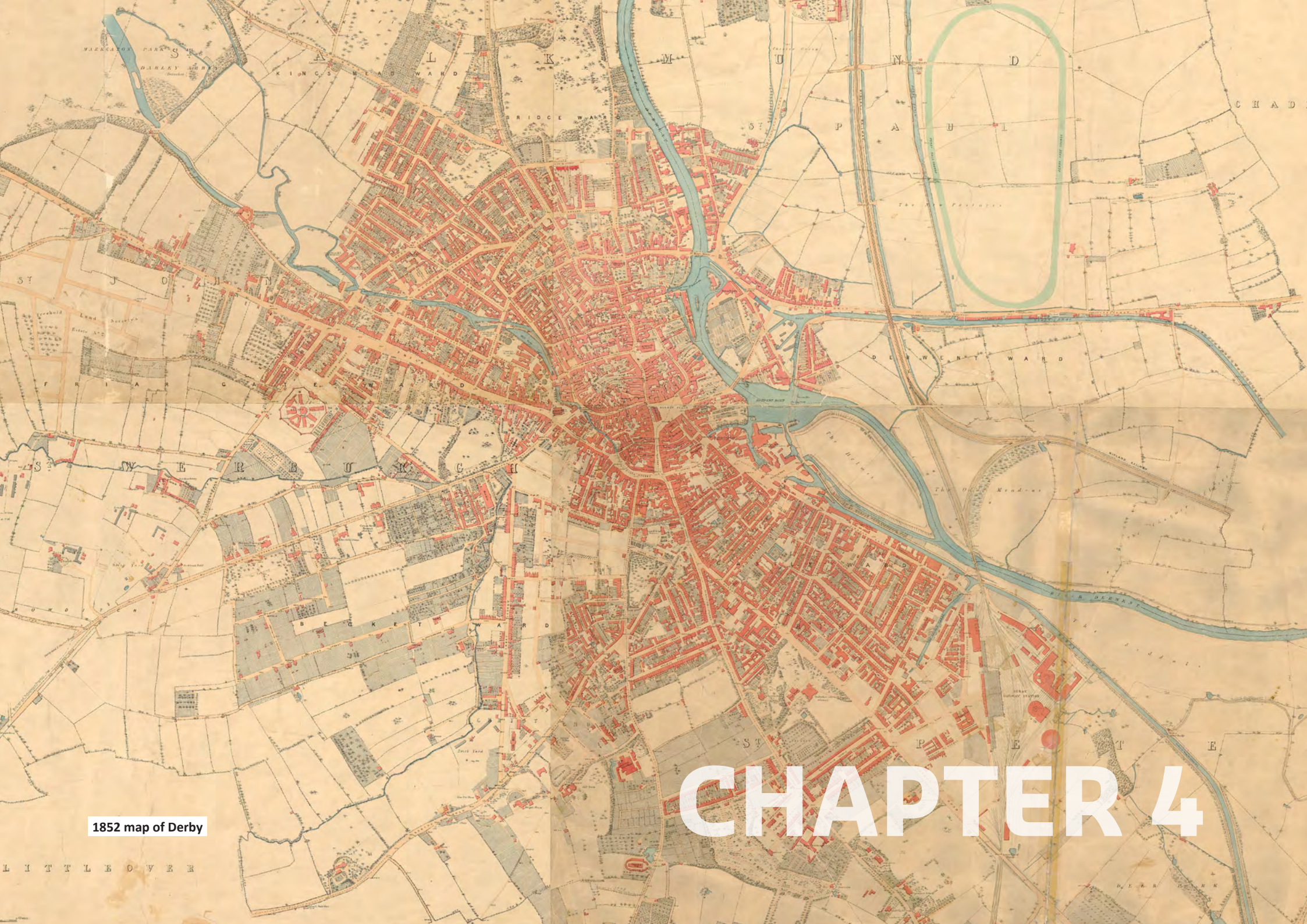

1852 map of Derby

CHAPTER 4

4 SPATIAL OVERVIEW

4.1 INTRODUCTION

This chapter provides a detailed spatial analysis of Derby. This is the foundation of the baseline analysis and demonstrates how Derby functions as a place. The topics covered are as follows:

- Historic development
- Spatial structure
- Land use
- Road network
- Public transport network
- Public open space
- Green infrastructure
- Topography
- Flooding
- Development opportunities, and
- Character Areas.

For each topic, a general overview is provided with an explanation of its relevance to tall buildings. The analysis is presented at two scales, the wider city and the Central Business District, which is the focus of this study.

Figure 4.1: Satellite image of Derby

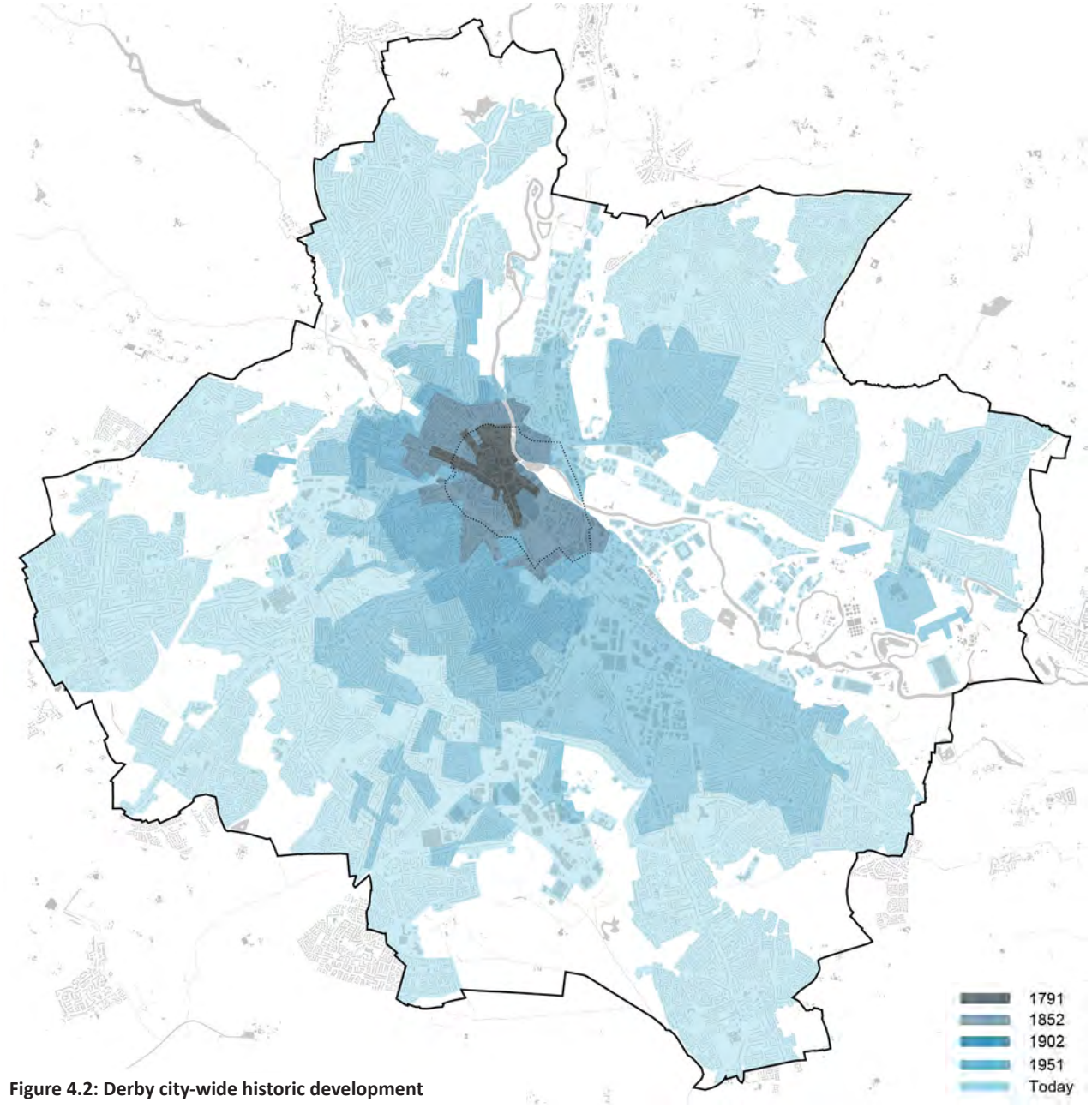

Figure 4.2: Derby city-wide historic development

4.2 HISTORIC DEVELOPMENT

Figure 4.2 illustrates the spatial growth of Derby from the late 18th Century to present day.

The unique character of Derby's historic environment is the result of momentous shifts in the history of the City, as it evolved from a Roman fort, to a medieval market town, dominated by religious houses and Christian churches, to an industrial centre of international recognition, and during the 20th century to a multi-cultural city of national importance for its part in manufacturing, textile production and engineering. Its industrial base has moved away from the city centre to the south-east and has left a legacy of former industrial pockets of brownfield land close to the city centre.

Derby only became a city in 1977, although All Saints Church had become a Cathedral church in 1927. It is the tallest building in Derby and its west tower which rises to 65 metres high was built in 1520-1532 and holds a peal of 10 bells, the oldest set in the world.

The history of Derby is bound up in its strategic location on the River Derwent within a part of Derbyshire where the geography enabled good communication routes, south, east and west, lying at the southern tip of the more hazardous routes into Derbyshire's hinterland – the Peak District. The river had just the one crossing point in the medieval period at St. Mary's Bridge, although an earlier crossing point once existed further north serving a small Roman fort on the east bank of the river.

The later detached development of Derby on the higher ground was based around a settlement with a strong Christian faith, as the centre for a large number of religious institutions, the site of six early Anglo Saxon churches, and, later: the Cluniac Priory of St. James, a Dominican Friary within the parish of St. Werburgh's, a Benedictine nunnery of St. Mary de Pratis, the hospital of St. Helen (an oratory near St. Alkmund), a house of Augustinian Canons at Darley Abbey, and a strong relationship with the Cathedral church of Lincoln, for which All Saints and St. Alkmund's (dem.) were both collegiate churches. This influenced the early pattern and development of Derby.

By the early 18th century Derby had continued to grow at a steady pace, with new development within the core medieval streets but this was contained to the high ground above the floodplain of the River Derwent and away from the river meadows, which lay to the east of the river.

The strategic location of Derby on the River Derwent and the harnessing of its power led to the early development of the first fully-mechanised factory in England for silk throwing, using throwing machines which were derived from Italian machines. Built ca. 1719-21 for John Lombe, the five-storey Silk Mill and its associated multi-storey Doubling Shop was a massive building by the standards of the day and it became world renowned. It was located close to the town corn mills and the site of the early development of a raised and conduited water supply from the river. The influence of this factory development on the town was immense. Derby became a focus for the silk hose industry and merchant hosiers, who supplied the spun silk and often the stocking frames and 'put-out' to framework knitters.

As early as 1204 King John conferred the right to use the Derwent for navigation but fluctuating water levels made this unreliable, although there is evidence that river barges travelled from Derby along the River Derwent to the River Trent. Traded goods could therefore reach markets from the east coast of England via Gainsborough. The Navigation Act of 1720 consolidated the role of the river and provided canalised sections. The river developed a more reliable focus for imports and exports, supplanted by the Derby Canal from 1796.

After the Lombes' patent expired in 1732 the town developed multiple silk mills around the town during the subsequent centuries, most powered by the Markeaton Brook, and later by steam power. Industry flourished and expanded along the route of the river and its tributaries. Forty years after the construction of the Lombe silk mill, Jedediah Strutt decided to build a silk mill in the town for both drawing silk thread and making silk hosiery stockings using his new patented attachment to framework knitting machinery of 1759, the 'Derby Rib'. The silk mill which he built was close to the site of the present Market Hall. The success of this business and the wealth that grew from this was the catalyst for his partnership with Richard Arkwright who was looking for business backers to establish a cotton spinning mill and factory, initially in Nottingham and then in Cromford, in the wake of his new invention of the 'water frame'. The success of Arkwright's venture at Cromford led Strutt to expand his enterprise from hosiery into spinning cotton up the valley along the River Derwent at Belper and Milford, but the family always maintained a Derby base and their social network was here.

Silk thread production and weaving diversified into elastic webbing in the 1850s and the experimentation and innovation with new man-made fibres for textiles continued with British Celanese (Courtaulds from 1957) further down the river south-east of the city centre at Spondon.

The Silk Mill was of such national importance that even though the industry had long since left the town, the building was actively preserved, and after a fire in 1910 it was rebuilt in the same form, as a close facsimile, but two storeys lower, on the site of Lombe's original silk mill. This building now lies at the start of the Derwent Valley Mills World Heritage Site, its international importance and profound influence recognised in both Richard Arkwright's development of the factory-system and the development of the Strutt empire.

The industrial development of Derby was not only related to textiles. The River provided a source of power for heavy industry, forging metals. Foundry sites and lead-smelting along the river at Derby co-existed with early silk production and may have contributed to early efforts to make the river navigable. The development of a skilled workforce in metal-working and its strategic location in the Midlands also led to the establishment of an engineering base and this and the strategic location for transportation led to this being the hub of the North Midland Railway, which has continued to the present day with the growth of the railway engineering business, first BREL, now Bombardier, and the choice of Derby as the location for Rolls Royce in 1907 and Toyota in 1989.

