number of potential residential and mixed-use schemes close to the station. These will build on significant adjacent private and public investment in housing-led development at Castleward Urban Village, which lies between the City Centre core and the Station Quarter, and the Nightingale Quarter on London Road.

A masterplan framework has been prepared which sets a robust vision for the area and identifies a range of potential development opportunities and a series of interrelated projects which, together, will transform this area from a tired and underutilised part of the city to a vibrant, well-connected, and attractive place to live, work and visit.

The masterplan framework, and the IPG as a whole, are not intended to be prescriptive, rather they are intended to be inherently flexible to respond to changing market conditions; to encourage developer and investor interest; and to enable key projects to be accelerated as new funding streams become available.

General Project Funding Requirements

Effective land assembly, rationalisation of existing low grade uses, and delivery of upgraded infrastructure will be key to unlocking development opportunities and to help realising the vision and objectives outlined in the IPG. This will require alignment of partners' ambitions and programmes for delivery. Whilst the public-sector partners will be considering bids to secure an element of public funding for key projects, there will also be a requirement to secure section

106 contributions from private landowners, alongside works required by planning condition, where this is appropriate.

Given that the regeneration of the Station Quarter is still at an early stage, there is no funding currently available. The completion of the IPG is however, an important milestone in preparing the case for public investment and will enable the business case for such support to be prepared and discussed with potential funding organisations. It will also assist in providing greater certainty for private sector investors and developers who may seek to invest in the area, and for existing businesses and investors already present in the immediate area. The timing of delivery of project funding will be dependent on a number of factors, but once the position is clearer a timetable for implementation will be published.

Funding the Delivery of Infrastructure

In 2020 new funding for Derby was announced by the Government through the Transforming Cities Fund to create a more welcoming gateway to the city that connects the station with the City Centre, public transport, active travel links and routes into the City Centre. This funding is being used to improve facilities for pedestrians and cyclists and an improved public realm on Midland Road, Railway Terrace and Calvert Street adjoining the Station Quarter. There is a major opportunity to build on this investment to connect the station more effectively with the City Centre through the current regeneration plans. As noted above, additional funding is likely to be sought through the East Midlands Development Company, initiatives such as the Brownfield Infrastructure Fund (via Homes England) and emerging regeneration priorities supported by the EMMCA. The EMMCA is developing of a new local transport plan for the area, which will provide opportunities for investment in key strategic transport schemes that meet the overall aims of the EMMCA including strengthening public transport and active, healthy and vibrant places.

Land Assembly

It is recognised that key landowners, public and private, will need to co-operate in bringing their land forward if the regeneration proposals are to be realised in a timely and coherent fashion. Public sector partners are in dialogue in relation to this to ensure that early 'catalytic' projects can be planned and delivered in a comprehensive manner. DCC, LCR and Homes England will be approaching private sector landowners

to understand their property aspirations and agree how all parties can work together to assemble land required for key development opportunities, and thereby facilitate the comprehensive regeneration of the Station Quarter. In circumstances where there is a compelling case in the public interest to intervene and acquire land interests to facilitate regeneration, the public sector partners will have recourse to all available powers. This will be given full and proper consideration having regard to wider resource and legal implications.

Phasing

This issue is addressed in the preceding section of the IPG. Getting this aspect right lies at the heart of the successful delivery of the masterplan framework and IPG. Phasing will depend heavily on funding availability, land assembly and project resourcing and will be reviewed on a regular basis to ensure that regeneration objectives and targets are, and will be, capable of being met.

Monitoring and Review

Whilst the new Derby Local Plan is being prepared, this IPG provides an important vehicle to establish an investable masterplan framework for the Station Quarter which crystallises the vision, opportunity and aspirations of the partners in taking forward this regeneration project. The planning guidance and associated masterplan demonstrate what could be achieved if all stakeholders are aligned and fully support the proposals. As part of Council governance of the project, the delivery of key IPG proposals will be monitored, and formal reviews undertaken when appropriate, to inform preparation of the new Local Plan and emerging policies for the area.

Place Management

To deliver the vision and objectives of the IPG, experience from other regeneration projects indicates that the future management and maintenance of development, public realm and new public spaces will require effective place management to ensure that the quality of the Station Quarter environment can be maintained in perpetuity. Support for long term place management will need to be factored into future funding bids/allocations.

3.5

Submitting a Development Proposal



Policy Alignment

This Interim Planning Guidance (IPG) is a material consideration in the determination of planning applications, joining the hierarchy of documents used to assess development proposals in Derby. It builds on the core planning policies in the National Planning Policy Framework (NPPF), the National Design Guide and the Derby City Local Plan Part 1- Core Strategy (2017) including Policies CP3- Placemaking Principles, and AC1- City Centre Strategy, as well as other material considerations such as the Tall Buildings Study. In due course the IPG will be replaced by policies in the emerging Local Plan. Other planning guidance of relevance includes the draft City Centre Design Guidance currently under preparation and the Railway Conservation Area Appraisal and Management Plan (2009). These specific documents contain planning and design requirements that should be considered and implemented in conjunction with guidance in this document. They can be found on the Council's website.