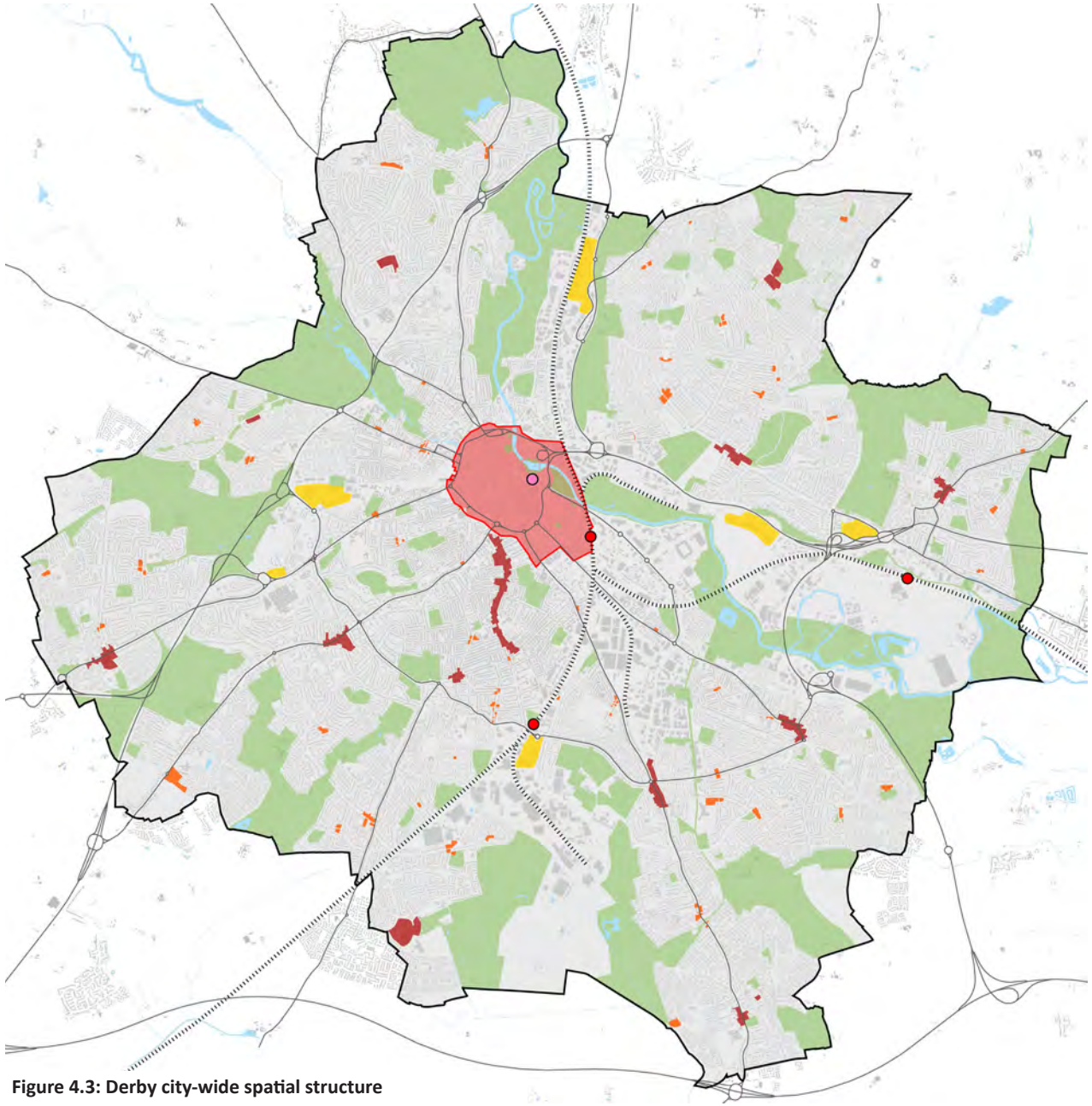

Figure 4.3: Derby city-wide spatial structure

4.3 SPATIAL STRUCTURE

4.3.1 OVERVIEW

Derby exhibits a strong monocentric structure, with the Central Business District acting as the main focus of activity. In the wider city, the resident population is supported by a network of local centres:

- District Centres (e.g. Allenton, Littleover, Chaddesden), which evolved from historic high streets at village centres, now part of the wider urban area of Derby. These provide a range of retail, food/drink and services offer; and
- Neighbourhood Centres, which support localised residential neighbourhoods with small scale retail services.

These local centres compete with a number of Out of Centre Retail Parks, which offer big box retailing in more industrial/employment focused locations. There are six main retail parks in the wider city, which compliment (and in some ways compete with) the offer of local centres and the Central Business District.

4.3.2 RELEVANCE TO TALL BUILDINGS

Tall buildings are only likely to come forward in or near the Central Business District area as the rest of the city does not offer the intensity of activity and complimenting services required to support highly dense development.

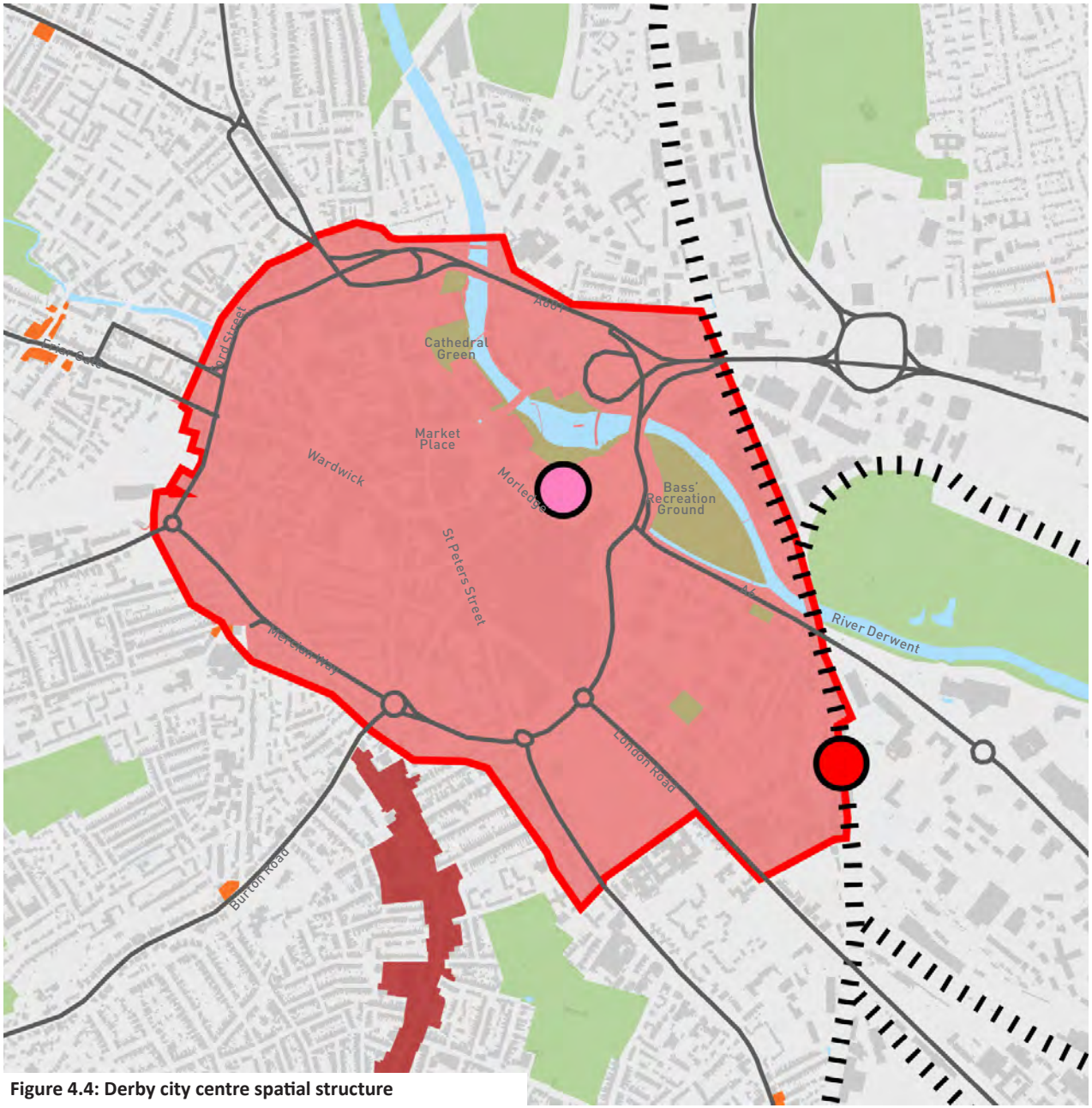

Figure 4.4: Derby city centre spatial structure

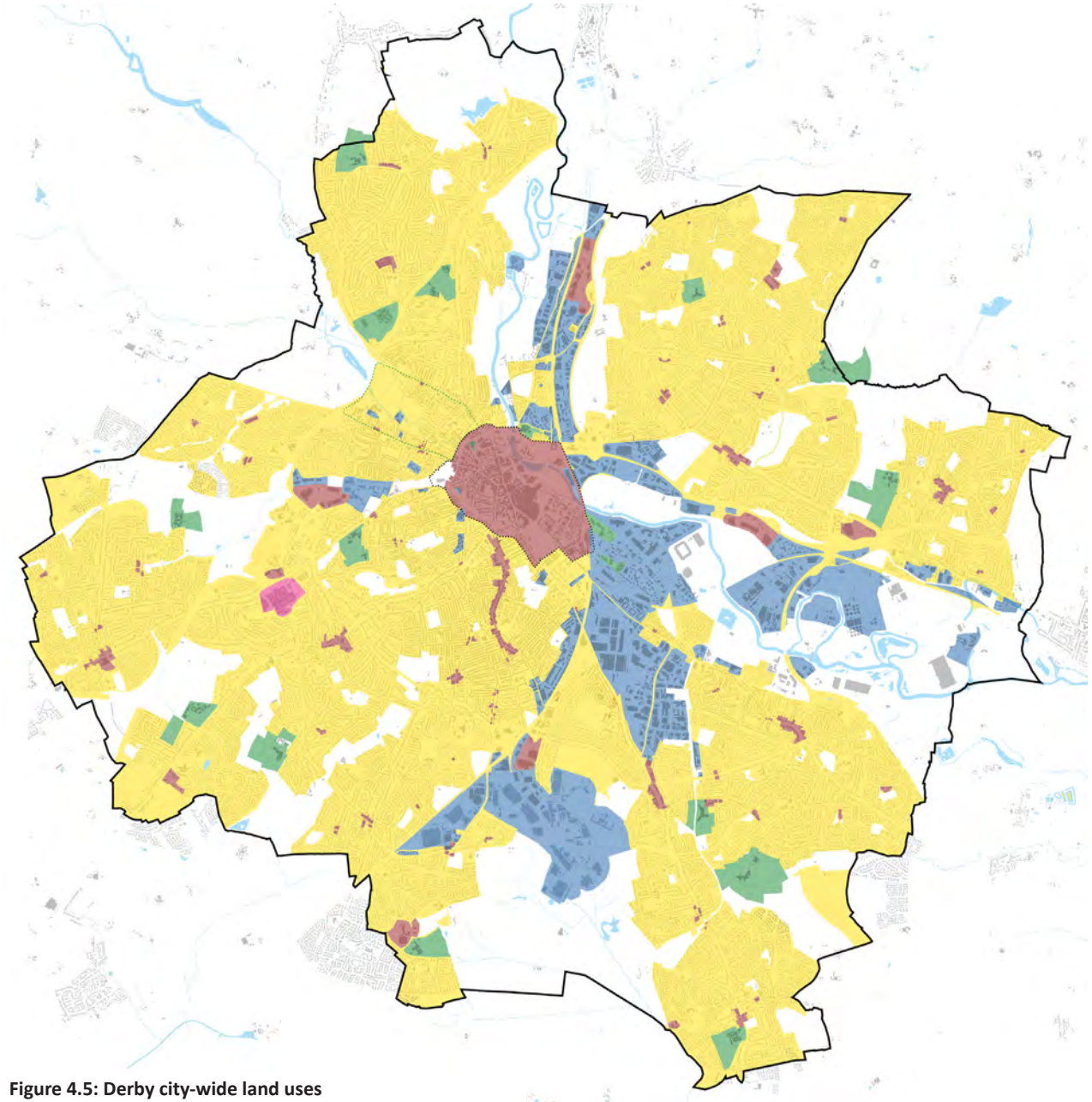

Figure 4.5: Derby city-wide land uses

4.4 LAND USE

4.4.1 OVERVIEW

The western side of the Derby urban area is dominated by residential use, as are the suburban fringes to the south east and north east. Residential areas are supported by local commercial and small scale employment areas. However, the main employment areas for the city are located to the south-east of the central business district, stretching along the River Derwent and rail lines. These areas are largely industrial in nature, being home to companies such as Rolls Royce and Bombardier, usually with associated office use. Pride Park, directly south-east of Derby railway station is predominantly office-based, with some supporting uses. To the north of the CBD, along the river is another major employment area, which is dominated by light industry. Overall, the employment areas in Derby provide a low variety of uses, being largely dominated by large specialised facilities and office parks.

The CBD in contrast showcases a mixed use environment, with independent and national retailers sitting alongside a variety of food and beverage establishments, small office accommodations, leisure and cultural offer, student housing and some university buildings. However, many uses in the town centre are

struggling or underrepresented. The existence of the intu shopping centre creates a pull of shoppers away from the city's historic shopping streets and small retailers. Permitted Development rights have resulted in a loss of some office stock to residential use in recent years. This has two distinct outcomes; firstly, the loss of already limited office space from the city centre and the addition of relatively poor quality residential accommodation that does not serve the aspirations of the city. There is a clear lack of high quality, purpose built residential and office accommodation in the city centre, which is pulling activity and spending outwards to out-of-town retail and employment parks.

4.4.2 RELEVANCE TO TALL BUILDINGS

There is a clear need in the CBD for new residential and employment space to support it's role for shopping, culture and night life. Given the limited development land available, this is likely to come forward in the form of higher density development, which may include tall buildings. The industrial nature of the city's employment areas necessitates facilities that are horizontal, rather than vertical, in nature. Therefore, there is very limited opportunity or need for taller buildings in these areas.

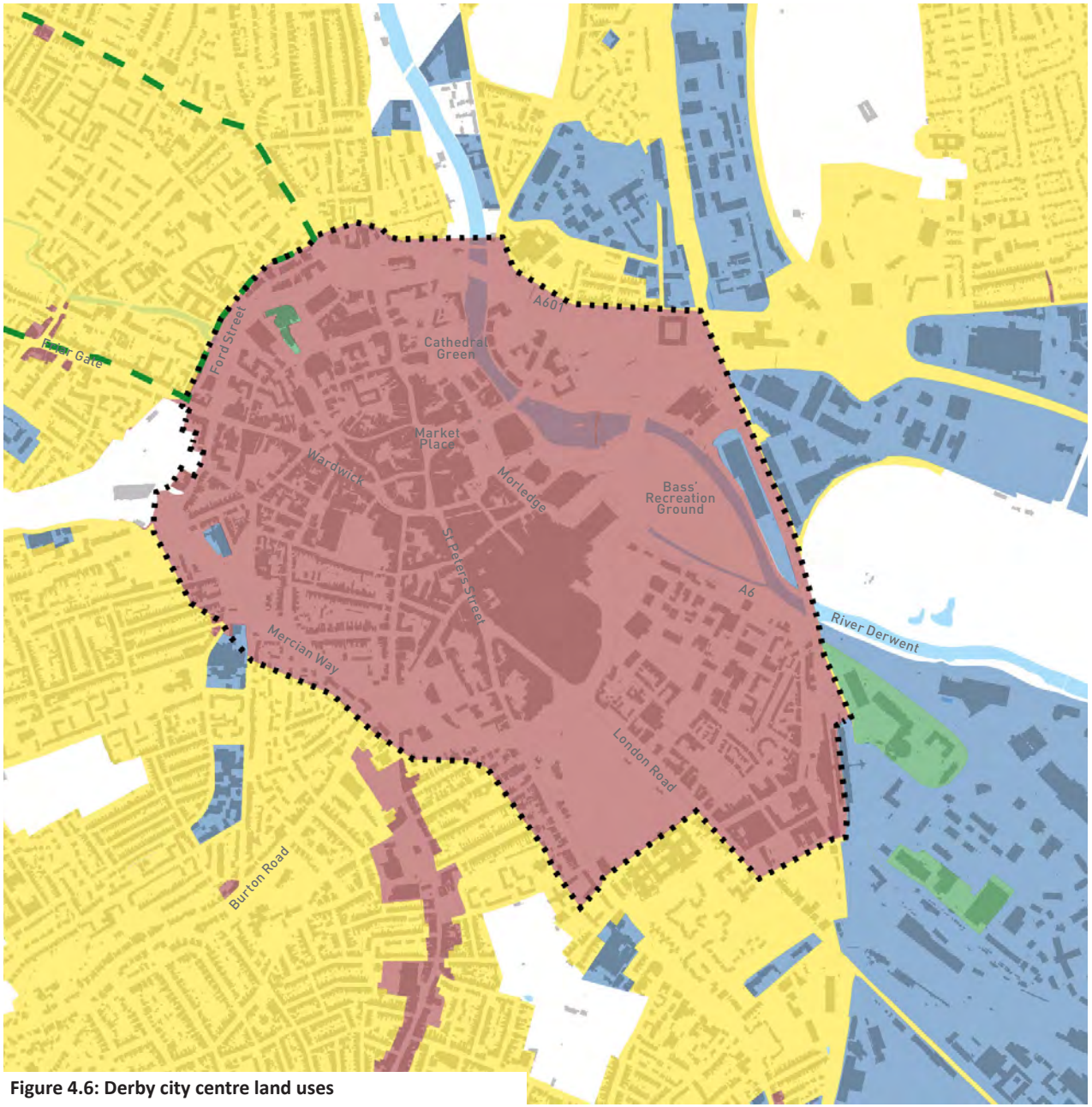

Figure 4.6: Derby city centre land uses

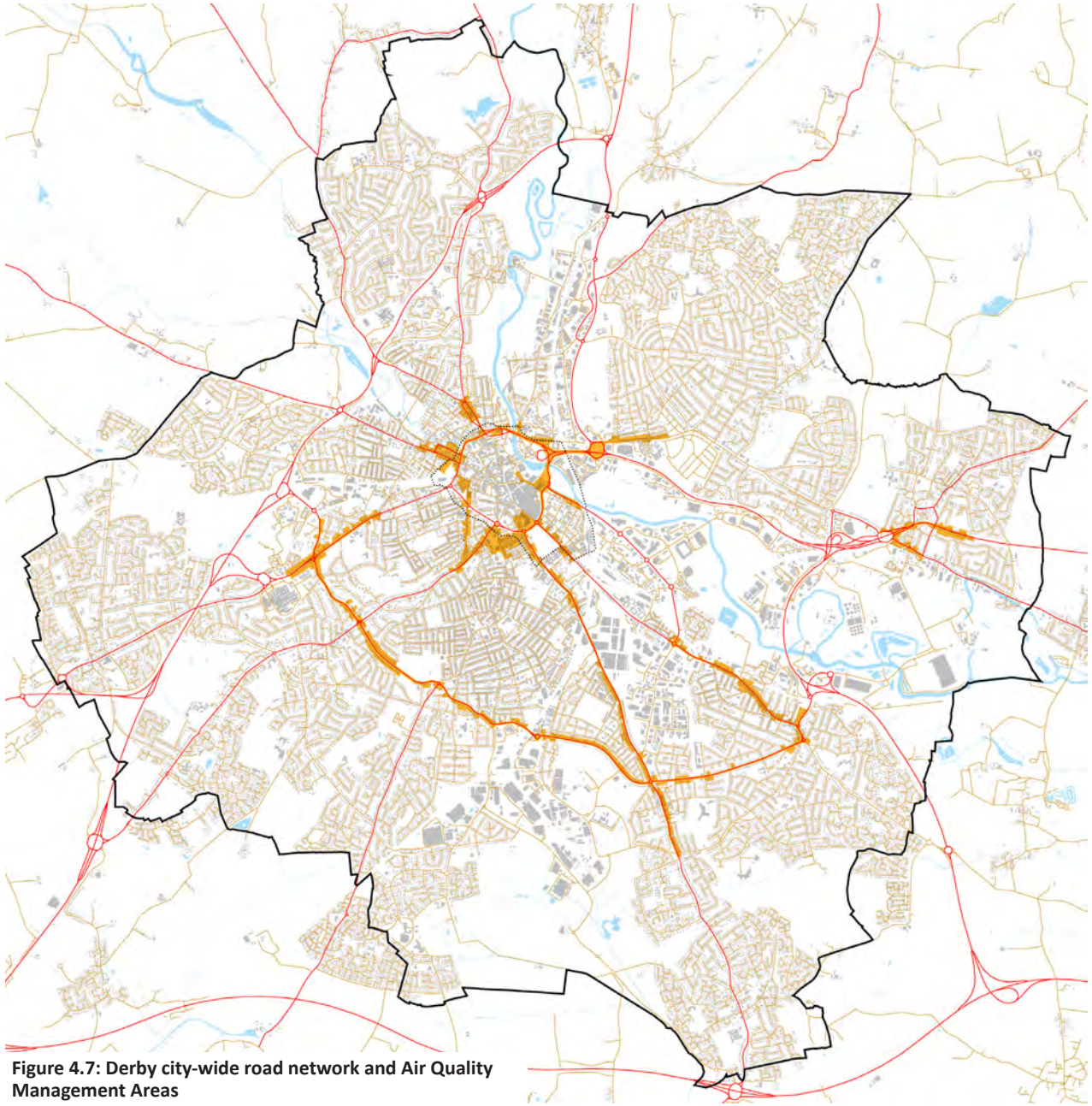

Figure 4.7: Derby city-wide road network and Air Quality Management Areas

4.5 ROAD NETWORK

4.5.1 OVERVIEW

Derby's road network has a radial structure, with main routes emanating out from the city centre inner ring road. The extensive road network facilitates use of the private car as the primary mode of transportation; on a typical day 660,000 car trips are made in Derby (Derby Local Transport Plan, 2011). This dominance of road infrastructure and private car use results in a number of negative side effects. The inner ring road creates a hard edge to the city centre and results in a generally poor pedestrian environment at the interface between the CBD and the outer residential areas. Large-scale road infrastructure dominates the riverside north of Holmes Bridge, including the "Darwin Place Loop", which results in poor permeability and environmental quality around this area.

Combustion vehicles cause air pollution, which in high concentrations has detrimental impacts on health and wellbeing. This can be exacerbated by the form of the street and buildings. The height and shape of buildings has the potential to significantly affect air pollutant concentrations, due to the way physical structures affect air dispersion and flow. This is especially the case where tall buildings line both sides of a narrow street that inherently suffers high volumes of

traffic or queuing, creating what is known as a 'street canyon'. Stafford Street (Inner Ring Road) and Agard Street are both examples of street canyons with poor air quality. The council has identified Air Quality Management Areas (Figure 4.7) and is taking action to improve air quality through traffic management. Note that these areas are currently under review.

4.5.2 RELEVANCE TO TALL BUILDINGS

Like any form of development, tall buildings should have a positive relationship with the street space and provide a good pedestrian environment at the base. However, the high intensity of activity at the entrances to tall buildings makes this even more important. Furthermore, high traffic volume creates air pollution, with parts of central Derby such as Stafford Street already experiencing dangerously high levels. This will affect the quality of life of residents in new tall buildings.
If not holistically planned with public transport provision, tall building development could result in further traffic to roads, exacerbating existing problems. With regards to air quality, it is evident that tall building location and design can play a significant part in localised air pollution concentrations and is therefore an important consideration of any proposal.