Formal Pre-Application Advice

It is advised that pre-application advice is sought at an early stage to inform the formulation of development proposals and design development. The City Council operates a formal pre-application service open to all types of development. This service enables constructive feedback to be given on development proposals, highlights key policy considerations and potential constraints prior to proposals entering the planning process. It also enables initial consultation to take place with other City Council Departments to establish the information and assessments they will require to support the application. The City Council will establish an expedited pre-application advice process in relation to the Station Quarter with a single case officer identified to co-ordinate Council feedback. For major schemes in the Station Quarter, applicants are encouraged to submit 3D models to enable more detailed feedback to be shared on scale, mass and siting of proposals. Used constructively, this service can enable proposals to negotiate the planning process more efficiently, but it cannot guarantee the outcome of a planning application. Further information on the pre-application service and costs can be sourced on the City Council's website.

Information to Support Planning Applications

In order to help explain and illustrate how the design of a proposal has successfully aligned with the Development Plan and the IPG, applicants should submit sufficient information and drawings to explain the rationale behind the development proposals and design, and accurately present the development proposal being put forward. The nature and scale of the development being proposed may dictate the level of detail an applicant will need to submit in support of their application; this will be at the discretion of the City Council. The City Council's submission requirements are detailed within the adopted planning application validation checklist, provided on the City Council's website. In addition to this and as needed use of the Derby 3D model might be necessary in some cases and visuals (some potentially verified) provided including some from 1.9m viewing height.

Design and Access Statements

Developers and architects should use their Design and Access Statement (DAS) to clearly explain the rationale for their design. The City Council recommends framing DAS around the City Centre Design Guide, with appropriate written and drawn information to demonstrate how proposals will successfully align with the Design Guide's Design Principles and other relevant Planning Policies. Understanding the context and characteristics of the surrounding area (especially the heritage context) should play an important role in influencing the design of a scheme. The design narrative told in the DAS should start with a character assessment, leading to an identification of key characteristics that have been utilised and are reflected in the emerging proposals. In terms of key views and their relationship with each sub area developers should provide their own visual assessments.

(Continued overleaf)

Heritage Impact Assessment

Understanding the context and characteristics of the surrounding area (especially the heritage context) should play an important role in influencing the design of a scheme and it is advised that heritage Statements of Significance and Heritage Impact Assessments are undertaken at the outset, to guide proposals early in the design process. These assessments should be undertaken by an appropriately qualified advisor and should accord with requires of the NPPF (paragraphs 202-221) as well as IEMA/IHBC/CIfA's guidance the 'Principles of Cultural Heritage Impact Assessment in the UK' (July 2021) which sets out a broad methodology for understanding heritage assets and evaluating the consequences of change. The approach to considering the effect of any changes to setting upon significance should be carried out in accordance with Historic England's The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning Note 3 (Second Edition), 2017.

Consents and Pre-application Engagement

The City Council encourages applicants to contact and engage with the Council prior to undertaking any works or submitting an application for planning permission. This will help ensure the correct consents are sought and initial advice and feedback can be given to the applicant to assist with their proposals. More information on what developments require planning consent can be sourced on the City Council website.

It should be noted that specific consents may be required for works, alterations or repairs to heritage assets; and for any works to trees (pruning or removal) within the Railway Conservation Area. Confirmation should be sought from the Council's Conservation or Arboricultural Officer to establish what consents are required prior to any works taking place. Works undertaken without consent may lead to enforcement action being taken. In addition, applicants should be aware of the potential need to seek Highways Consent and/or Traffic Regulation Orders where applicable. Confirmation should be sought from the Local Highways Authority (Derby City Council) where appropriate.

Biodiversity Net Gain

Mandatory 10% Biodiversity Net Gain requirements apply to applications for major development made from 12 February 2024, and applications for small developments from 2 April 2024.

Certain exemptions exist and the following categories:

- Development impact is below the de minimis threshold
- Householder development
- Self and custom build
- Biodiversity gain site
- Forming part of, or ancillary to, the high speed railway transport network
- Permitted by Development Order
- Urgent Crown development

All planning applications must state if the anticipated planning permission would be subject to the biodiversity gain condition, and if not, how the development meets the relevant exemption criteria.

If the anticipated planning permission would be subject to the biodiversity gain condition, because it would not be exempt or excepted (most major development) the application must be accompanied by:

- Completed biodiversity metric calculation tool or tools showing how the biodiversity value(s) of the onsite habitat has been calculated. The date on which the onsite habitat biodiversity value is calculated will depend on whether the site has been degraded or cleared and, if it has, when that degradation took place.
- Description of any irreplaceable habitat within the application site boundary.
- Plan showing the location of any onsite habitat included in the biodiversity calculations and the location of any irreplaceable habitat.

Building Regulations

It is likely Building Regulations approval will be needed even if planning permission is not required. Separate application forms and approvals will need to be sought. Building Regulations are the national minimum building standards that provide acceptable levels of health and safety for people who occupy or visit buildings. The regulations are also concerned with energy conservation and making buildings more accessible for all disabled people. Most building work must be checked to ensure it complies with the regulations.

Professional Advice

The City Council recommends appointing appropriate professional expertise to design a proposal, support it through the planning process and successfully deliver the outcome. The size, location and nature of development is likely to dictate the scale of professional expertise required, but as a minimum it is recommended an appropriately qualified architect and planning agent be appointed to design a proposal and secure planning permission and building regulations. More complex developments (due to the size of development or characteristics of the site) may require additional professional expertise, such as a building conservation specialist, archaeologist, town planner, landscape architect, ecologist, arboriculturist, transport engineer, drainage and flood risk engineer and building surveyor. It is appropriate to ensure these individuals / advisors have the appropriate professional accreditation to ensure standards to submission.