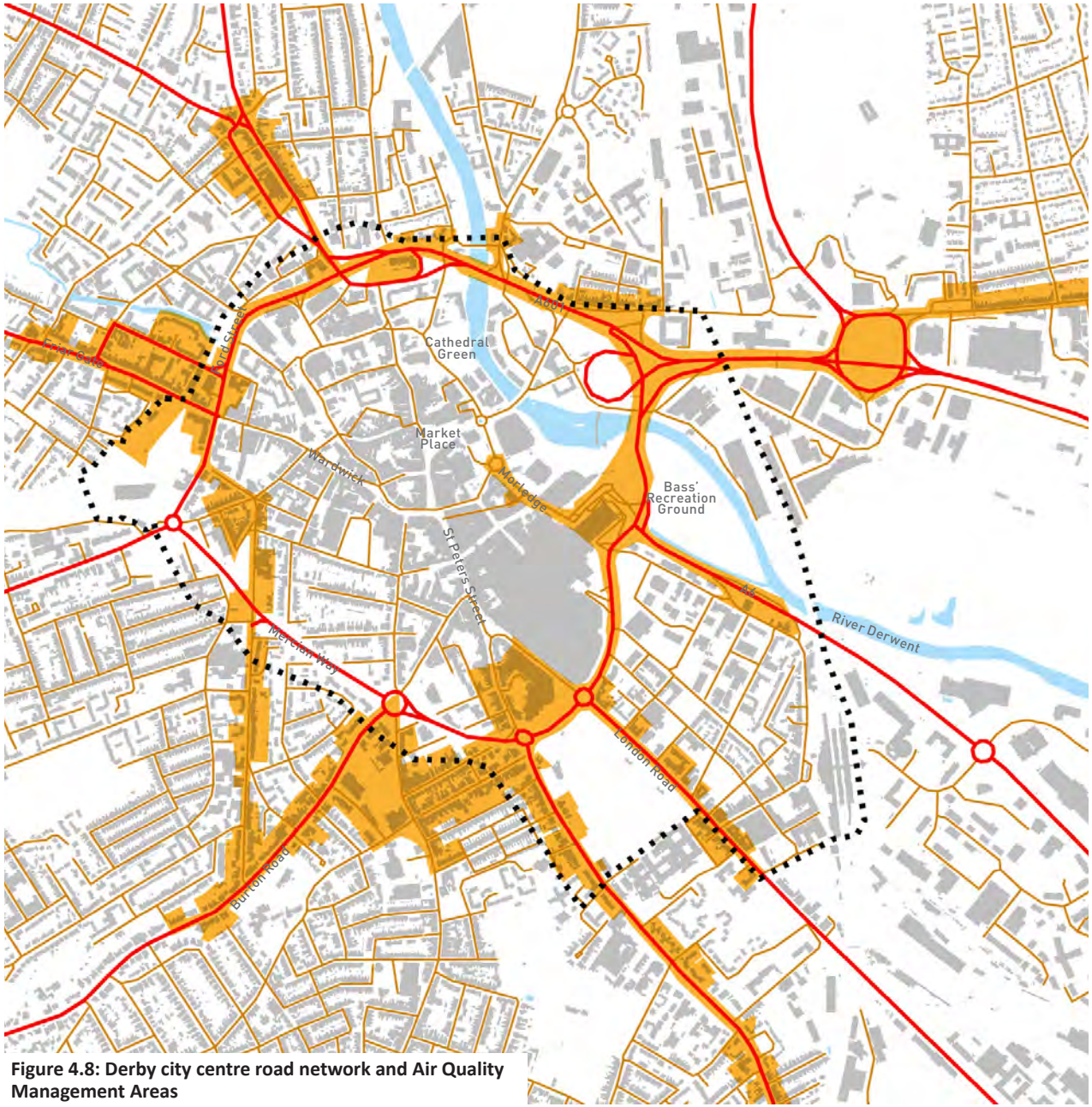

Figure 4.8: Derby city centre road network and Air Quality Management Areas

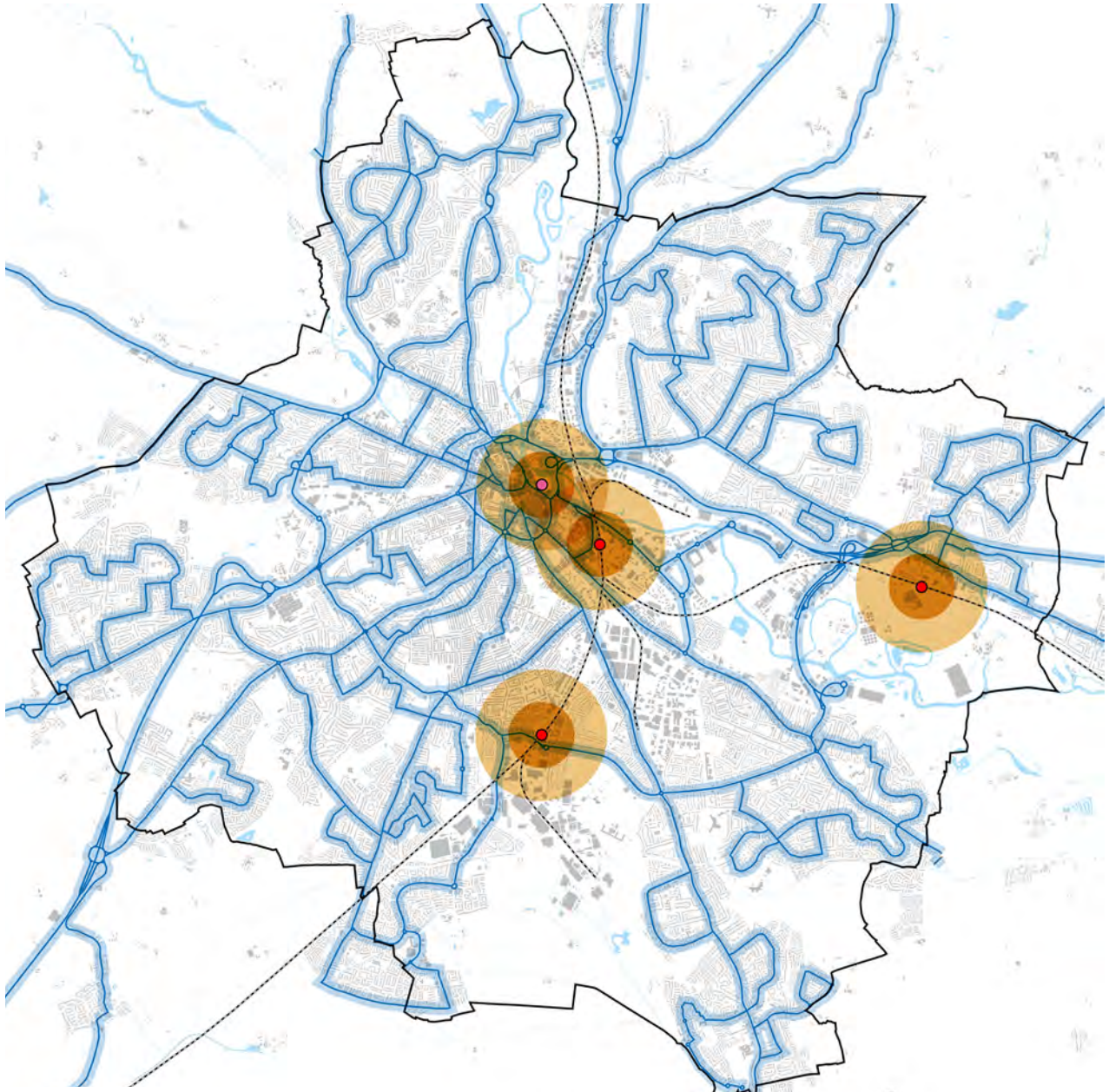

Figure 4.9: Derby city-wide public transport network

4.6 PUBLIC TRANSPORT AND ACTIVE TRAVEL

4.6.1 OVERVIEW

Derby's main public transport mode is its extensive bus network, which creates 55,000 bus passenger trips every day (Derby Local Transport Plan, 2011). The bus network (mapped in Figure 4.9 based on publicly available bus route maps) is generally well distributed across the city, with Derby Bus Station at Riverlights acting as the central hub. Derby is also well connected to London, the North of England and nearby cities by rail. Derby Rail Station is the hub of rail traffic, with two local stations at Spondon and Peartree providing a limited service. Derby Rail Station is located out of the city centre, at the interface face between the Castleward and Pride Park districts. Despite being only a short walk or bus ride away from the city centre, this lack of centrality may make people less likely to use rail over their car for certain journeys, especially as the city centre offers ample car parking.

Thanks to investment over the last number of years, cycling in Derby comprises 15% of mode share, with aspirations to grow more (Derby Local Transport Plan, 2011). Being a compact city, walking levels in Derby are generally high. However, the presence of large road infrastructure does create barriers to walking in parts of Derby.

4.6.2 RELEVANCE TO TALL BUILDINGS

Tall buildings add pressure to the transport network by creating a focus of activity in a small area. If Derby aspires to a greater modal shift towards public transport, then tall buildings will need to be easily accessible by public transport. Figure 4.10 shows that most of the CBD is within a short walk (800m) of either the bus station or rail station, as well as in close proximity to many bus routes. This means that the users or residents of tall buildings in the CBD can be less reliant on using private cars to get around.

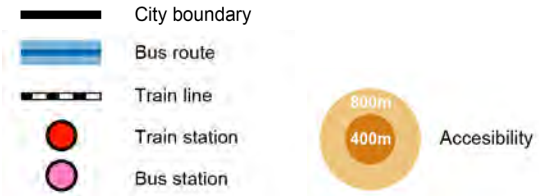

Figure 4.10: Derby city centre public transport network

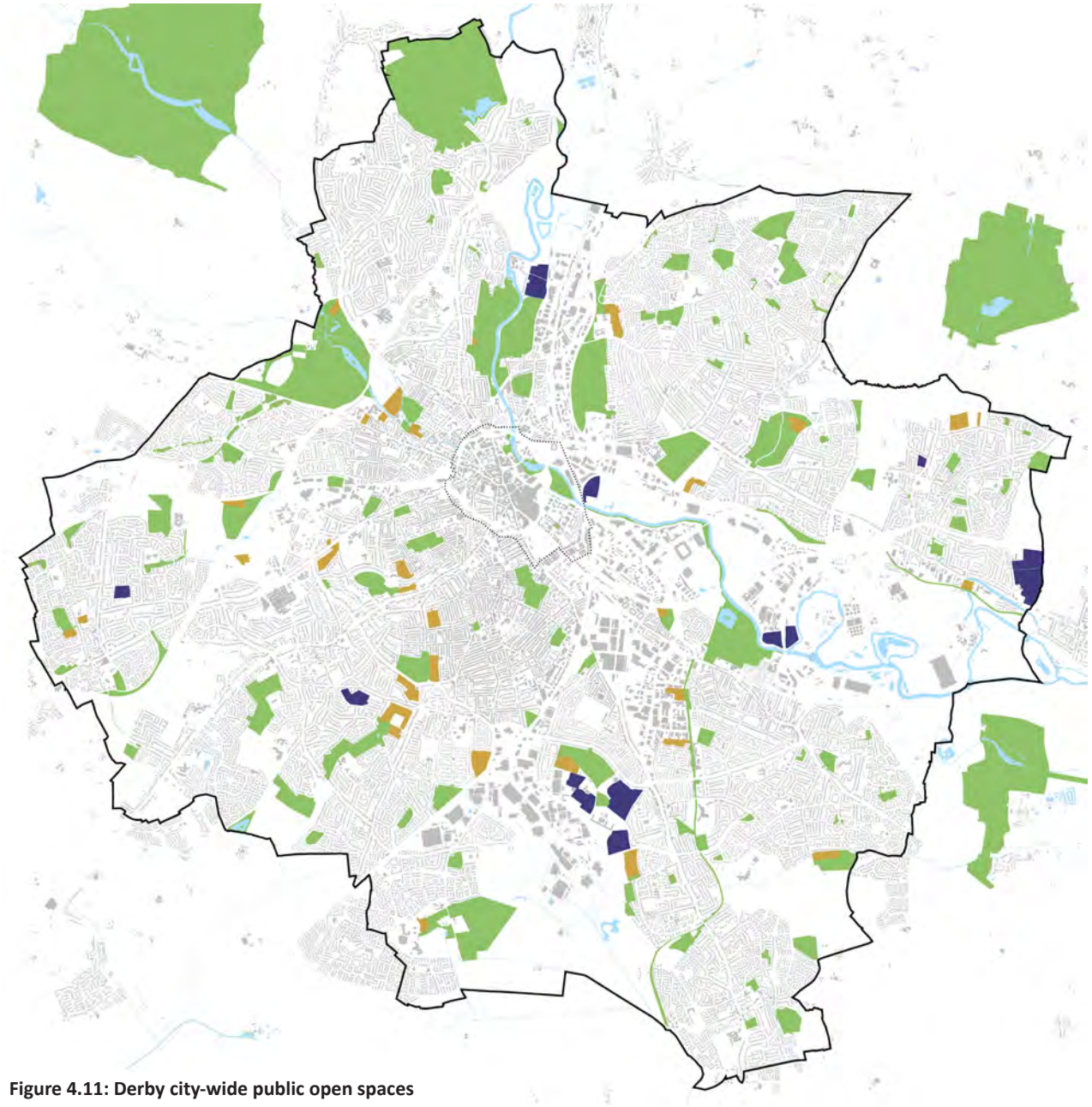

Figure 4.11: Derby city-wide public open spaces

4.7 PUBLIC OPEN SPACE

4.7.1 OVERVIEW

The majority of large public open spaces are located outside of the city centre, with many historically being the grounds of large manors, which have passed into public use. The CBD has a clear lack of large public open space although Cathedral Green, the Market Place and the riverside at Riverlights serve important functions in the city. Bass' Recreation Ground has potential to provide residents and visitors with a high quality green space close to the city centre. However, the barrier of the inner ring road, limited access and the lack of overlooking to the space means it is currently underutilised. Categories are as follows:

Public Green Spaces: Includes parks, outdoor sports facilities and amenity green space, Public green space is protected under policy CP17 of the Core Strategy.

Allotments: Allotments provide an important source of recreation and amenity to local residents who use them. Urban growing spaces are important sources of education and food security for the city's residents. They are protected under policy CP17 of the Core Strategy.

Sports and Playing Pitches: There are a number of large sports and playing pitches in Derby that serve local sports teams. They are protected under policy CP17 of the Core Strategy.

4.7.2 RELEVANCE TO TALL BUILDINGS

Public open spaces are protected from development, and so are off limits for tall buildings. Tall buildings are a high density development form and as such result in an increased population of residents or users in the surrounding area. This can result in additional pressure on existing public open spaces and create demand for new ones. Proposals for tall buildings will have to take into account and respond appropriately to any shortage of public open space.

Tall buildings in proximity to open spaces can provide overlooking and enhance legibility.

Figure 4.12: Derby city centre public open spaces

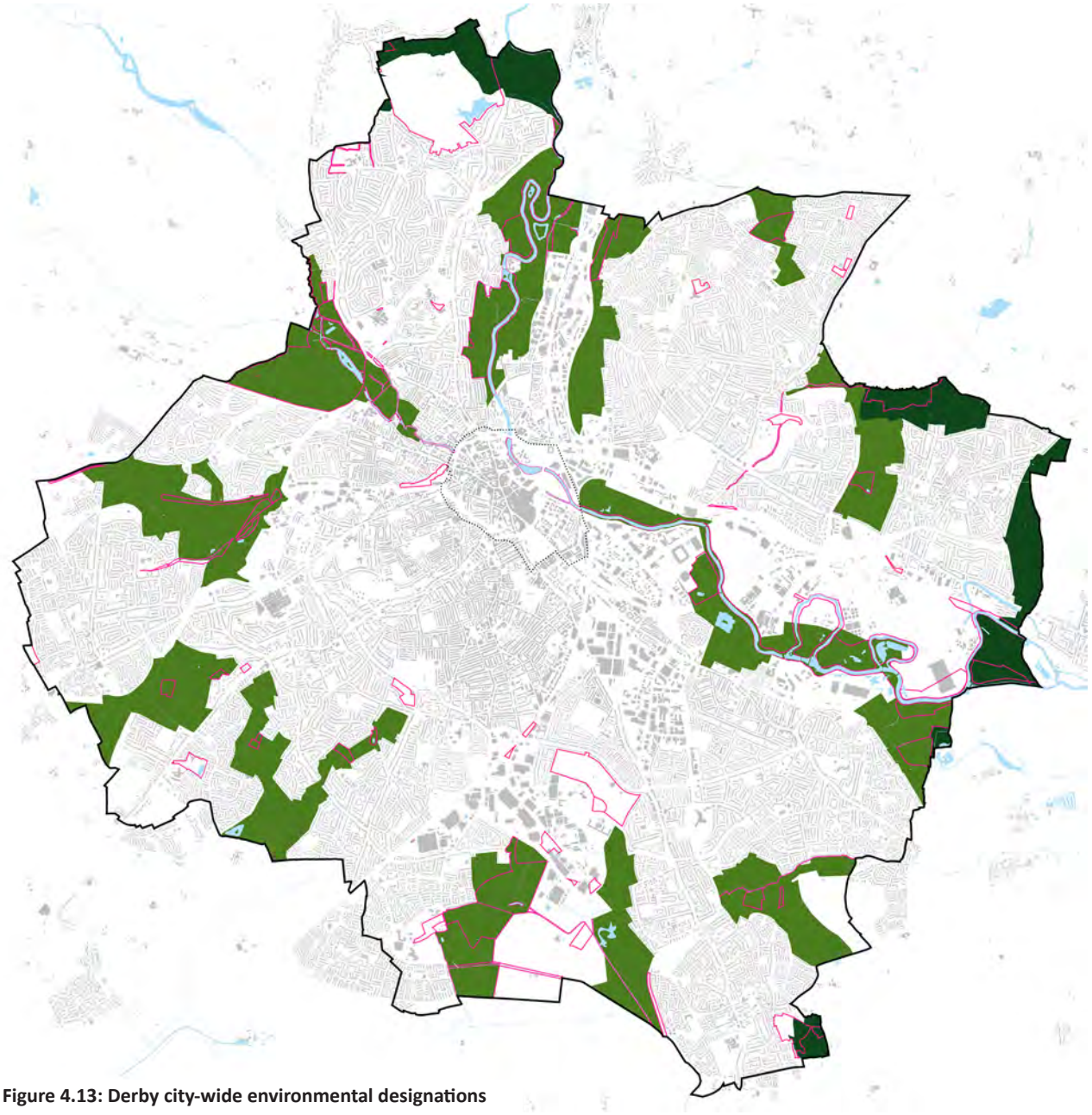

Figure 4.13: Derby city-wide environmental designations

4.8 GREEN INFRASTRUCTURE

4.8.1 OVERVIEW

This section looks at the major natural spaces in Derby that provide an ecological function and create connections between the city and countryside. Note that smaller green spaces discussed in Section 4.7 also provide green infrastructure functions but are not discussed here. The main types of green infrastructure spaces are as follows:

Green Wedges: Provide a direct link between the urban area and the open countryside. They have an important role in biodiversity, climate change adaptation and local identity for nearby residential neighbourhoods. Built development on green wedges is limited only to essential and ancillary buildings, and otherwise they should remain in uses compatible to their open nature, such as agriculture and forestry. Green Wedges are protected under policy CP18 of the Core Strategy.

Green Belt: the Nottingham/Derby Green Belt is a large tract of open countryside between the cities of Derby and Nottingham, designated to limit urban sprawl. There are three areas of Green Belt within the city boundary on the eastern and northern edges. Green Belt land is protected by the NPPF and policy CP18 of the Core Strategy.

Nature Conservation: These areas are nationally or locally designated as being important for nature conservation and wildlife. They comprise of many landscape types, including public parks, railway lines, open countryside or scrub land. They are protected by the NPPF and policy CP18 of the Core Strategy.

4.8.2 RELEVANCE TO TALL BUILDINGS

Green infrastructure sites are protected from development, and so are off limits for tall buildings. Tall buildings should respond to the green infrastructure network both locally and city-wide and should explore ways of increasing green infrastructure on site as part of development. Tall buildings can have negative effects on biodiversity, particularly birds.

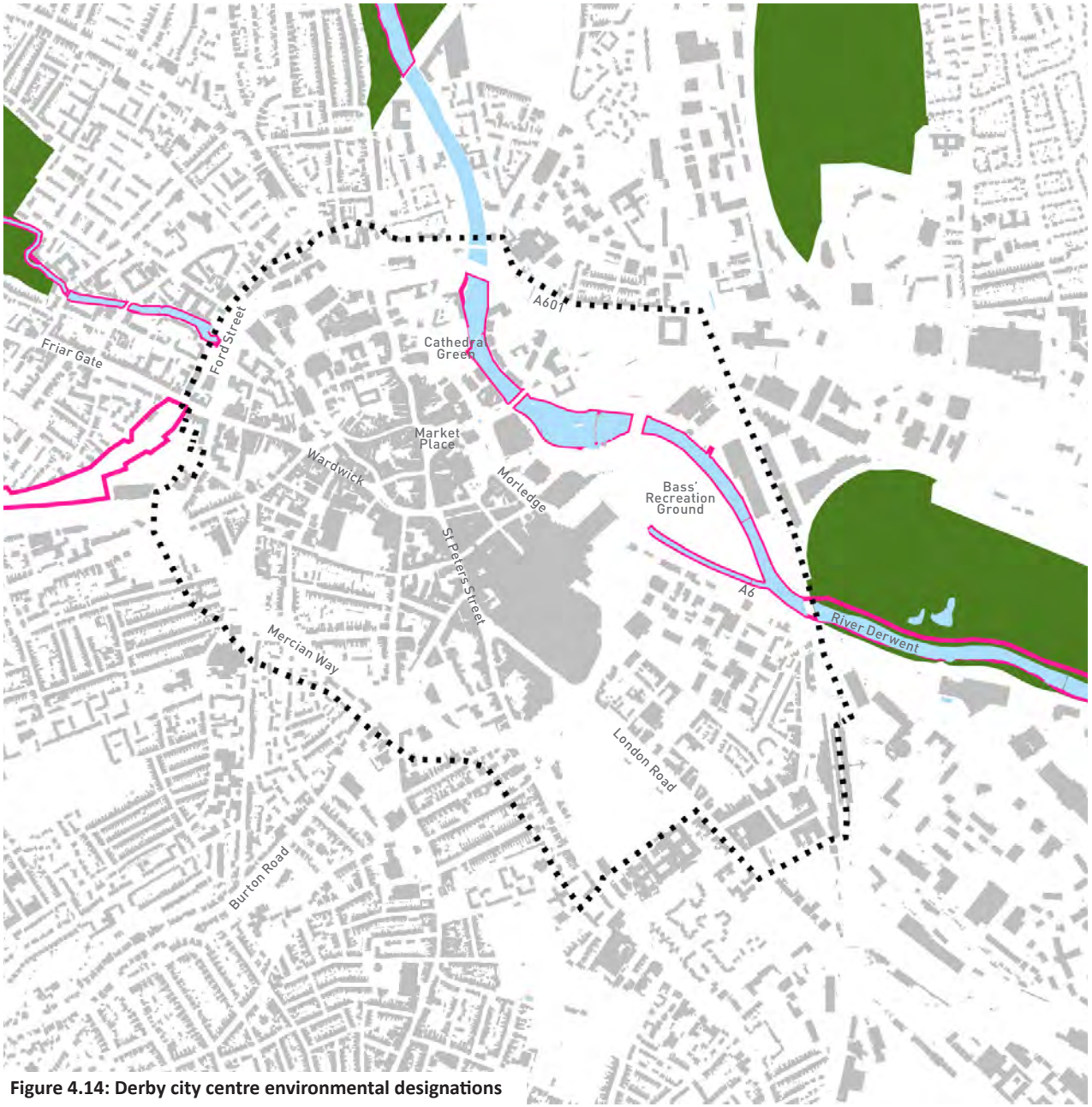

Figure 4.14: Derby city centre environmental designations

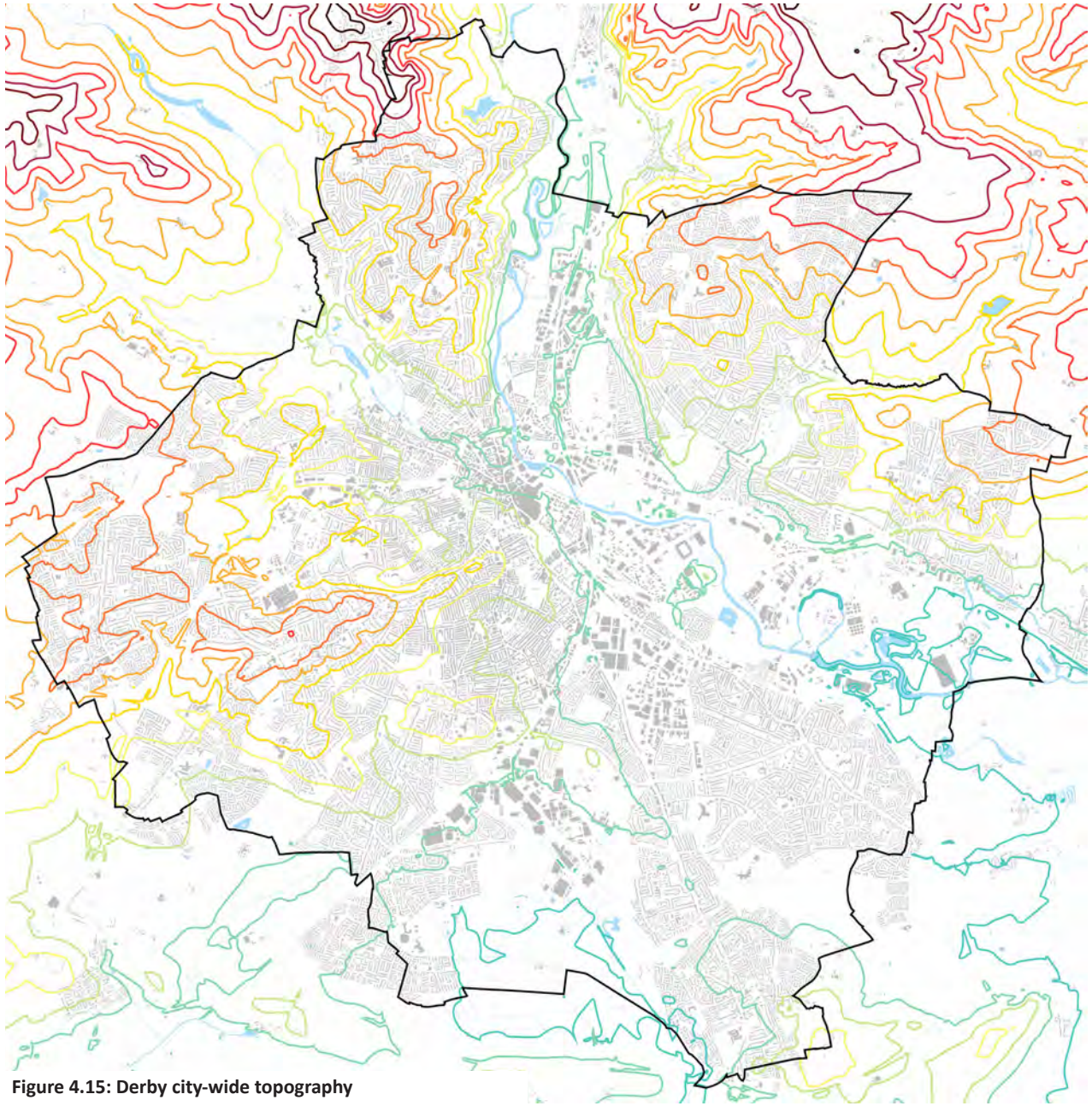

Figure 4.15: Derby city-wide topography

4.9 TOPOGRAPHY

4.9.1 OVERVIEW

Derby city centre essentially sits in a bowl, being located beside the River Derwent, which is roughly 40m above sea level. The topography rises to the east, west and north; for instance, the villages of Quarndon and Morley, to the north of the city, sit at 140m above sea level. This change in topography creates opportunities for views over the city as one approaches from the north (see Derby Skyline Study for full details). However, even local topography changes in and around the city centre have impacts on how the city is experienced. Raised topography has the effect of making some buildings appear larger than they really are, adding to their prominence on the skyline. For a full discussion of building heights above sea level (AOD), see Section 5.4.

4.9.2 RELEVANCE TO TALL BUILDINGS

The topography of Derby is a key element in how the city is experienced, particularly in regard to important views over the city. The location of tall buildings relative to the city's topography may have a positive or negative impact on this appreciation of the city's image and skyline. Furthermore, higher topography naturally makes tall buildings even more prominent, adding to their visibility and impacts. On the other hand, locating a tall building at lower ground can make it appear less prominent compared to buildings at higher elevations.

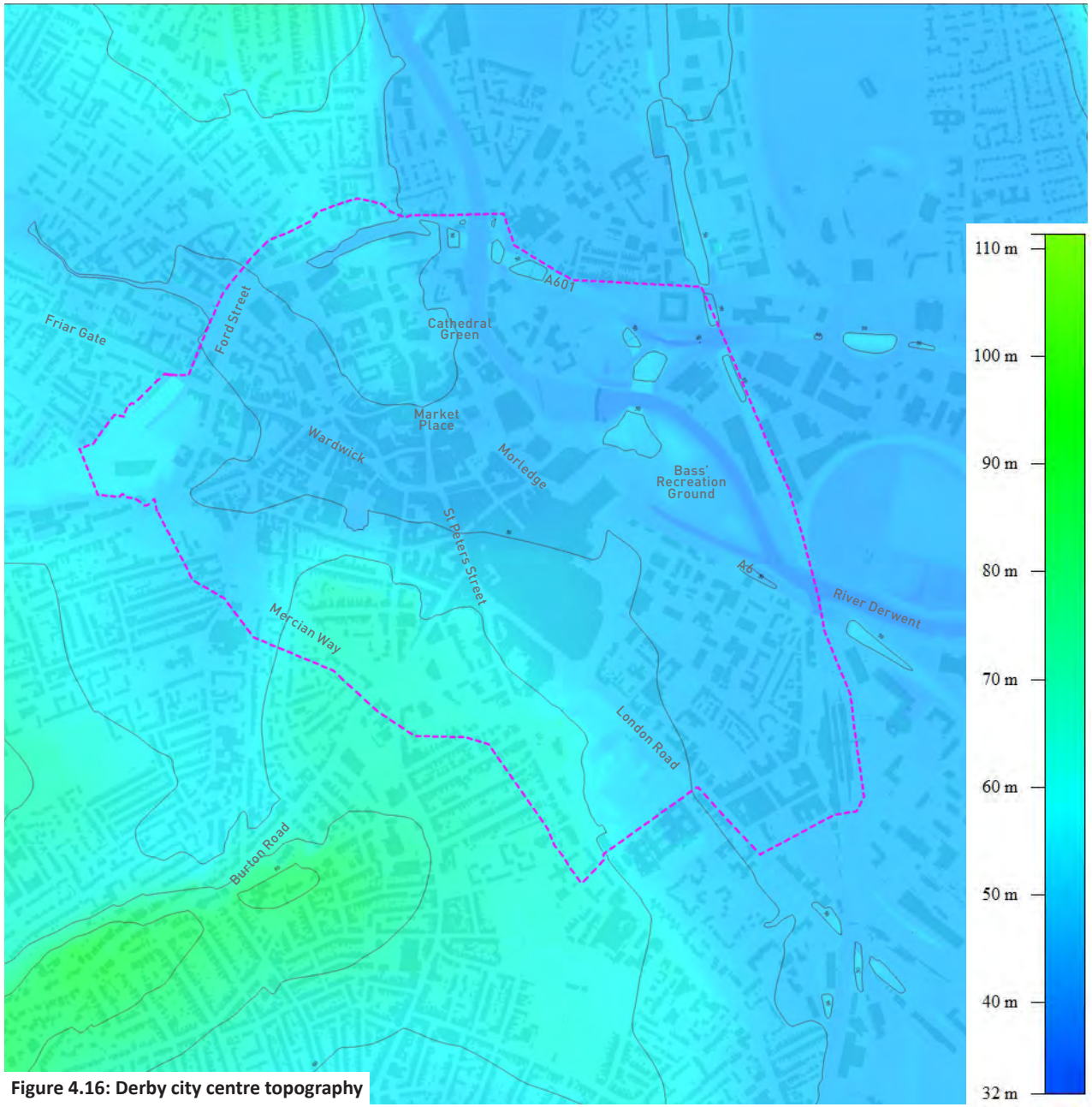

Figure 4.16: Derby city centre topography

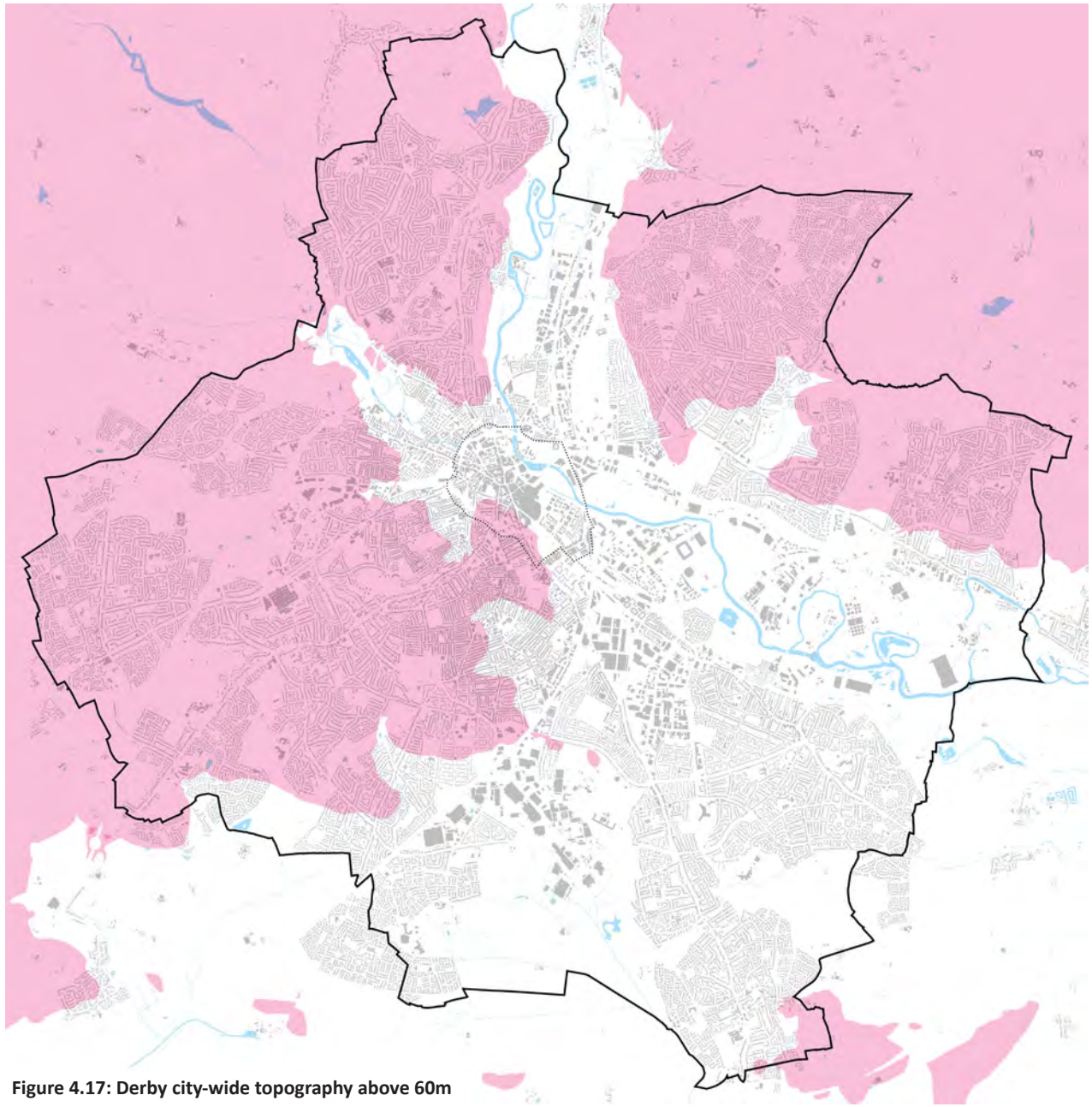

Figure 4.17: Derby city-wide topography above 60m

4.9.3 TOPOGRAPHY SENSITIVITY

The majority of the central business district lies at 40-60m above sea level. Above 60m, larger buildings start to become more prominent on the skyline and are at risk of distracting from the historic buildings of the city centre. Therefore, any land above 60m is considered to be sensitive to tall buildings (see Figure 4.17 and Figure 4.18). This sensitivity is considered in Chapter 8 Sifting Approach.

This is a high level strategic appraisal of how the elevation of topography may affect the prominence of tall buildings. In reality, more subtle changes in levels on a particular site can also have an impact.

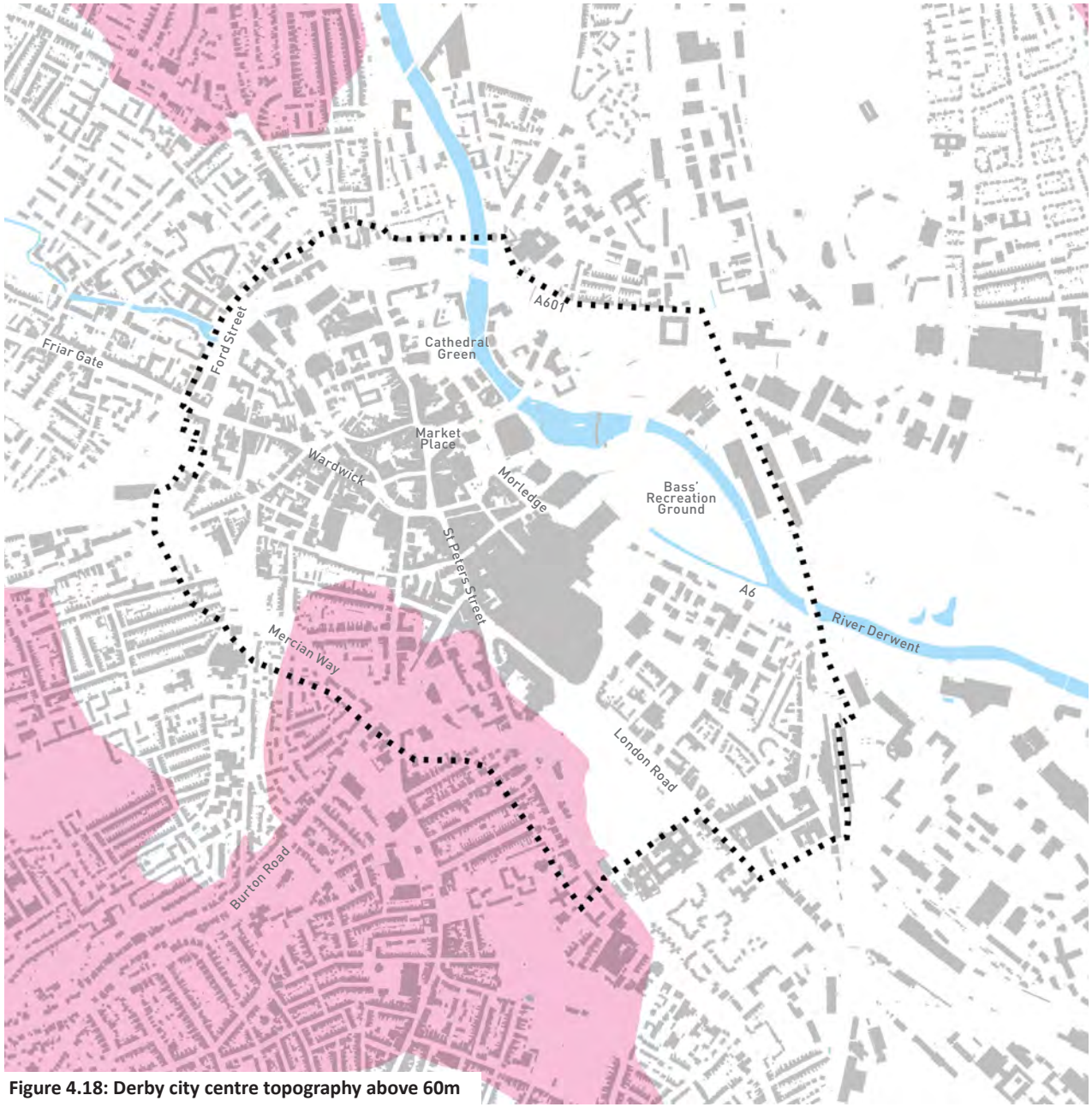

Figure 4.18: Derby city centre topography above 60m

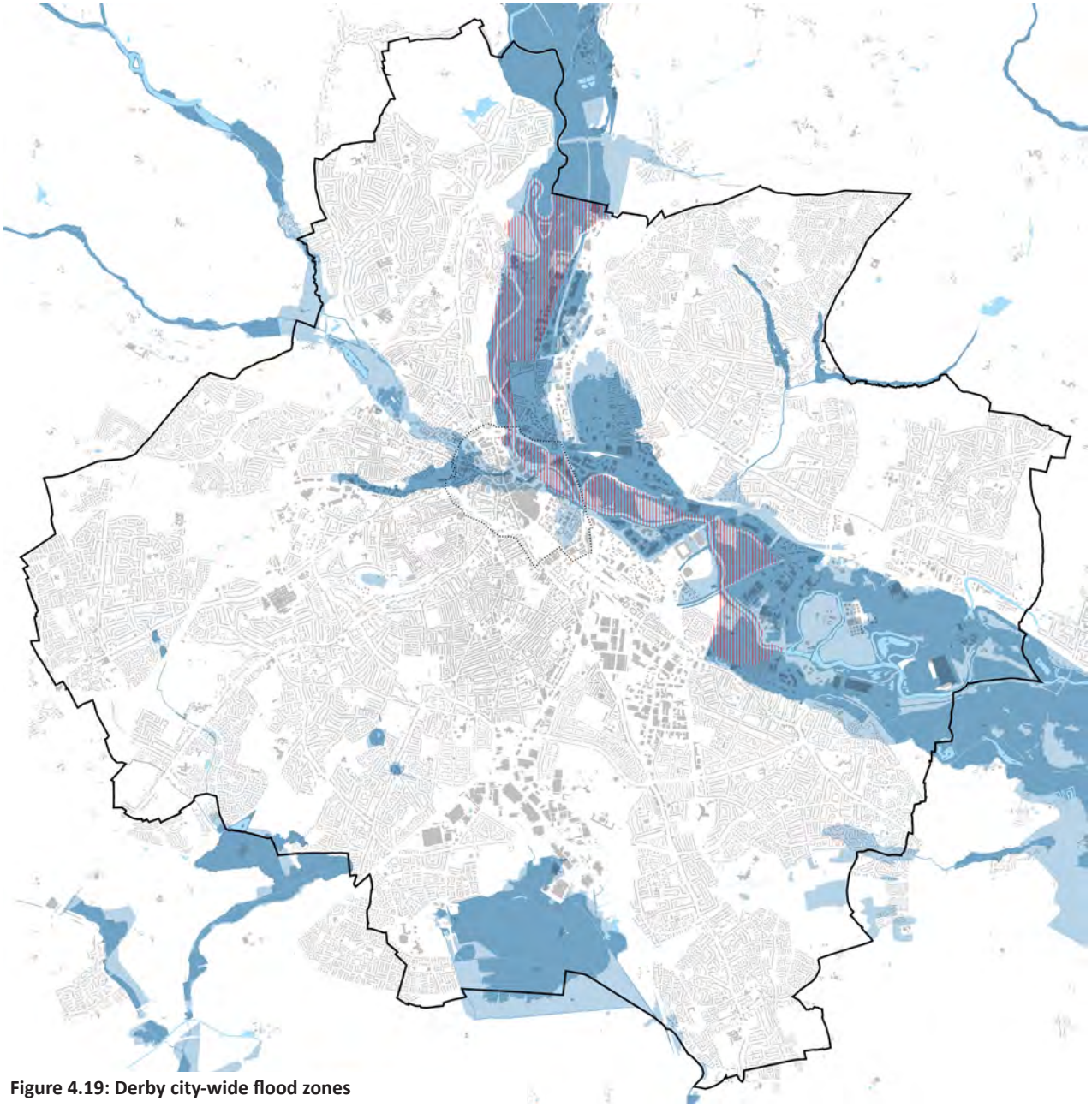

Figure 4.19: Derby city-wide flood zones

4.10 FLOODING

4.10.1 OVERVIEW

Areas in Flood Zone 2 have between 0.1 and 1% risk of flooding. These areas are expected to flood between one hundred to one thousand years. Areas in Flood Zone 3 have a greater than 1% chance of flooding, meaning that they are likely to flood more often than once every 100 years. Therefore areas in Flood Zone 2 are more extensive and more rare compared to Flood Zone 3. However, the effects of climate change are already having an effect on the regularity of extreme floods and it is likely that "1 in 100 year flood events" are actually occurring more often than that.

Derby's location along the River Derwent means it has a long history of flooding. Large tracts of urban land along the Derwent's course previously served as the river's natural flood plain and are at risk of flooding. Within the city centre, parts of the main shopping area, the Castleward area and the northern riverside are at risk of flooding. The city centre is largely protected from a 1:100 year flood by defences along the river. However, the northern riverside remains at risk.

In response, the Our City Our River project (OCOR) led by Derby City Council and the Environment Agency, aims to reduce flood risk caused by the river while also releasing land for development and creating a more attractive riverside.

4.10.2 RELEVANCE TO TALL BUILDINGS

Tall buildings should generally be located away from areas of flood risk to protect users and residents. This affects where tall buildings are likely to be located in Derby. However, the successful delivery of the Our City Our River project will open up sites on the riverside for development, making them more attractive and deliverable.

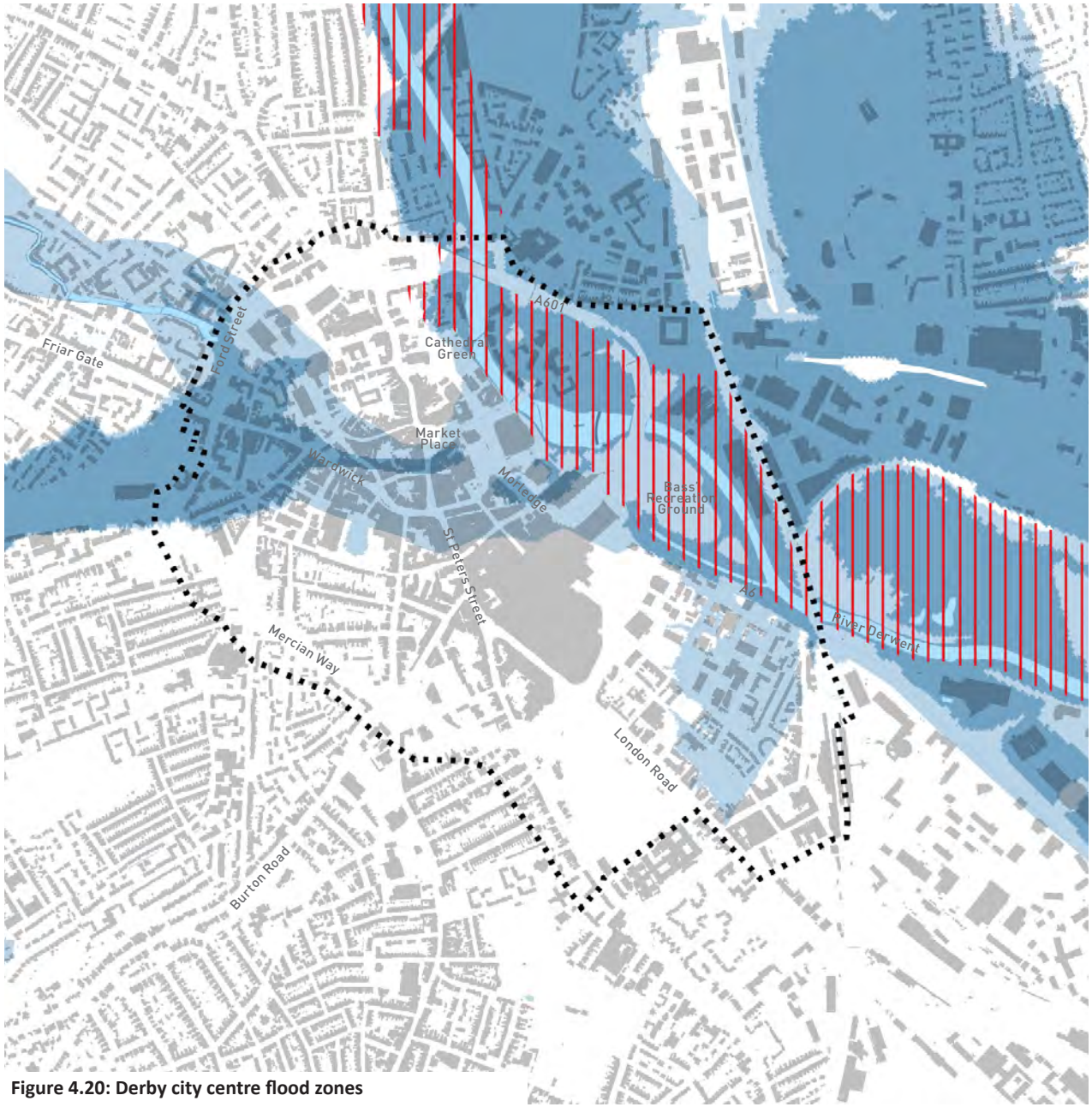

Figure 4.20: Derby city centre flood zones

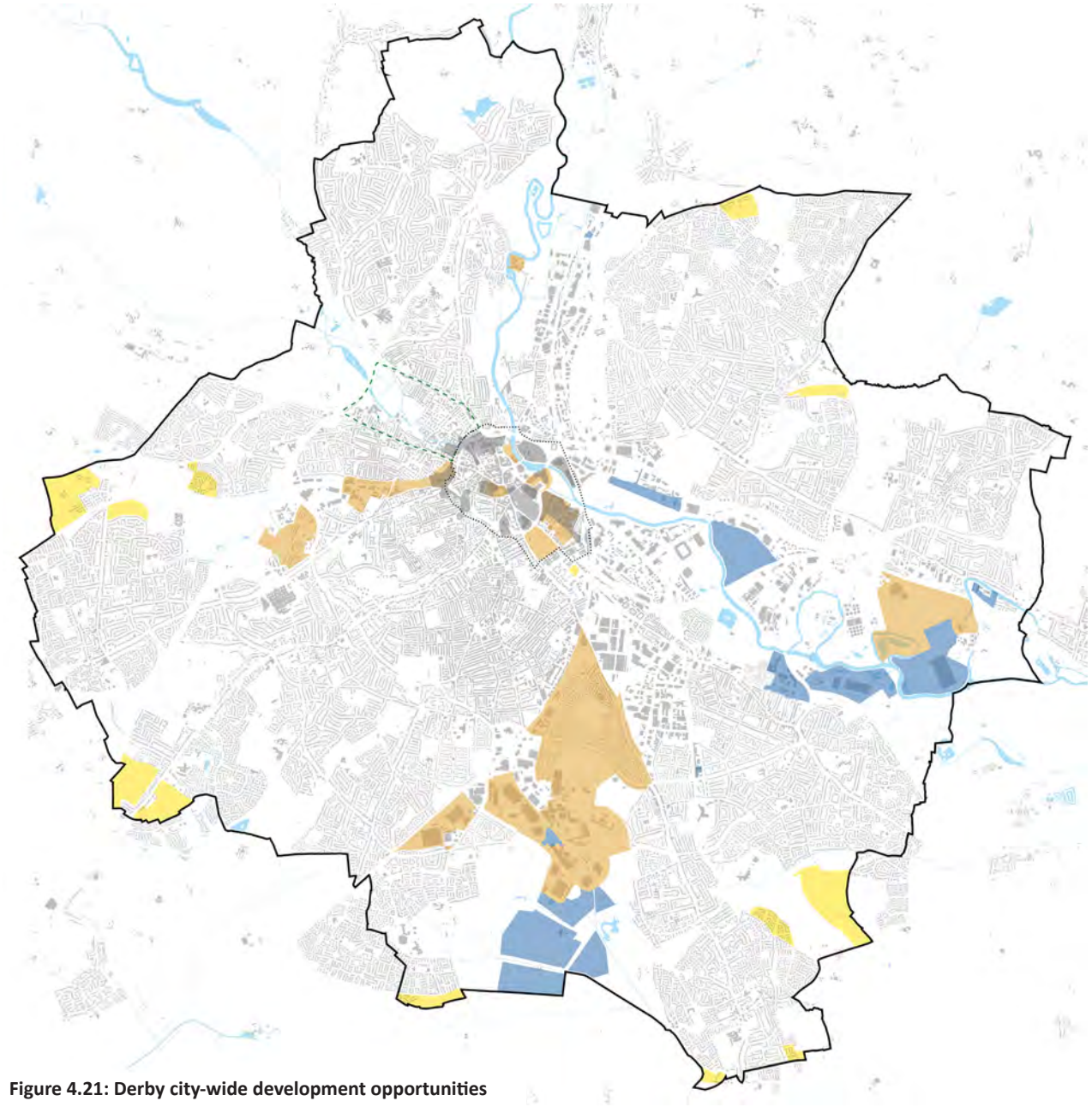

Figure 4.21: Derby city-wide development opportunities

4.11 DEVELOPMENT OPPORTUNITIES

4.11.1 OVERVIEW

Regeneration Areas: The Core Strategy identifies a number of regeneration areas across the city that will accommodate growth and redevelopment. The Castleward and Former Derbyshire Infirmary Regeneration Areas are the largest of these sites in the CBD. Smaller regeneration sites brought forward ("saved") from the previous local plan include the Becketwell, Riverlights and Full Street Police Station sites. Larger regeneration sites are location outside the CBD, such as Osmaston in the south. Many of these sites are already seeing developer interest and some are partially delivered (e.g, Castleward, DRI).

Proposed Employment Site: The growth of Derby's industry is planned primarily on sites to the east of the CBD along the river, such as Chaddesden Sidings and the Derwent Triangle.

Housing Sites: Strategic Housing Sites, identified in the Core Strategy, are mainly located on available land at the edges of the city.

University District: Identified as a distinct part of the city where the University of Derby can grow, creating a distinct district. This is supported under policy CP22 of the Core Strategy and it is likely that development related to the University will come forward here in the short and medium term.

Other Development Sites: Additional development sites that are likely to come forward for redevelopment have been identified by this study based on conversations with local stakeholders, a high level strategic site search and the consultant's knowledge and experience from conducting similar studies for towns and cities across England. Note that the sites identified are based on knowledge at the time of writing and new sites are likely to emerge in the future.

4.11.2 RELEVANCE TO TALL BUILDINGS

Tall buildings should generally be delivered as part of a wider vision and masterplan. Regeneration areas and larger development sites within and near the CBD are where tall buildings are most likely to come forward.

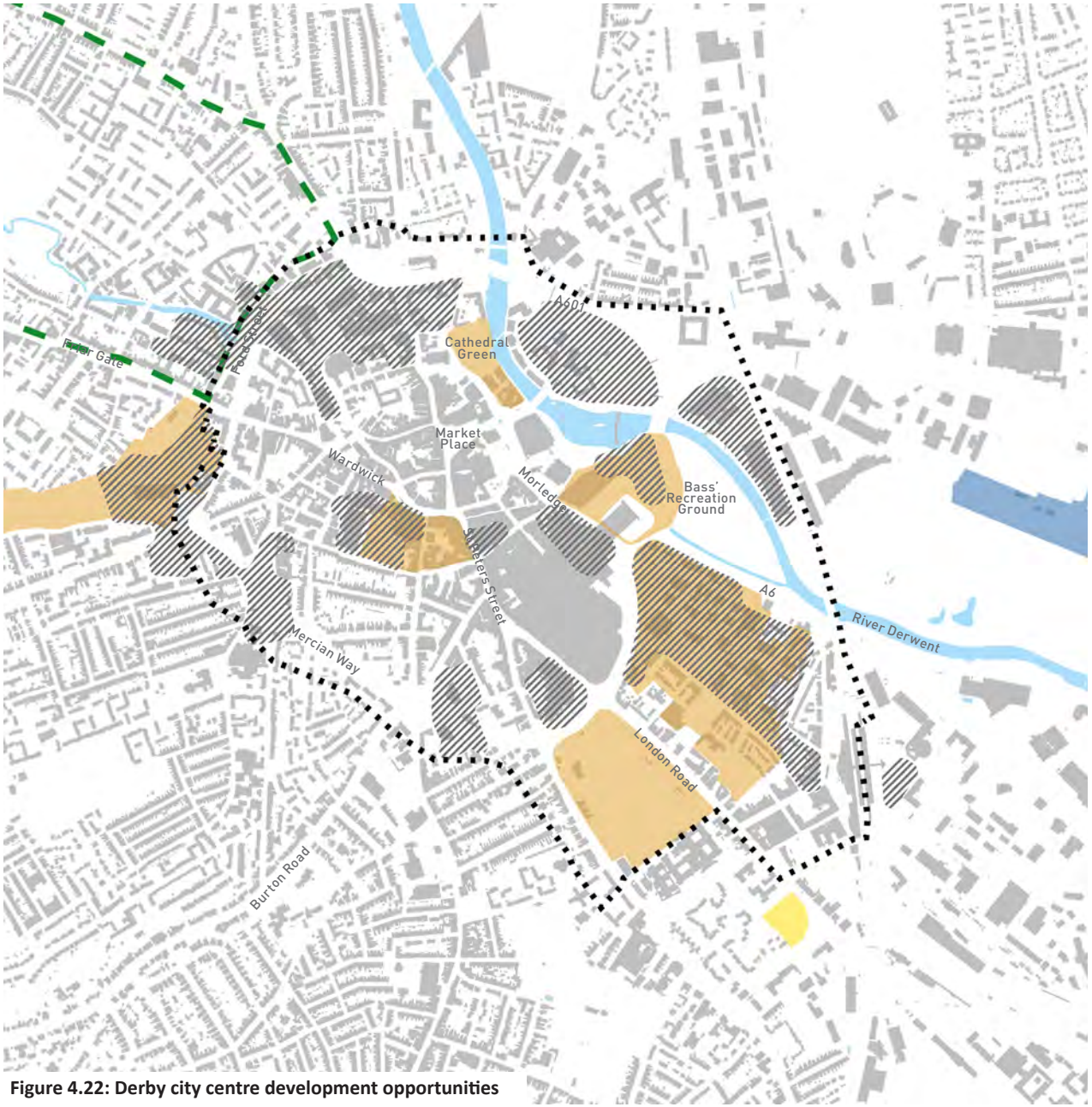

Figure 4.22: Derby city centre development opportunities

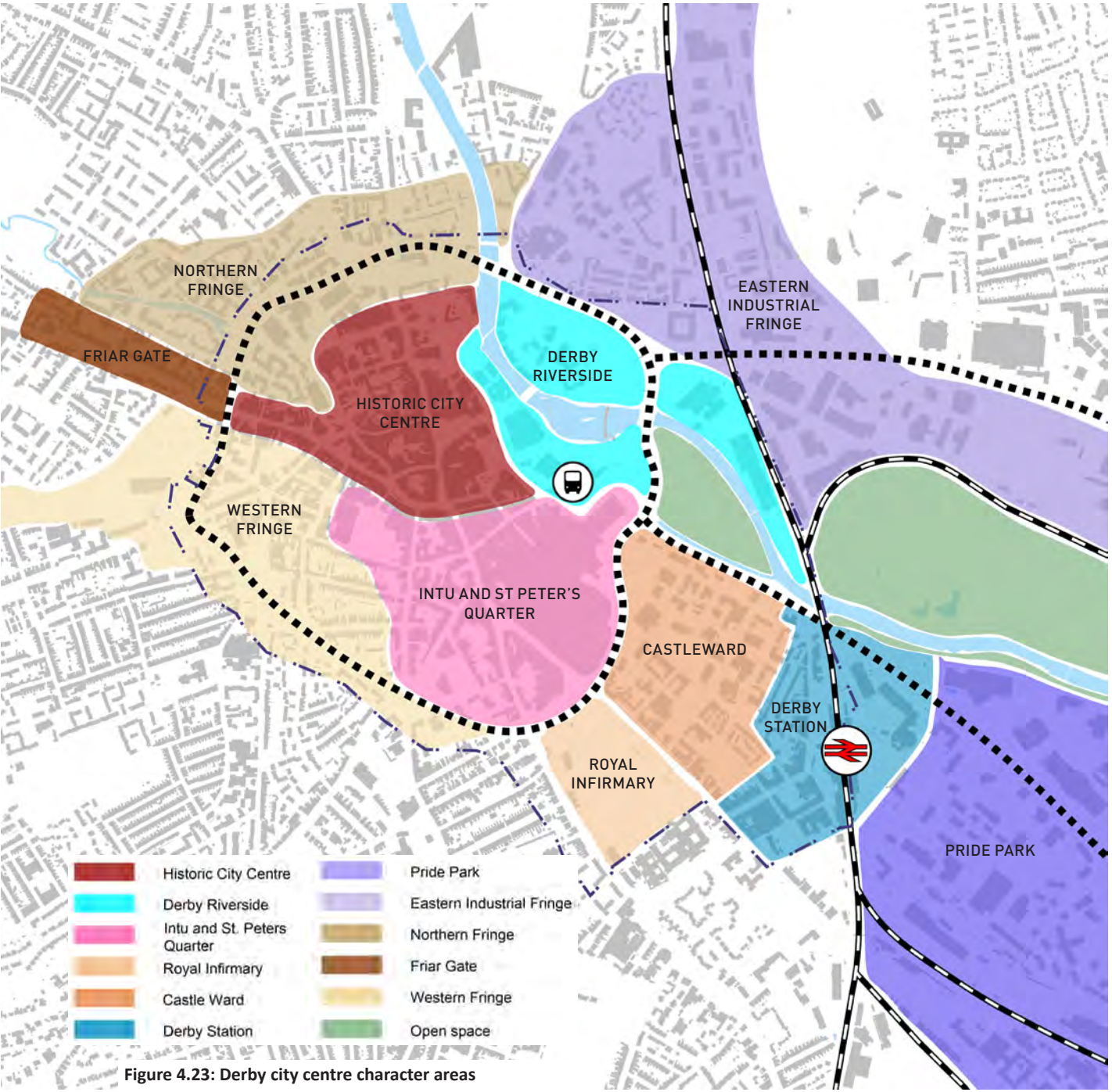

Figure 4.23: Derby city centre character areas

4.12 CHARACTER AREAS

4.12.1 INTRODUCTION

The area in and around the study area has been assessed and divided into distinct character areas that reflect the history, urban form and sense of place in each part of the city. Figure 4.23 shows these character areas. Each of these is discussed in detail over the following pages. The character areas form the basis of the building height recommendations in Chapter 9 of Part 2 of this report.

4.12.2 HISTORIC CITY CENTRE

This is Derby's historic city centre with a medieval street pattern. Ancient north south spine route linking the Cathedral, Queen Street, Iron Gate, Market Place and Corn Market. Medieval side streets with buildings from the 17th, 18th and early 19th centuries on St. Mary's Gate, Sadler Gate and Wardwick. Notable 19th century development on Albert Street, Victoria Street The Strand, St James Street and Iron Gate (east side). Well defined streets with relatively coherent frontage heights and consistent street enclosure and a fine grain development pattern.

The area sits at the heart of Derby's identity and distinctiveness. The Cathedral is the principal landmark and prominent focus of views along Queens Street, Iron Gate and St Mary's Gate. Other notable landmarks in this area are the Guildhall Spire, the City Museum and Art Gallery, the Market Hall, the Corn Exchange, the Silk Mill and the modern Derby Quad building on the Market Place. The large scale and monolithic appearance of the

Assembly Rooms on Market Place detracts from the fine grain character of the area.

Building heights along streets are predominantly 3 to 4 storeys and comprised of large street blocks with a maze of outbuildings, lanes, courtyards and parking areas to the rear. Heights in the interior of blocks are generally lower (1-3 storeys).

Buildings of greater height are the former County Offices (5 storeys at the interior of the block), and the student housing developments Cathedral Court (7 storeys) on Cathedral Road and the Croft on Walker Lane (9 storeys). The latter developments are exceptional in respect of their scale and height to the remainder of the area and feel incongruous with its character.

4.12.3 INTU AND ST PETER'S QUARTER

This area is the retail core of Derby and includes the INTU shopping centre and the St Peter's Street Retail Area. It also comprises the city bus station. The area is structured by radial routes leading into the historic centre including Green Lane, Babington Lane, Osmaston Road, London Road and Morledge. The southern boundary of the area is Lara Croft Way and Bradshaw Way on the inner ring road. The area is situated on a slope that rises up from Victoria Street to the inner ring road by about 16m, the equivalent of a five-storey building.

Towards the city centre, streets are well defined by a mix of fine grain 19th century buildings and later 20th century insertions of greater scale. Towards the south and west the area becomes more fragmented with development that poorly encloses streets, and a prevalence of surface car parks, service yards and vacant sites. The INTU Shopping Centre accommodates a vast street block and effectively provides its own private realm of internal streets and spaces.

The principal landmark in the area is St. Peter's Church albeit it is over-dominated by Prosperity House that lessens its impact and presence. The area further comprises a few locally distinctive historic buildings. The older parts towards the north of the area and along Green Lane and parts of Osmanston Road offer a greater sense of history and distinctiveness, whilst areas to the south, the Intu itself, and around the bus station are more functional and have a lesser sense of place. Overall the area is characterised by its principal retail function, with buzz along St Peter's Street and East Street during the daytime and little activity during the evening and the night.

Building heights generally range between two and five storeys. The Intu Shopping Centre, the bus station development, the Eagle Market, the Intu Riverside Car Park, Prosperity House, St Peters Quarter Hotel and Laurie House are major large-scale buildings of greater height that bear little relationship to the finer grain and character of Derby city centre.

4.12.4 DERBY RIVERSIDE

The character of this area is mixed and different in each of its three sub-areas. On the western side of the river the area extends the scale of development in the city centre and accommodates the a number of large scale developments. These include Riverside Chambers, the Council House, the Court House and the bus station. On the opposite side of the river the area is more fragmented. It comprises a range of buildings from different eras including older industrial and commercial premises, a block of interwar housing, two public houses, a few post-war office buildings and, to the north of the site, two more recent apartment buildings. Large parts of the site are being used as surface car parks. The area is impacted by the adjoining inner ring road and lacks a clear sense of purpose. Further downstream, to the east of Holmes Bridge, and wedged between the river and the railway line lies a small industrial area (Meadow Road), which comprises a row of low rise sheds.

Heights in this area vary greatly, ranging from 2 to 6 storeys. The Premier Inn rises up to seven storeys, the bus station to an equivalent height of an 8-storey building, and two residential buildings opposite the Silk Mill to nine storeys. The industrial strip on Meadow road is predominantly single storey. A 12-storey residential building has been permitted on Derwent Street (Biohouse). Another 17 storeys development is also submitted for planning in this area (Landmark).

The defining feature that connects this area is the river with its green embankments on either side that offer visual and open space amenities.

4.12.5 CASTLEWARD

The Castleward character area is split into two halves along Castleward Boulevard. The southern half has been the subject of a major regeneration scheme that is still ongoing and is being transformed into a residential area with a mix of terraced housing and apartment buildings. The northern half of the area comprises a mix of industrial and commercial premises, surface car parks and some housing at the eastern end (Railway Cottages).

Heights in the area are generally 2 to 3 storeys. The exceptions are two four storey corner buildings on Liversage Square, and the six storey Castleward Court on the inner ring road. The tower of the Church on London Road is a prominent local landmark in the area.

4.12.6 WESTERN FRINGE

The western fringe is fragmented area at the edge of the city centre. It comprises of a mix of 19th and early 20th century buildings along historic routes, post war insertions of office and residential buildings of greater scale, and a few older industrial and commercial premises. The establishment of the inner ring road (Mercian Way) has severed the area, leaving large tracks of land alongside undeveloped, as surface car parks or landscaped without a clear purpose. Friar Gate Goods Yard is an extensive former railway side in the west of the character area, and dominated by the derelict Bonded Warehouse.

Buildings heights range normally from two to three storeys. Exceptions to the typical height are a few office buildings with 5 and 6 storeys (Forester House, Saxon Court and Saxon House) that feel out of place. Noteworthy is the Bonded Warehouse that due to its elevated location is an imposing landmark in the vista along Mercian Way.

4.12.7 NORTHERN FRINGE

The Northern Fringe area is a fragmented inner urban area to the north east of Friar Gate, and to the north and north west of the historic city centre. It comprises of a patchwork of development including student accommodation, commercial and industrial premises, office and institutional buildings, housing estates and semi-detached private housings. Much of the building stock dates from postwar and more recent periods, although fragments of older and historic buildings remain on Kings Street, Mansfield Road, St Mary's Bridge and Arthur Street. The Friar Gate Conservation Area adjoins to the south west of the area with a remarkable ensemble of historic buildings from the 17th, 18th and 19th century.

Prominent landmarks are St Mary's Church, Jury's Inn, the Copper Building and the converted historic mill building on Mill Street. The in parts highly engineered inner ring road is a dominant feature of the area. The road together with vacant and leftover sites alongside creates severance between the outer areas and the city centre. Overall the areas character is dominated by road space and traffic, and lacks a clear and distinct sense of place and identity.

Heights in the area generally range from two to five storeys. The exceptions are above mentioned landmarks, the Chapel Street Car Park and some recently built student housing that break with the typical contextual height range. These include the new student housing developments on Agard Street (9 storeys) and the recent development on Cathedral Road (9 storeys). Other permitted buildings on Agard Street also propose to introduce heights of 7-8 storeys.

4.12.8 DERBY STATION

The area to the west of Derby Railway Station comprises of three storey 19th century buildings, including a few public houses and two hotels, and a triangle of railway cottages. The station itself is a modern building with associated car parking, bus stops and taxi rank. The area is designated as a conservation area and to the north and south of the station building it has a distinct character and offers sense of history. The street block directly opposite the station entrance however, is of a lesser quality and appearance, and does not represent a welcoming arrival experience worthy of a city such as Derby.

Directly opposite the eastern station exit is the Roundhouse, a converted Grade II* Listed railway building that acts as a local landmark and offers distinctiveness to this arrival space. Heights around the station are generally 2-3 storeys.

4.12.9 OTHER AREAS

The study identifies the Eastern Industrial Fringe and Pride Park Character Areas. However, these areas are outside of the study area and so have not been assessed in detail. They are included in Figure 4.23 for completeness.